

18TH PEORIA

DEVELOPMENT FRAMEWORK PLAN

March 13, 2023



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UrbanWorks



AECOM

Message from the Commissioners

Greetings,

The 18th & Peoria Development Framework Plan represents the Pilsen community's goals for the residential redevelopment of approximately six acres of vacant land in the heart of the Lower West Side.

The framework evolved over a seven-month period starting in fall 2022, when the Chicago Department of Planning and Development (DPD) and the Department of Housing (DOH) initiated a series of community discussions about the site's future and its potential role in meeting the neighborhood's ever-increasing affordable housing needs.

Pilsen for decades has served as a vibrant and welcoming community, especially for recent immigrants and their families. In recent years, however, the neighborhood's unique urban fabric and cultural history have fostered unprecedented private investment, resulting in gentrification and the displacement of thousands of long-time residents. In response and in cooperation with local elected officials, the City initiated multiple strategies to protect existing families from increasing costs, including the acquisition of land at 18th & Peoria for future housing needs.

The 18th & Peoria Development Framework Plan is intended to guide multiple phases of construction across the site by one or more development entities. It includes a preferred buildout scenario that identifies new streets and alleys, along with opportunities for public open spaces, connections to transit, ancillary retail uses, and quality-of-life amenities.

Through the 18th & Peoria Development Framework Plan, DPD and DOH are laying out a comprehensive vision for new construction that reflects residents' goals involving density, massing, and scale, while maximizing design and affordability. The framework will ensure the site is developed according to a range of community goals, which will also facilitate the review and approval process as construction phases move forward.

On behalf of Mayor Lori E. Lightfoot and the entire City of Chicago, DPD and DOH thank everyone who participated in the framework plan. Your efforts will benefit the neighborhood for years to come.

Sincerely,




Maurice D. Cox

Commissioner,
Department of Planning
and Development




Marisa C. Novara

Commissioner,
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DEVELOPMENT FRAMEWORK PLAN





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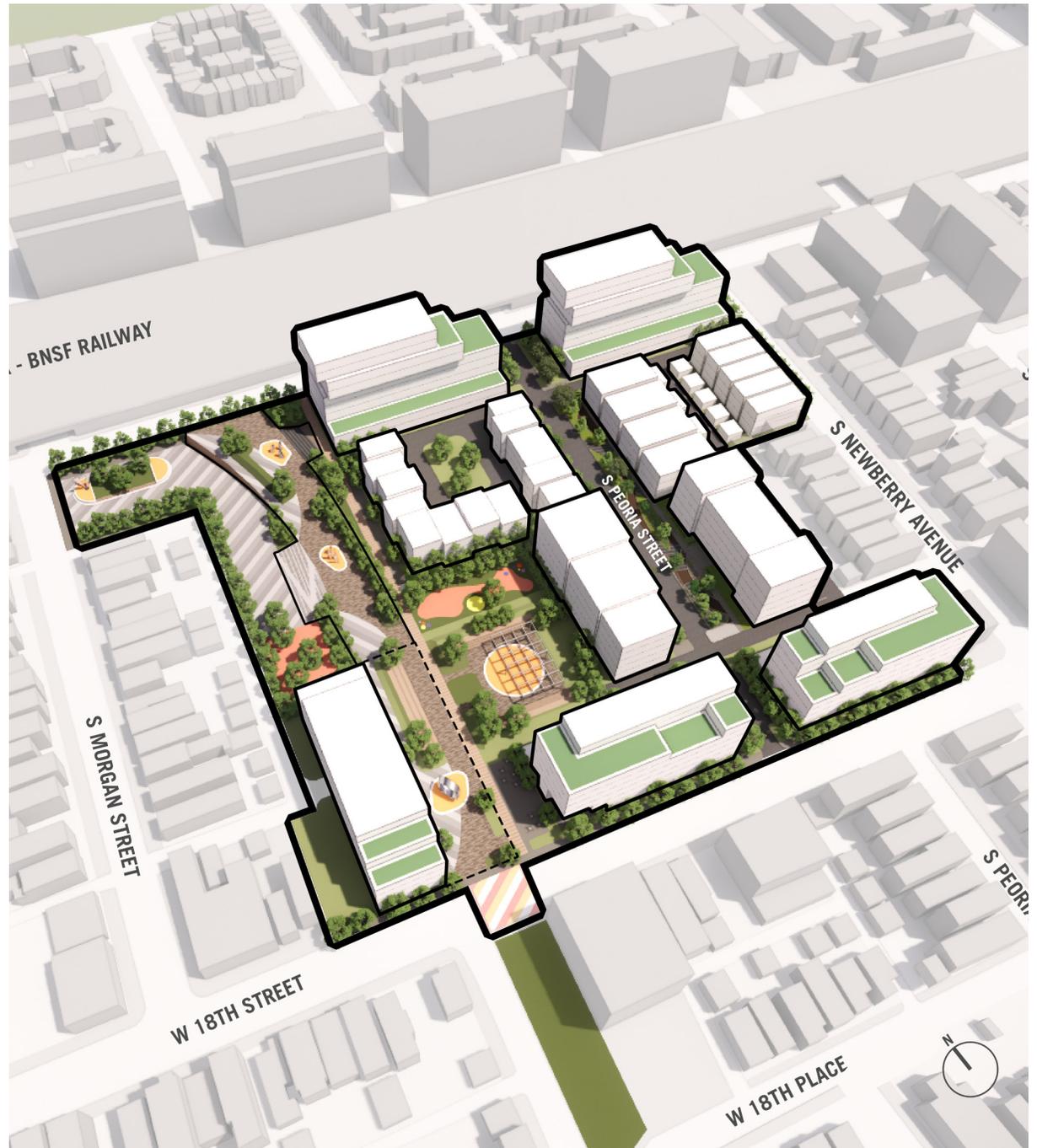
Project Overview

Executive Summary

The 18th & Peoria Development Framework Plan took a comprehensive look at the redevelopment opportunities for the prominent project site in Pilsen. The planning process began with a detailed existing conditions analysis to understand the current character of the community and how that could and should influence the design of the site. A real estate market analysis and housing needs assessment were also completed to understand the specific housing types and affordability needed in the neighborhood as well as feasibility for other market sectors, such as commercial.

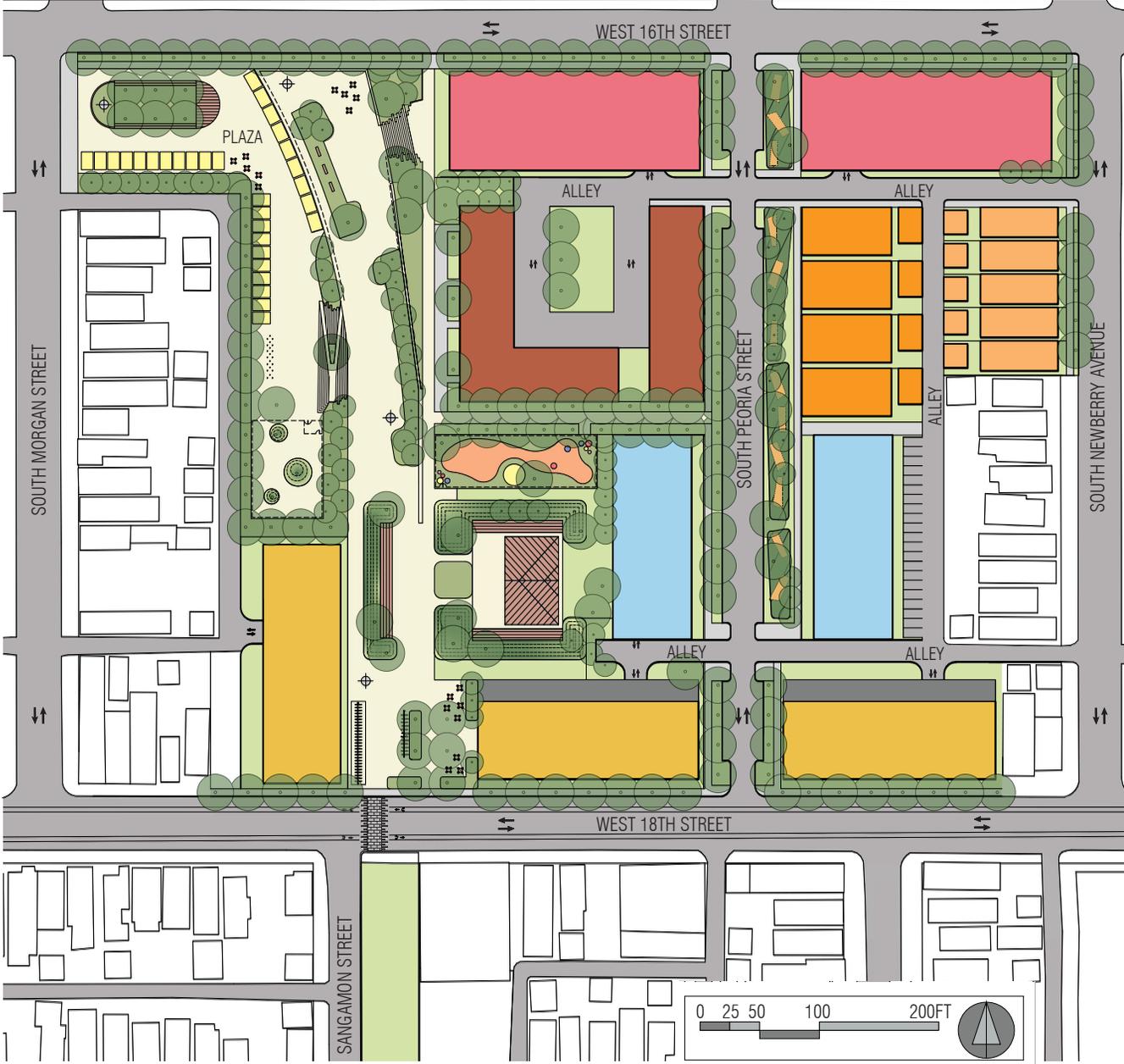
Using findings from the analysis and input from the community, three unique scenarios were developed for the project site. They were presented to the community at a hybrid in-person and virtual open house, which allowed participants to share which aspects they preferred from each scenario. With this feedback, the three scenarios were consolidated down to one. Key strengths from each were incorporated to create a single, holistic development that addresses needs for affordable housing, home ownership, public open space, local business development, and regional connectivity.

This section summarizes key recommendations for the development of the 18th & Peoria site.

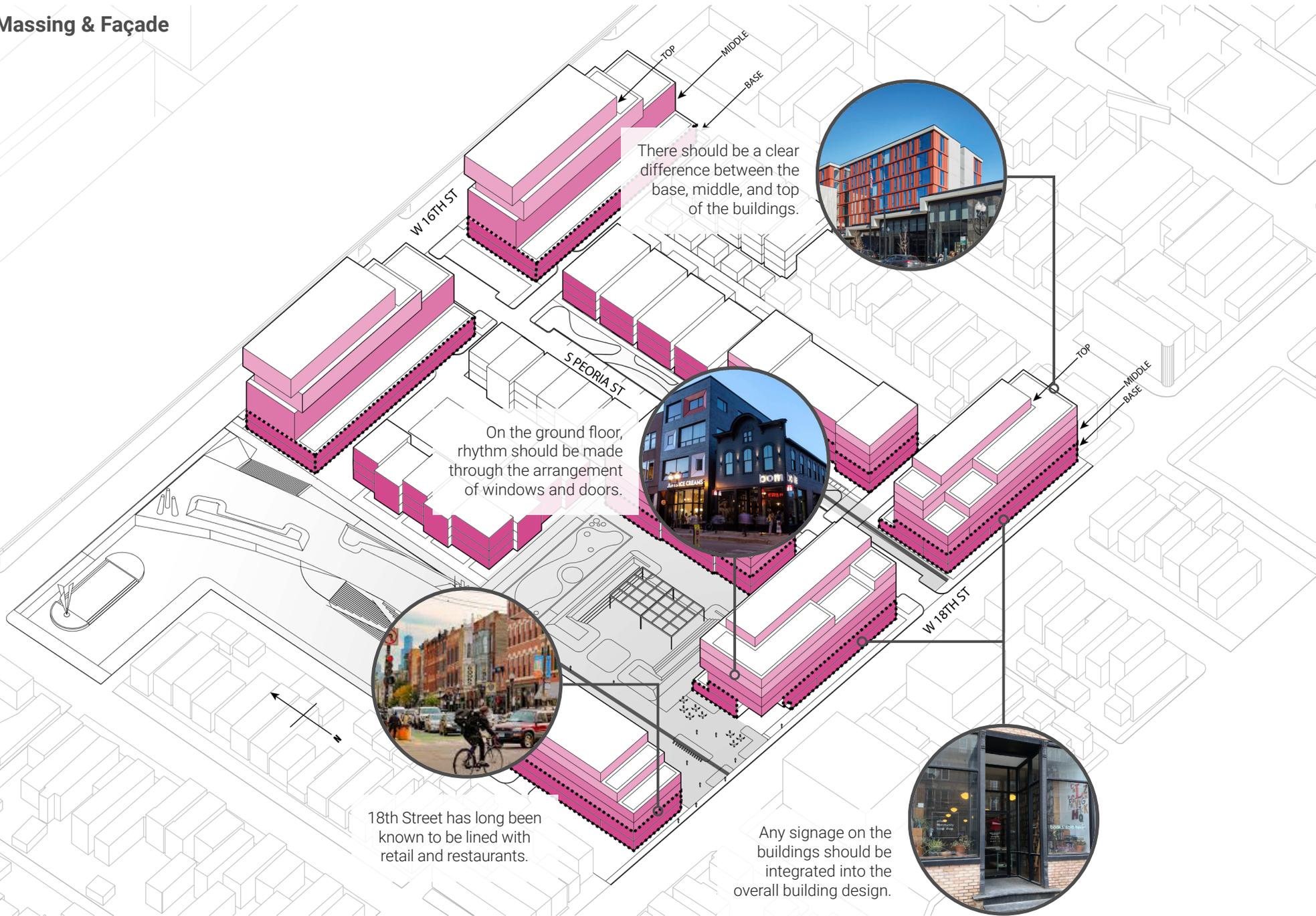


Site Plan

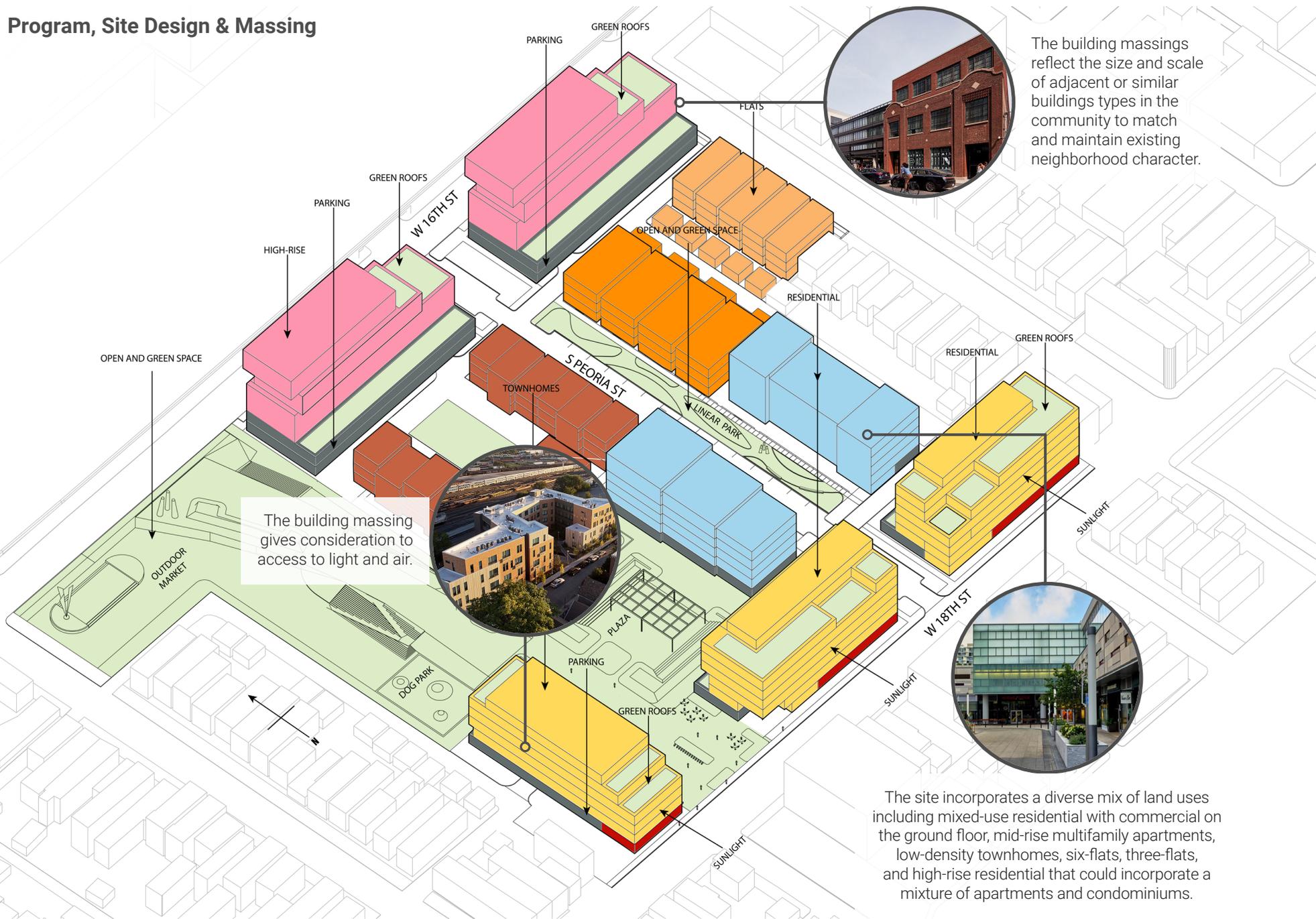
The higher-density buildings are along 18th and 16th streets. There are three mixed-use buildings (M1, M2, M3), in yellow, along 18th Street. They each have commercial space on the first floor, parking in the back, and residential units above. M1 has six stories while M2 and M3 have seven stories. North of the mixed-use buildings are R1 and R2 (in blue), which are the only five-story residential buildings. R1 has structured parking on the first floor, whereas R2 has surface parking on the back. North on the site plan, along 16th Street, are two high rises HR1 and HR2 (in pink). These residential buildings have parking on the first two floors and seven stories of residential units. On the center of the site, west of Peoria Street are two groups of townhomes (in brown)—an L shaped building facing the rail spur and a row of townhomes facing Peoria Street. Right across Peoria Street are four six-flat buildings, and facing Newberry Avenue are five three-flat buildings. All of these buildings have access via new alleys that connect to Peoria Street and Newberry Avenue.



Massing & Façade



Program, Site Design & Massing



The building massings reflect the size and scale of adjacent or similar buildings types in the community to match and maintain existing neighborhood character.

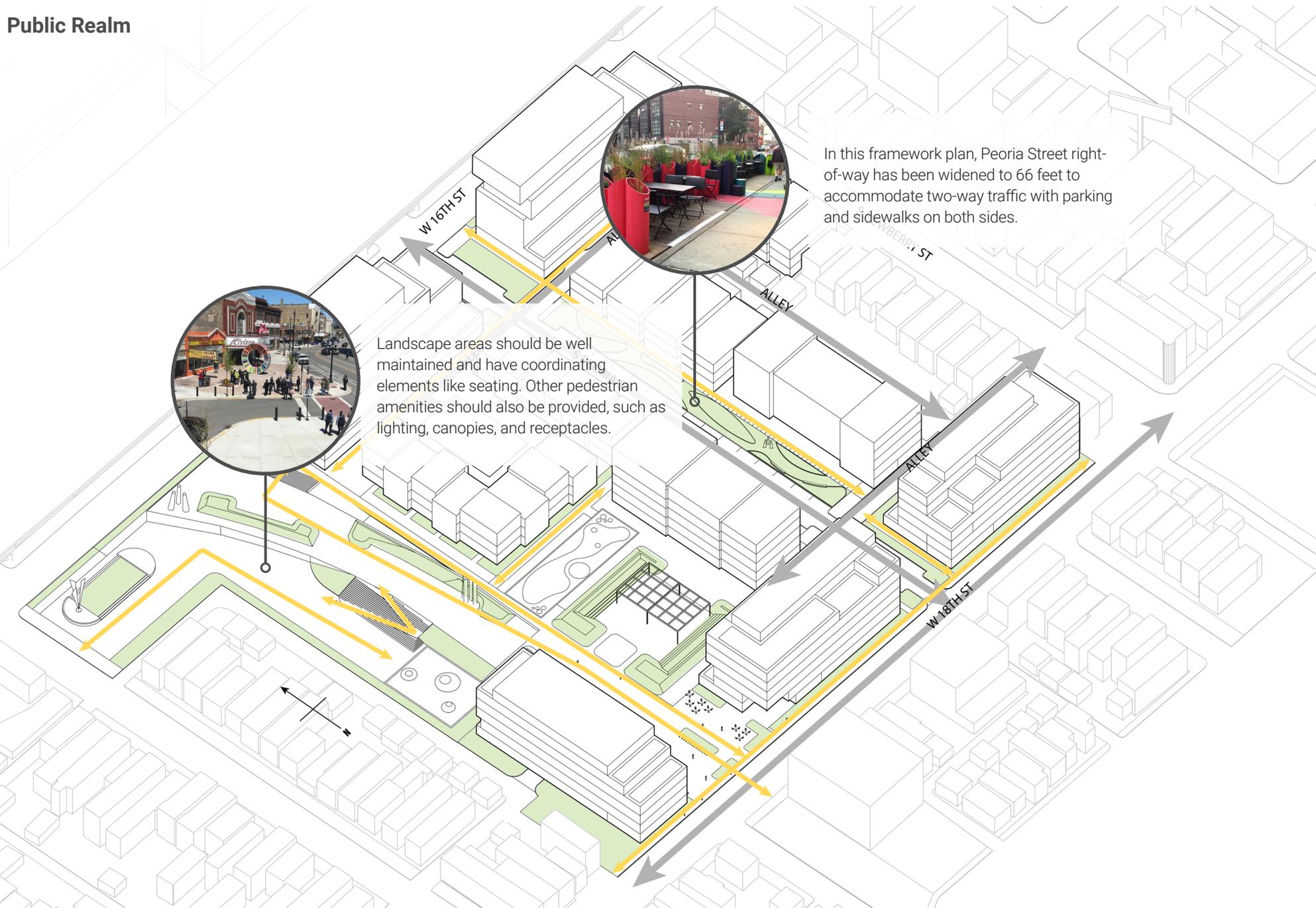
The building massing gives consideration to access to light and air.

The site incorporates a diverse mix of land uses including mixed-use residential with commercial on the ground floor, mid-rise multifamily apartments, low-density townhomes, six-flats, three-flats, and high-rise residential that could incorporate a mixture of apartments and condominiums.

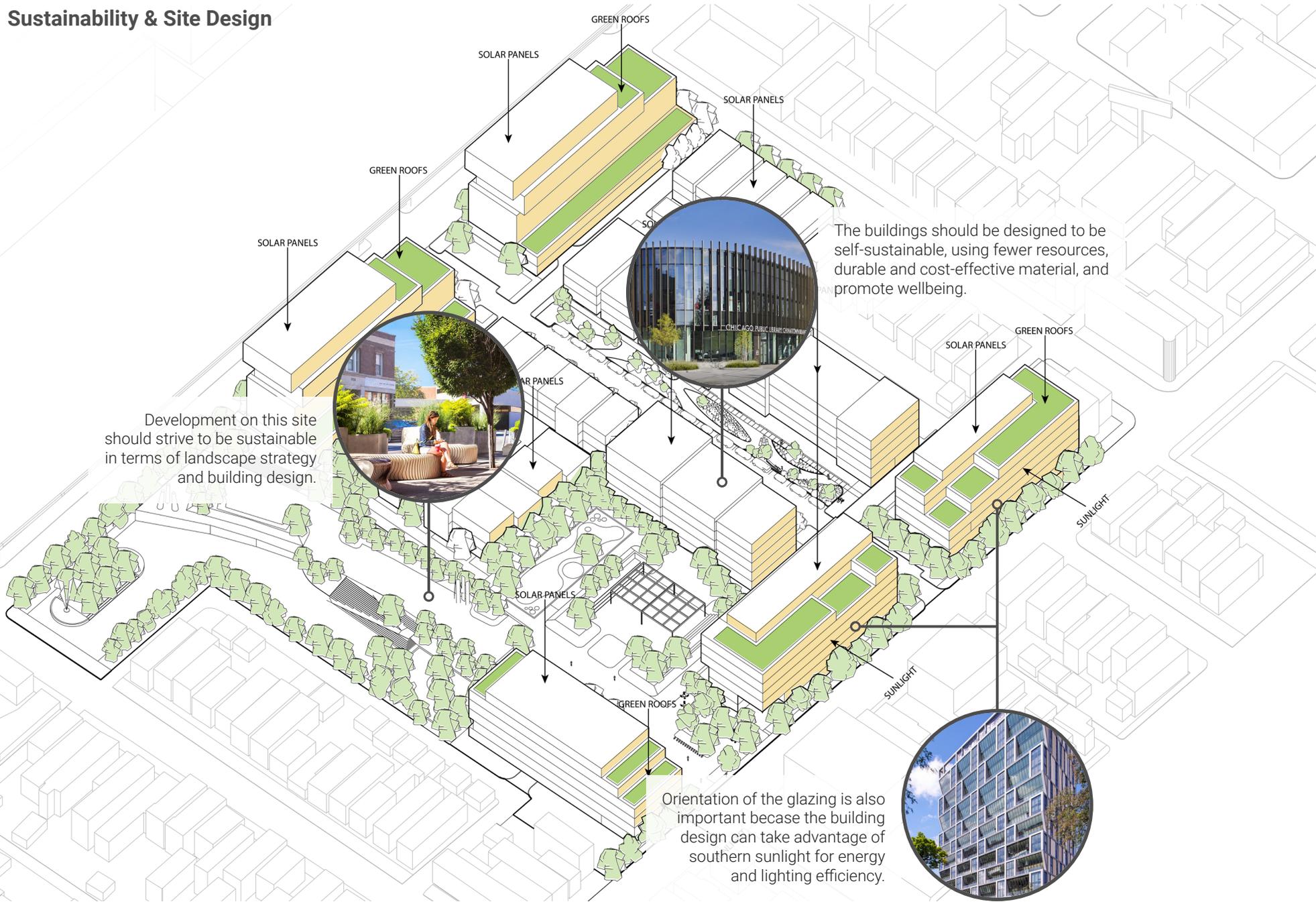
Public Realm

In this framework plan, Peoria Street right-of-way has been widened to 66 feet to accommodate two-way traffic with parking and sidewalks on both sides.

Landscape areas should be well maintained and have coordinating elements like seating. Other pedestrian amenities should also be provided, such as lighting, canopies, and receptacles.



Sustainability & Site Design



Development on this site should strive to be sustainable in terms of landscape strategy and building design.

The buildings should be designed to be self-sustainable, using fewer resources, durable and cost-effective material, and promote wellbeing.

Orientation of the glazing is also important because the building design can take advantage of southern sunlight for energy and lighting efficiency.

Phasing

- Phase 1
- Phase 2
- Phase 3
- Phase 4



Visualizations



Linear park looking north on Peoria Street



Looking south down at the market from the top of the rail spur



Looking north up the rail spur on 18th Street

The Pilsen Neighborhood

Located southwest of the Loop, the Pilsen neighborhood is a cultural center for Mexican Americans in Chicago. Like many growing communities, Pilsen faces the challenge of balancing new development while ensuring affordability and preserving housing and businesses for existing and long-time residents.

In 2021, the City's Department of Housing (DOH) announced an unprecedented investment of more than \$1 billion to create and preserve affordable housing. As part of this investment, the City acquired an approximately six-acre site located on the north side of 18th Street and Peoria Street. The 18th & Peoria Development Framework Plan seeks to create a comprehensive vision of the 18th & Peoria site development that meets the residential and commercial needs of the community, fits within the existing context of the Pilsen neighborhood, and adds value to the property itself and surrounding areas. The goal of the Development Framework Plan is to guide redevelopment of the site with a multi-phased affordable housing development with supportive services and other ancillary uses such as public open space and commercial retail.

A Brief History

The Pilsen neighborhood has historically offered immigrants and other newcomers to the City a congenial, pedestrian-oriented, and accommodating home within the City of Chicago. Beginning in the mid-1800s, the presence of railroads and the south branch of the Chicago River attracted a burgeoning industrial sector to the Pilsen area, resulting in an influx of European immigrants seeking to make a living in these factories. Mexican and Latino immigration to Chicago continued through the mid-1900s, when new

arrivals and displaced residents from other areas of the City began to concentrate in Pilsen. Today, the neighborhood is known for its hard-working roots, flourishing arts and cultural scene, industrial economic base, and historical built form.

Housing Affordability Crisis

As is the case in many parts of Chicago and throughout virtually all urban areas nationwide, Pilsen and its surrounding areas are experiencing a crisis of housing affordability. In its Mapping Displacement Pressure in Chicago report, the Institute for Housing Studies at DePaul University classifies much of Pilsen as an area experiencing rising or significantly rising housing costs that exert displacement pressures on existing residents. Between 2000 and 2015, median home values increased by nearly 12 percent on an inflation-adjusted basis, while median rents increased by over 22 percent. These trends have resulted in a high cost burden for Pilsen residents and its surrounding area — as of 2019, around 40 percent of households on the Lower West Side spent more than 30 percent of their income on housing costs. Without intentional policy, planning, and development approaches that seek to balance new development with preservation, the continued drastic transformation can displace existing Pilsen residents and diminish the neighborhood's history and culture.

Several policy and planning goals are in the UIC and DePaul reports, the Pilsen & Little Village Action Plan (prepared by DPD and CMAP in 2017), and the Pilsen TIF District's Redevelopment Plan (prepared by DPD in 1998 and amended most recently in 2004). The construction of additional affordable housing units is paramount among the goals presented in each of these documents, which is the primary objective of the development being studied at the 18th & Peoria site. Affordable housing alone provides significant benefits for its residents, but the needs of these households extend beyond their homes and require robust services,

green space, and economic opportunities on-site and nearby.

As a mixed-income, multiracial community, the Pilsen neighborhood finds strength in its diversity and its legacy of dedicated community-based leaders and institutions. The sociocultural assets that have arisen from its rich communal foundation include many local businesses, nonprofits, and arts organizations.

With concerns over the displacement of existing residents, the 18th & Peoria Development Framework Plan seeks to balance the new development with the preservation of the neighborhood's history. Multiple phases of affordable housing on this site can help to prevent displacement of longtime residents and create spaces for community-focused retail amenities. The Plan also considers the promotion of local business communities by incorporating commercial corridors into the affordable housing proposal.

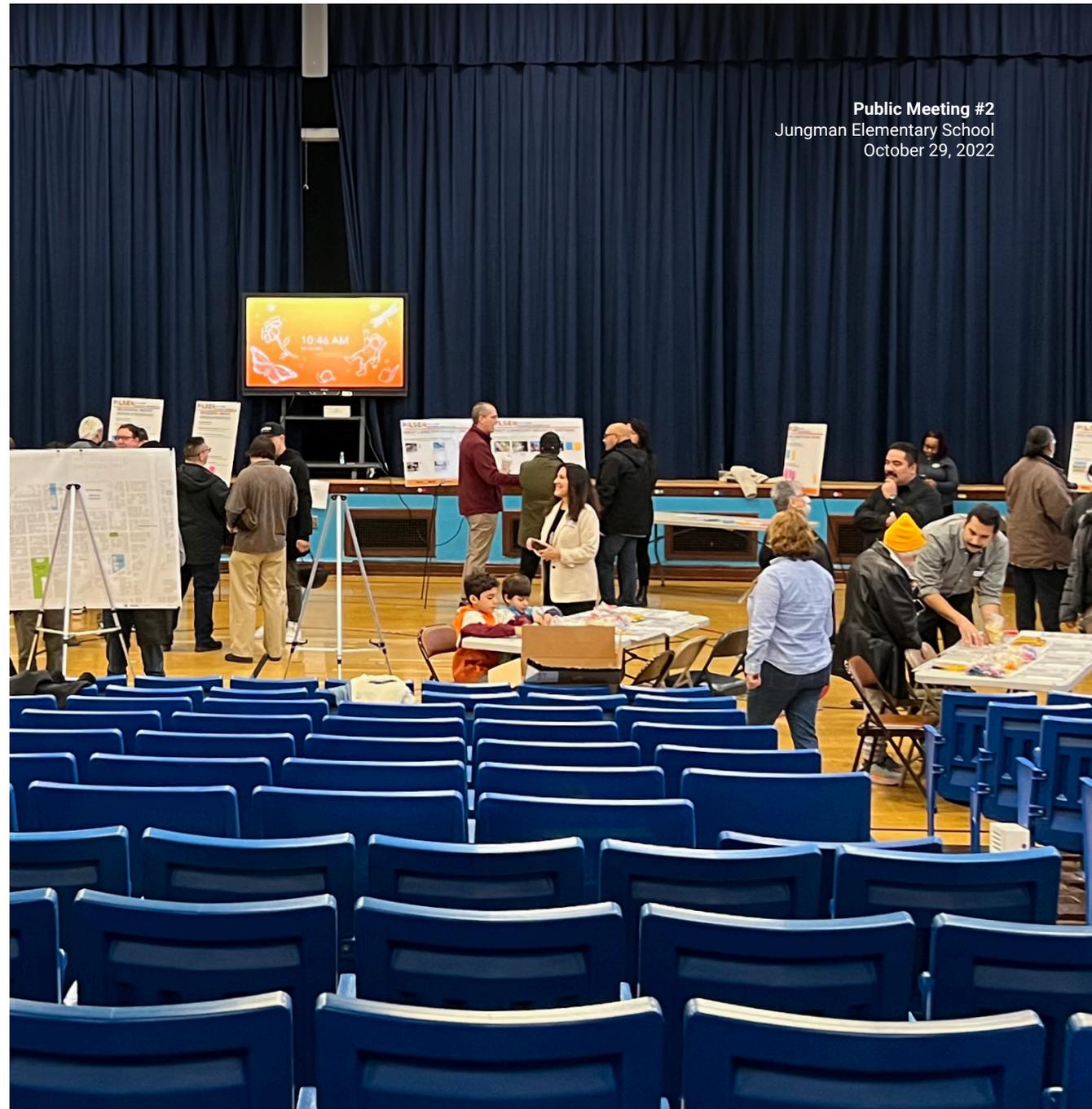


The neighborhood is known for its hard-working roots, flourishing arts and cultural scene, industrial economic base, and historical built form.

Principles & Objectives

Based on feedback from Pilsen community members, the following are objectives for the 18th & Peoria Framework Development Plan:

- 1 Develop a framework that adheres to principles of good urban design and placemaking
- 2 Create affordable housing options for a wide range of income levels, including very low-income
- 3 Dedicate community spaces and public art rooted in and celebrating Pilsen's rich cultural diversity
- 4 Improve the public realm
- 5 Create a shared open space for the residents and neighboring community
- 6 Dedicate spaces for local business ownership, with an emphasis on reflecting the diversity of the Pilsen neighborhood
- 7 Promote high-quality and sustainable design
- 8 Connect the site to the surrounding neighborhood to improve accessibility and walkability





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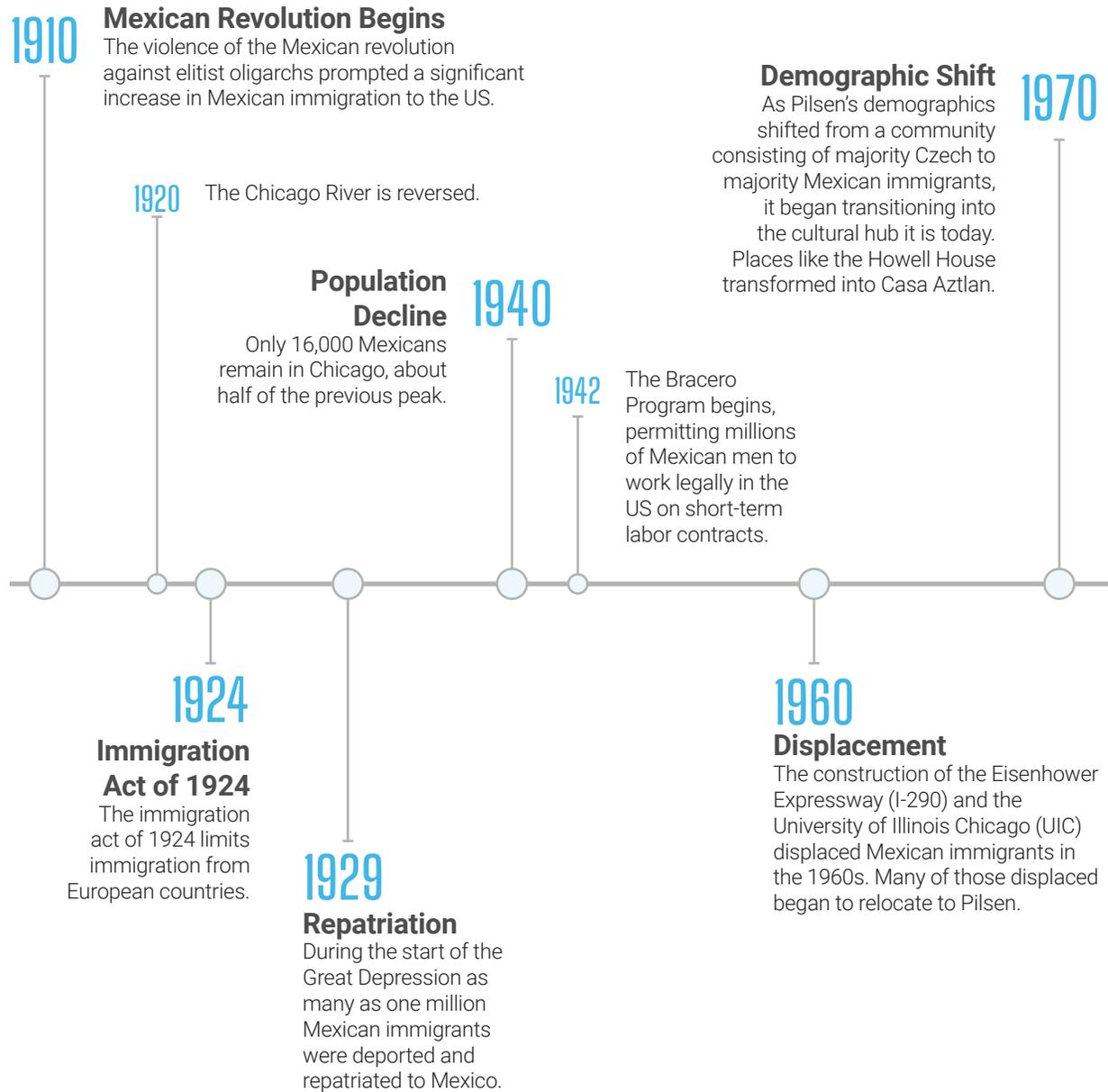


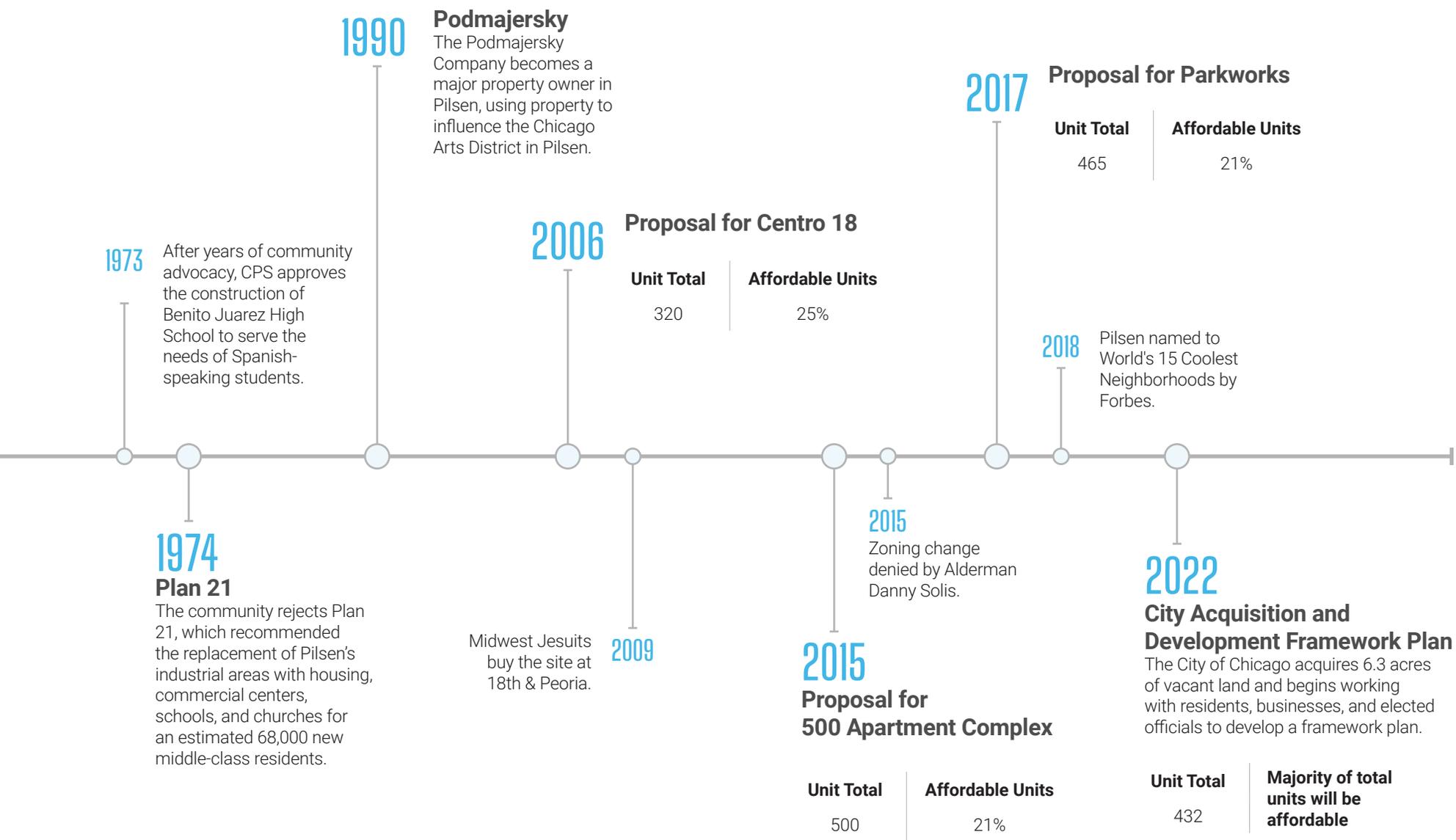
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Community Context

Site History

One of Pilsen's largest vacant sites exists on West 18th Street & South Peoria Street. Private developers have made multiple attempts to redevelop the 18th & Peoria Site. In 2016, then-Alderman Danny Solis rezoned the site from residential to industrial use, which stopped Property Markets Group from developing their proposal for 500 apartments. In 2019, the same group attempted to restart the project but was then opposed by current Alderman Sigcho Lopez. Pilsen residents and community-based organizations have worked and fought together to demand an affordable housing development on this site. In December 2021, the City announced an over \$1 billion investment in affordable housing, which included \$12 million to acquire the site at 18th and Peoria. Following the news, the City of Chicago purchased the six-acre vacant site and is currently working with the Pilsen community to envision a multi-phased affordable development for the site in the near future.



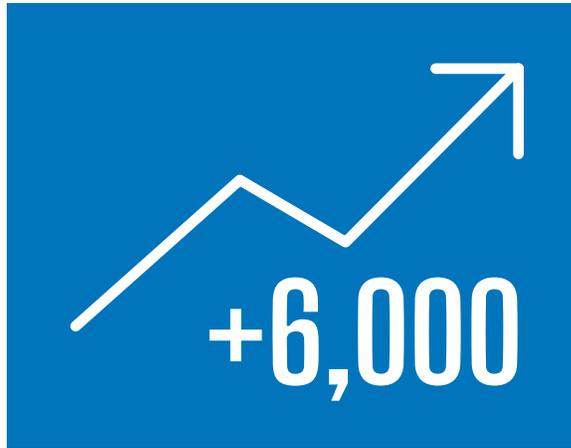


Demographics

The demographics of Pilsen have changed significantly over the past decade, with more White and middle-class residents moving into the neighborhood. Rent has increased, and the share of lower-income, Latino, and Hispanic residents has declined. The 18th & Peoria site aims to provide a solution to the affordable housing crisis that meets the needs of the community. This section provides a demographic context of the Pilsen neighborhood that serves as the basis for the planning process and understanding of the community.

The Pilsen demographic information in this section is based on Chicago's Lower West Side Community Area boundaries. The area is generally bounded by West 16th Street to the north, the Burlington Northern railroad to the west, and the Chicago River to the south and east. Community areas are distinct from but related to the neighborhoods. Nonetheless, the Lower West Side is strongly associated with Pilsen, and understanding the demographic and economic condition of the Lower West Side is critical to ensure a comprehensive Development Framework Plan for the 18th & Peoria site. Unless specified, the data refer to the 2019 ACS Census data.

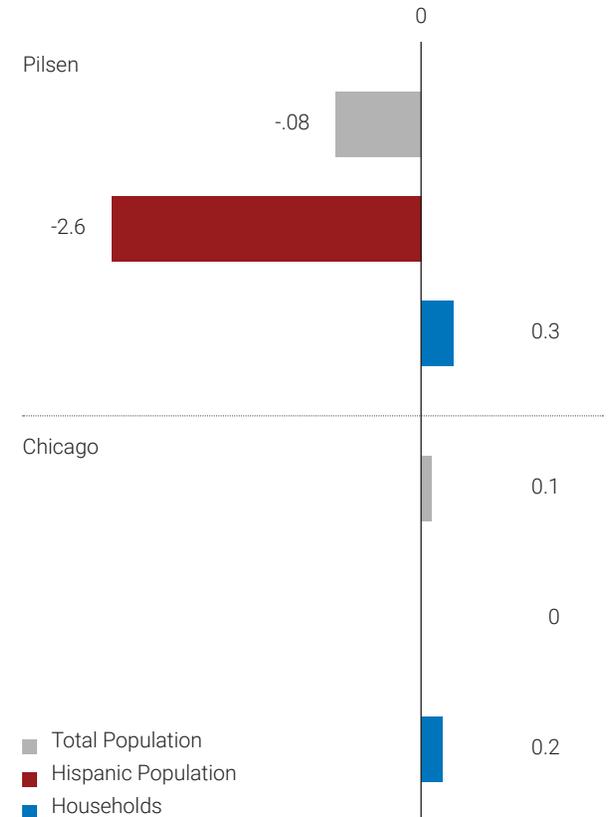
Population Growth



Over the next 20 years, Pilsen is expected to add around 6,000 residents¹. This change will lead to increased demand across many real estate segments, including residential and commercial development.

Population CAGR*, 2010 – 19²

Despite the projected growth, the Pilsen population has been declining by 0.8 percent annually, most of which is Hispanic or Latino residents. The highest population loss happened along 18th Street, as it grew into a vibrant retail scene with luxury/market-rate housing.

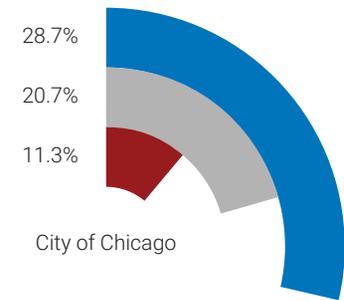
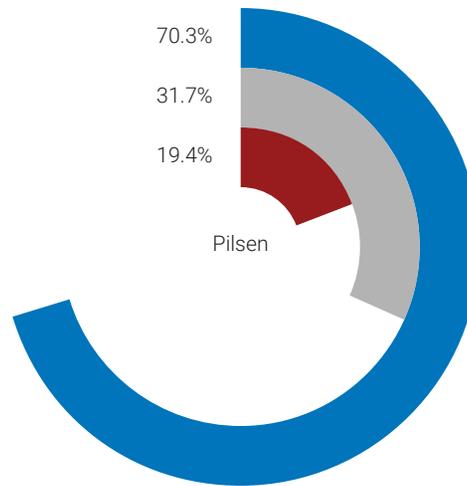


*Compound Annual Growth Rate (CAGR) measures an annualized percentage change over time. It provides a smoothed rate of growth that is consistent between metrics.

1. Chicago Metropolitan Agency for Planning
2. US Census ACS 5-Year Estimate, AECOM calculation
3. CoStar
4. HUD
5. MIT Living Wage
<https://livingwage.mit.edu>

Share of Population, 2019²

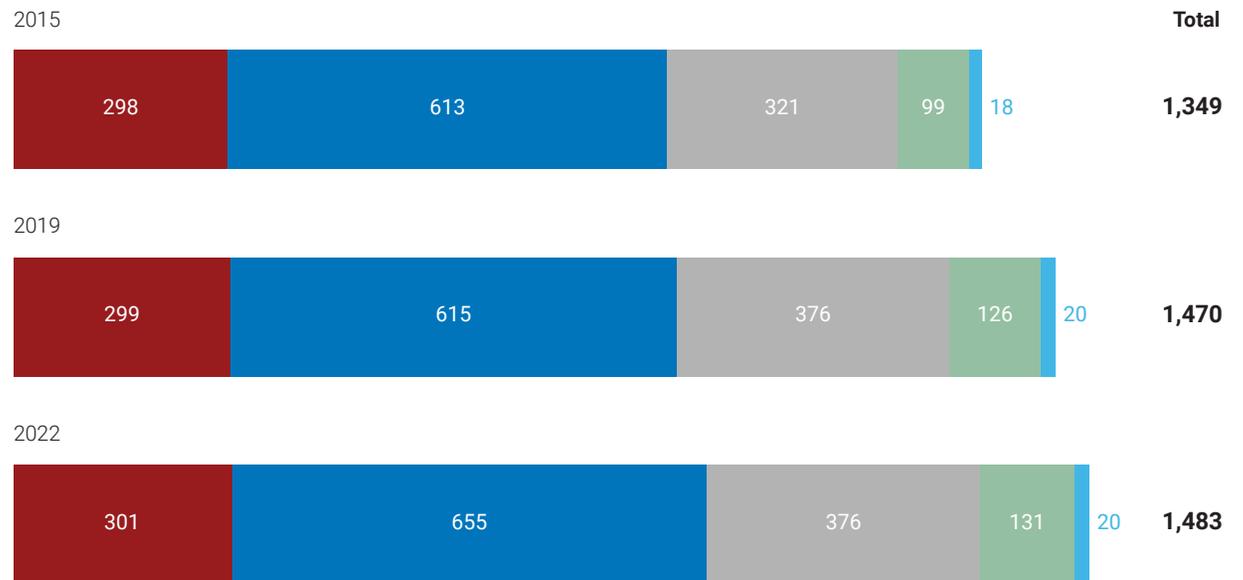
Pilsen is a predominately Hispanic/Latino community. As of 2019, more than two-thirds of the population identifies as Hispanic or Latinx. Pilsen also has a high proportion of immigrants compared to the City of Chicago.



- Hispanic Residents
- Immigrants
- Non-US Citizens

Pilsen Multifamily Inventory³

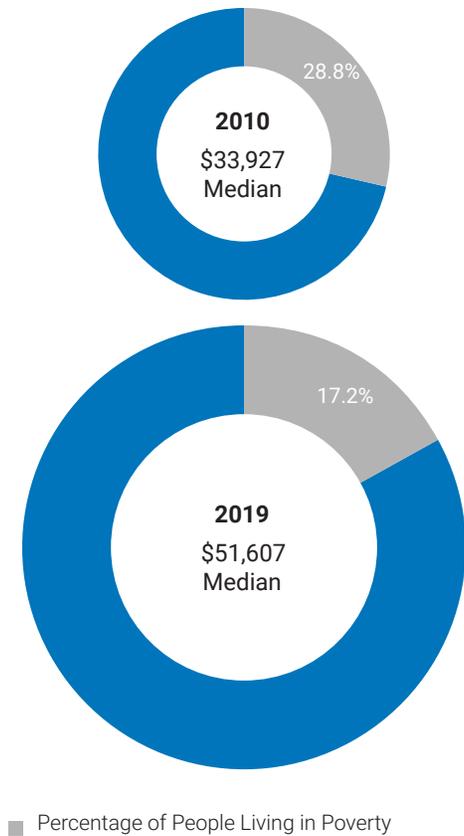
Pilsen's average household size of 2.63 is higher than the City of Chicago's average household size of 2.44. In the Pilsen multifamily market, more than 60 percent of the units are studio and one-bedroom, and only 10 percent are three-or-more-bedroom units. The data indicates there is a shortage of units with more bedrooms.



- Studio
- 1 Bedroom
- 2 Bedrooms
- 3 Bedrooms
- 4 or more Bedrooms

Median Household Income and Poverty (2010 – 2019)²

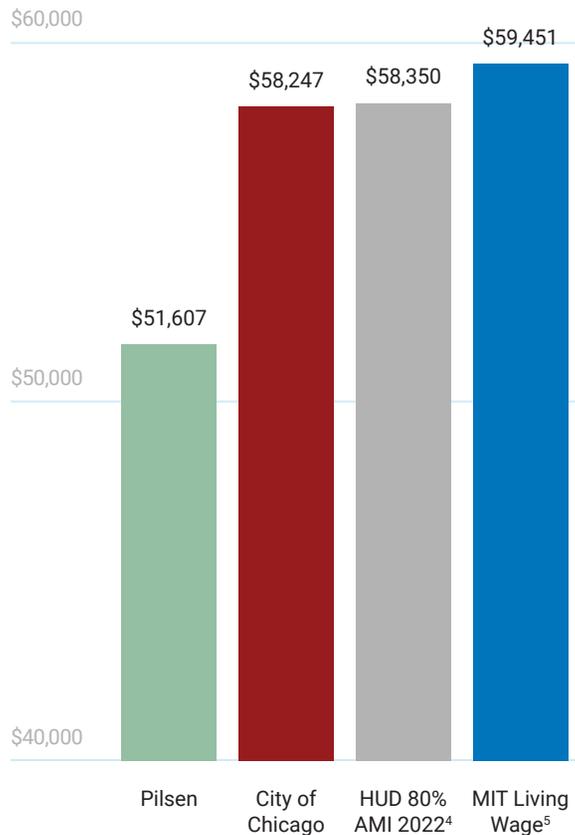
Median income increased and poverty status declined between 2010 and 2019. However, the increase in median income and shift in demographics imply that displacement is happening in the Pilsen neighborhood.



1. Chicago Metropolitan Agency for Planning
2. US Census ACS 5-Year Estimate, AECOM calculation
3. CoStar
4. HUD
5. MIT Living Wage
<https://livingwage.mit.edu>

Median Household Income (2019)^{2,4,5}

Although median income increased in 2019, Pilsen's median household income of \$51,607 was lower than the City of Chicago's (\$58,247) and the MIT minimum living wage (\$59,451). Based on the AMI classification and 2019 ACS data, around 68 percent of Pilsen's residents are in low-income households.



Map of Change in Share of Cost Burden Renters (2010 -2019)¹

Pilsen has a higher share of renter-occupied housing units at 69.2 percent compared to the City of Chicago at 54.8 percent. Over the last decade, Pilsen's median rent has increased significantly from \$744 in 2010 to \$1,007 in 2019, a 31 percent increase. About 40 percent of the renters in Pilsen are classified as cost-burdened renters and 75 percent of renters are classified as lower-income households. This underscores the importance of deliberate policy interventions aimed at providing affordable housing and other supportive services that lower-income residents cannot otherwise afford on their own.

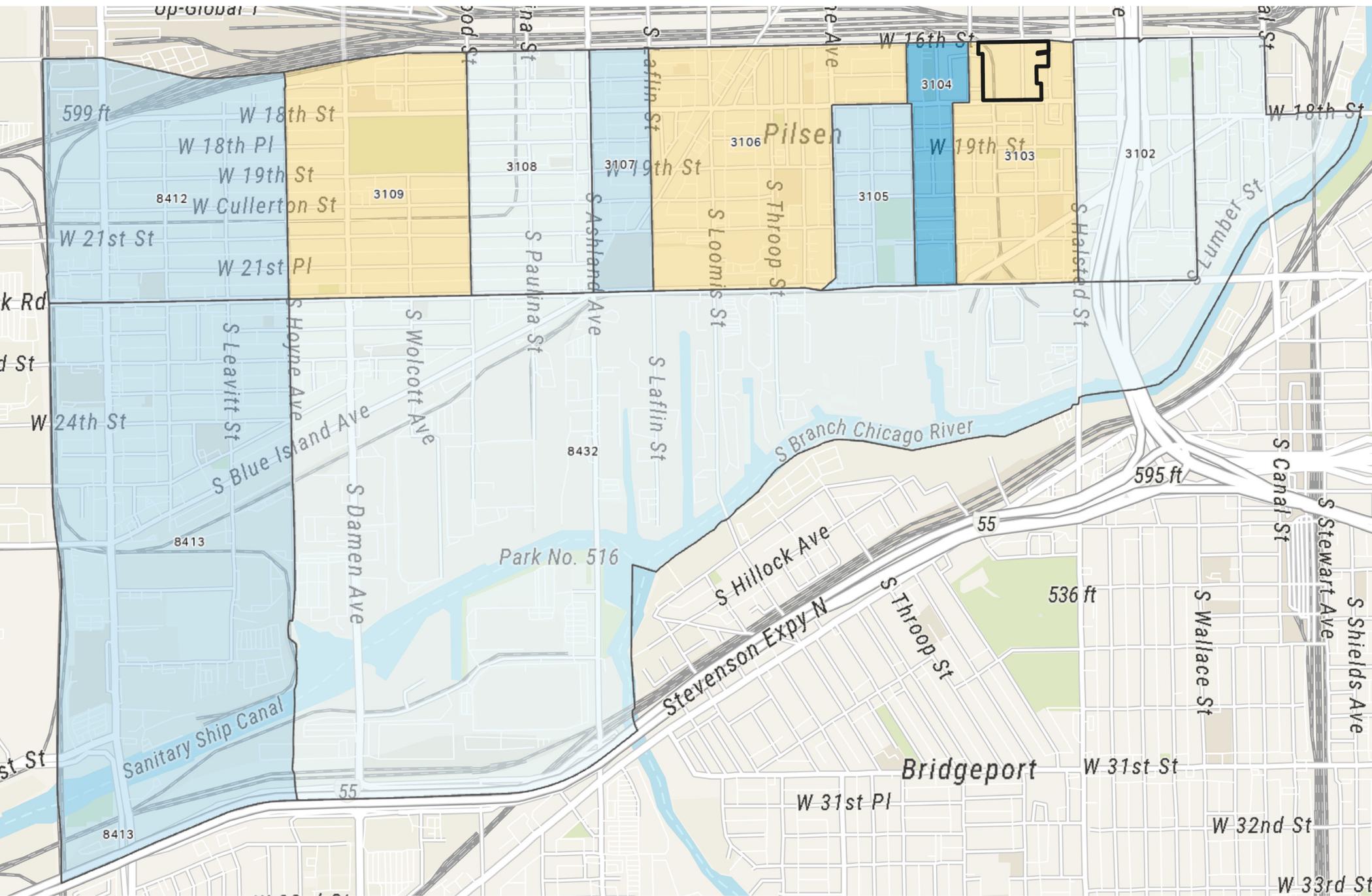
Legend

2010- 2019 percentage point change of renters whose gross rent is more than 30 percent of their annual income.

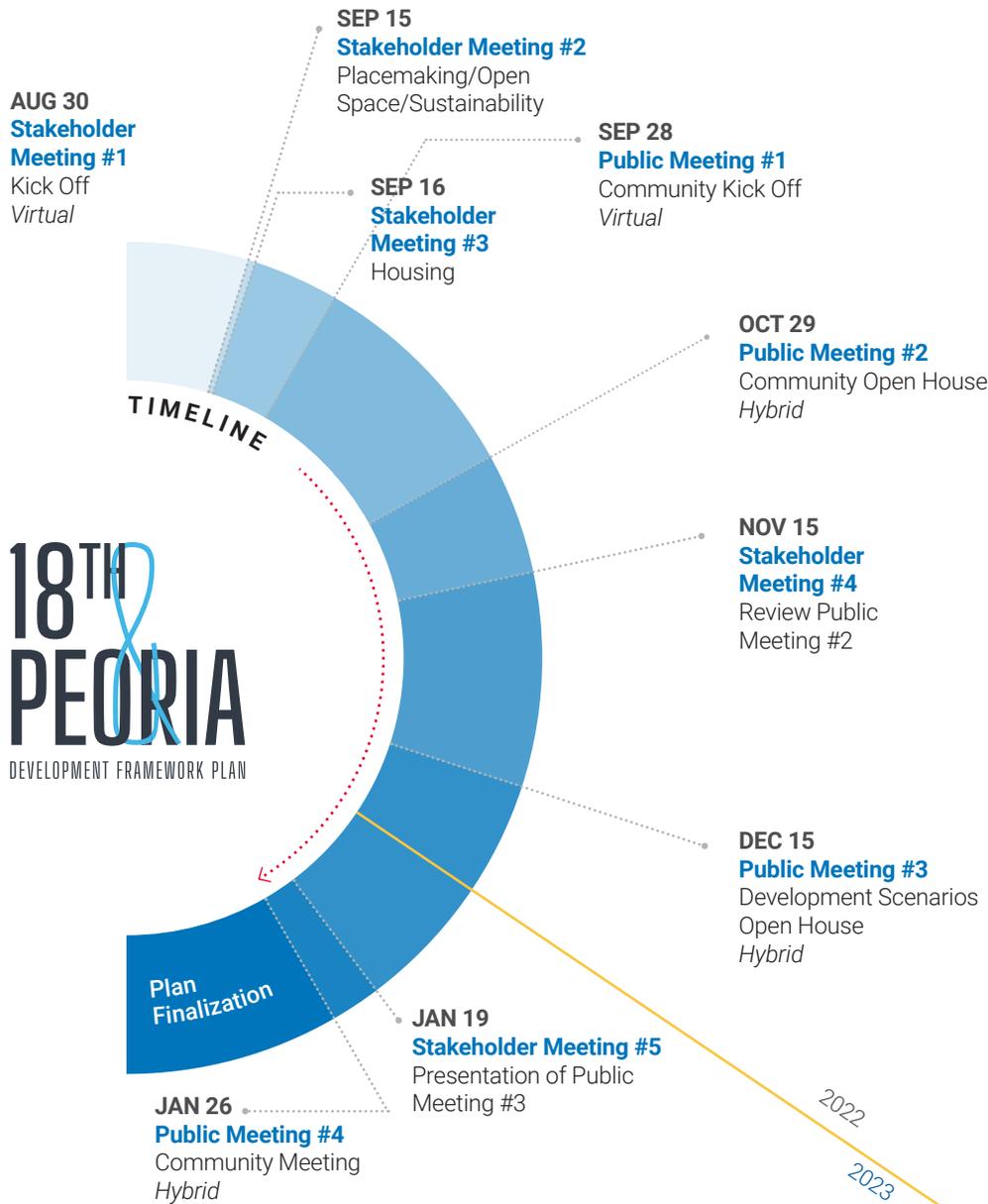
- -53.4%
- -3.1% to -22.3%
- Project Site
- -22.4% to -53.3%
- 20.3% to 3.2%

Key Findings

Current housing and socioeconomic conditions create a pressing need for more affordable housing in Pilsen. The 18th & Peoria site has the potential to play a large role in meeting Pilsen's current and future housing needs, meeting the demand for new owner- and renter-occupied housing units at a variety of income levels. Furthermore, its size and location position the site to accommodate a large number of units along with commercial space and amenities that could enrich the quality of life of Pilsen residents.



Outreach & Engagement



11
Meetings Conducted



529
Community Collaborators



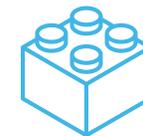
5,000
Flyers Distributed



1,626
Comments Received & Questions Answered



45
Engagement Boards Developed



2,736
LEGOs Used for Site Visioning

Stakeholder Meeting #1 Kick Off

August 30, 2022
Virtual

The Stakeholder Kickoff was the stakeholder group's introduction to the 18th & Peoria Development Framework Plan.

The meeting provided an overview of the planning process with detailed information on tasks to be completed during each stage and a general timeline for completion. The kickoff also outlined the role of the stakeholder group and their responsibilities for supporting community engagement for the Plan.

Stakeholder Meeting #3 Housing

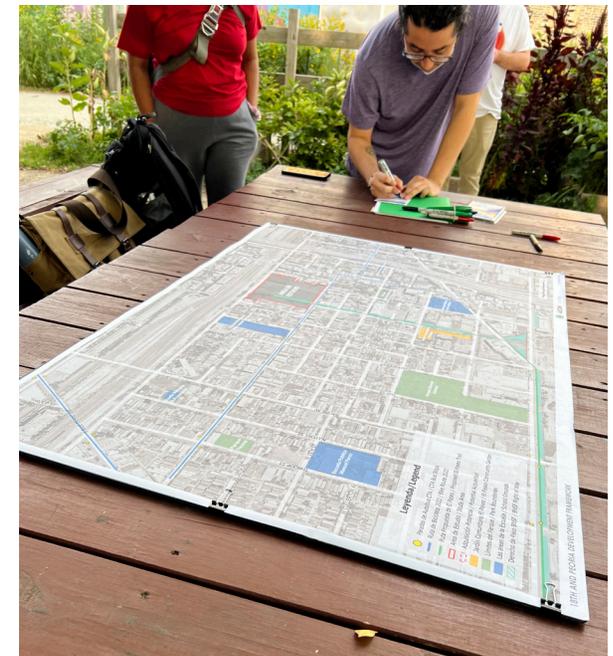
September 16, 2022
Virtual

Stakeholder Meeting 3 was another input workshop that had stakeholders focus on housing. They identified housing needs for the Pilsen neighborhood and how development of the project site could begin to address those needs.

Stakeholder Meeting #2 Placemaking/Open Space/Sustainability

September 15, 2022
In-Person

Stakeholder Meeting 2 was held at El Paseo Community Garden, just a couple blocks south of the project site. This was a workshop for stakeholders to share any current issues on or with the site related to Open/Green Space, placemaking, and sustainability. They also shared ideas on opportunities for the Plan to consider as it moved into the design phase.

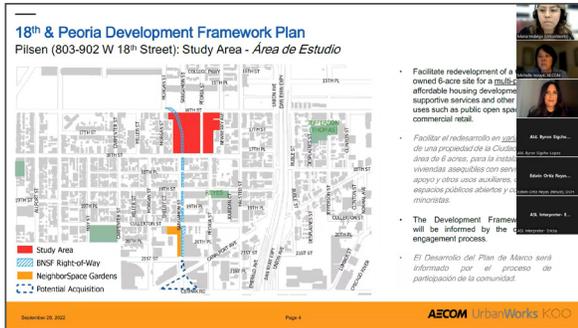


Public Meeting #1 Community Kick Off

September 28, 2022

Virtual

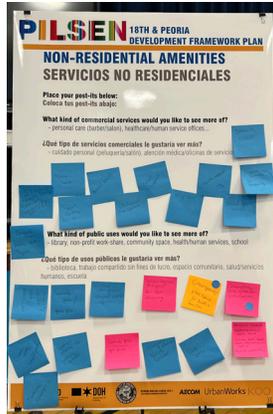
The Community Kickoff was the public's introduction to the 18th & Peoria Development Framework Plan. The meeting provided an overview of the planning process with detailed information on tasks to be completed at each stage of the process and a general timeline for completion. Community members were able to ask questions about the overall planning and engagement process.



Public Meeting #2 Community Open House

October 29, 2022

Hybrid



The open house presented the findings from the demographic, economic, real estate, and site analysis as part of Task 1: Existing Conditions and Task 2: Financial Analysis. The meeting was an open house format with seven separate stations for participants to review findings, ask questions, and answer questions related to the topic areas. Community members were encouraged to come and visit each station anytime within the three-hour meeting window.

Housing Preference	Reside/stay	Own a business/work	Concerned citizens	Virtual	Total
A Mid-Rise Buildings	11	2	2	22	37
B Townhomes	25	1	1	17	44
C Three Story Multifamily	11	0	3	26	40
D Mixed-Use Buildings	29	2	3	21	55

Stakeholder Meeting #4 Review Public Meeting #2

November 15, 2022

Virtual

Stakeholders were presented with a summary of feedback collected from the community during Public Meeting 2. After reviewing the summary the group discussed the configuration and setup for Public Meeting 3. Stakeholders provided their input on how to improve the format for the third public meeting to expand engagement opportunities.

Public Meeting #3 Development Scenarios Open House

December 15, 2022

Hybrid

The meeting and open house presented the preliminary sketch plans as part of Task 3: Development Scenarios. Three different site plans representing three separate scenarios for the project site were presented. Those site plans have incorporated findings from the data analysis, input from the community during the second public meeting, and feedback from staff. The three scenarios were developed to provide options for both community review and development opportunities.



Mixture of Units by No. of Bedrooms

	Trailhead	Linear	Pocket
1-Bedroom	15%	15%	15%
2-Bedroom	28%	30%	30%
3-Bedroom	30%	30%	33%
4-Bedroom	27%	26%	22%

Development Scenario Preferences

	Trailhead	Linear	Pocket
Overall Design/Layout	11	7	11
Open/Green Space	4	2	6
Density	0	5	3

	Trailhead	Linear	Pocket
Likes	<ul style="list-style-type: none"> Overall layout Big open space More 2-3 bedroom units More 3-4 bedroom units 	<ul style="list-style-type: none"> Maximize use of everything More 2-3 bedroom units Family size units 	<ul style="list-style-type: none"> Overall layout Open space Traffic flow More 2-3 bedroom units More 3-4 bedroom units
Dislikes	<ul style="list-style-type: none"> Low density 	<ul style="list-style-type: none"> New street Too crowded 	<ul style="list-style-type: none"> New street, more spaces for cars Too crowded
Suggestions		<ul style="list-style-type: none"> Enrich community culture Smaller units in mid-rise Bigger units in townhomes and flats 	<ul style="list-style-type: none"> More houses or walk path 80% family housing 20% senior housing

Stakeholder Meeting #5 Presentation of Public Meeting #3

January 19, 2023

Virtual

Stakeholders were presented with a summary of feedback collected from the community during Public Meeting 3. After reviewing the summary the group discussed the configuration and setup for Public Meeting 4. Stakeholders provided their input on how to improve the format for the final public meeting to increase community input on the final development scenario.

Public Meeting #4 Community Meeting

January 26, 2023

Hybrid

The final public meeting presented the Draft Development and Open Space Scenario. Community feedback on the three preliminary scenarios from the third public meeting and input from staff were consolidated into a single scenario for the project site. Participants asked questions and engaged in a discussion at key intervals throughout the presentation related to key topics.



Conclusions

The public meetings revealed the community's relatively balanced preference for affordable mixed-use buildings, townhomes, midrise buildings, and three-story buildings. The community also prefers project scenarios with high-density, large public open space, and public amenities (e.g., grocery stores, public parking, and community centers). In terms of the mixture of multifamily residential units, the community prefers family-size units with two-to-four bedrooms.

Based on the three scenarios presented during the third public meeting, the linear and pocket scenarios are the two most popular scenarios as they provide higher-density buildings and a good mix of housing types. The final design of the project site incorporated input from the community with a scenario that includes multiple housing types at a range of densities and a variety of public spaces and amenities.





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03

Regulatory & Policy Context

2023 Qualified Allocation Plan

The 2023 Qualified Allocation Plan (QAP) helps the Department of Housing direct affordable housing funds where they are most needed and sets the rules the City will use to offer affordable housing development funding in the form of federal Low-Income Housing Tax Credits (LIHTC). LIHTC are issued by the City every two years. The QAP describes the selection criteria and application requirements for receiving these federal tax credits and tax-exempt bonds, as well as the priorities for other public funding sources.

The following funding amounts are estimated to be the maximum total amounts available for allocation, subject to City Council approval and Federal and State allocation:

Funding Resources	2023	2024
9% LIHTC	6,633,698	6,633,698
Volume Cap Tax Exempt Bonds	291,919,609*	291,919,609*
HOME Investment Partnership Program (HOME)	8,000,000	8,000,000
Affordable Housing Opportunity Fund (AHOF)	6,000,000	6,000,000
Community Development Block Grant (CDBG)	8,000,000	8,000,000

*Annual volume cap is an estimate based on prior years. Actual allocation is based on the City and State population. Additional volume cap may be available due to prior year carry over.

Some of the 18th & Peoria Development Framework Plan financing could be sourced from the LIHTC program, and therefore should adhere to the criteria and preferences set by the DOH. The 2023 QAP set policy priorities and preferences as follow: [2023 policy priorities are in blue](#)

1. Ensure that small-scale, newer developers of color benefit from the LIHTC program and contribute to wealth building in Black, Indigenous and People of Color (BIPOC) communities while reducing the racial wealth gap.
2. Ensure LIHTC developments serve residents most in need and address the overall deficits in affordable housing, as well as the insufficiencies in units for specific subpopulations.
3. Ensure marginalized residents are not unfairly screened out due to arrest/conviction records, evictions, or low/no credit scores.
4. Ensure that residents can live in neighborhoods of their choice with access to resources and that developers can work in highly resourced, amenity-rich areas.
5. Increase the inclusion, power, and self-determination that LIHTC residents have over their living environments.
6. Improve the outcomes and wealth building opportunities for residents.
7. Ensure residents with disabilities or who speak diverse languages can live and stay in LIHTC units that accommodate their needs.
8. Ensure that residents feel safe in their homes and neighborhoods.
9. [Implements a tract dedicated to Permanent Supportive Housing.](#)

10. [Commits a 5 percent set-aside for permanent supportive housing units in all developments.](#)
11. [Encourages public transit and Divvy use for Transit-Served Locations.](#)
12. [Establishes new preferences and requirements related to energy efficiency, decarbonization, and climate resilience in accordance with the City's Climate Action Plan, Energy Transformation Code, and Building Decarbonization Recommendations Report.](#)
13. [Implements greater broadband infrastructure and accessibility in connection with city-wide initiatives to close Chicago's digital divide by preferencing developments that provide internet service in all affordable housing units at low or no cost to the tenants.](#)
14. [Bolsters site-specific opportunities in Woodlawn, East Garfield Park, and Pilsen.](#)

The 18th & Peoria site is a priority project for DOH and the developer should take advantage of the LIHTC program. An application for Tax Credits shall be submitted pursuant to a competitive Tax Credit application funding round and may be submitted for a project by:

- The entity which shall be the owner of the property for which the Tax Credits are being sought, or a related sponsor entity acceptable to DOH in its sole discretion (the "Owner").
- Public agencies may also apply for Tax Credits in connection with a project and may designate an Owner to be determined

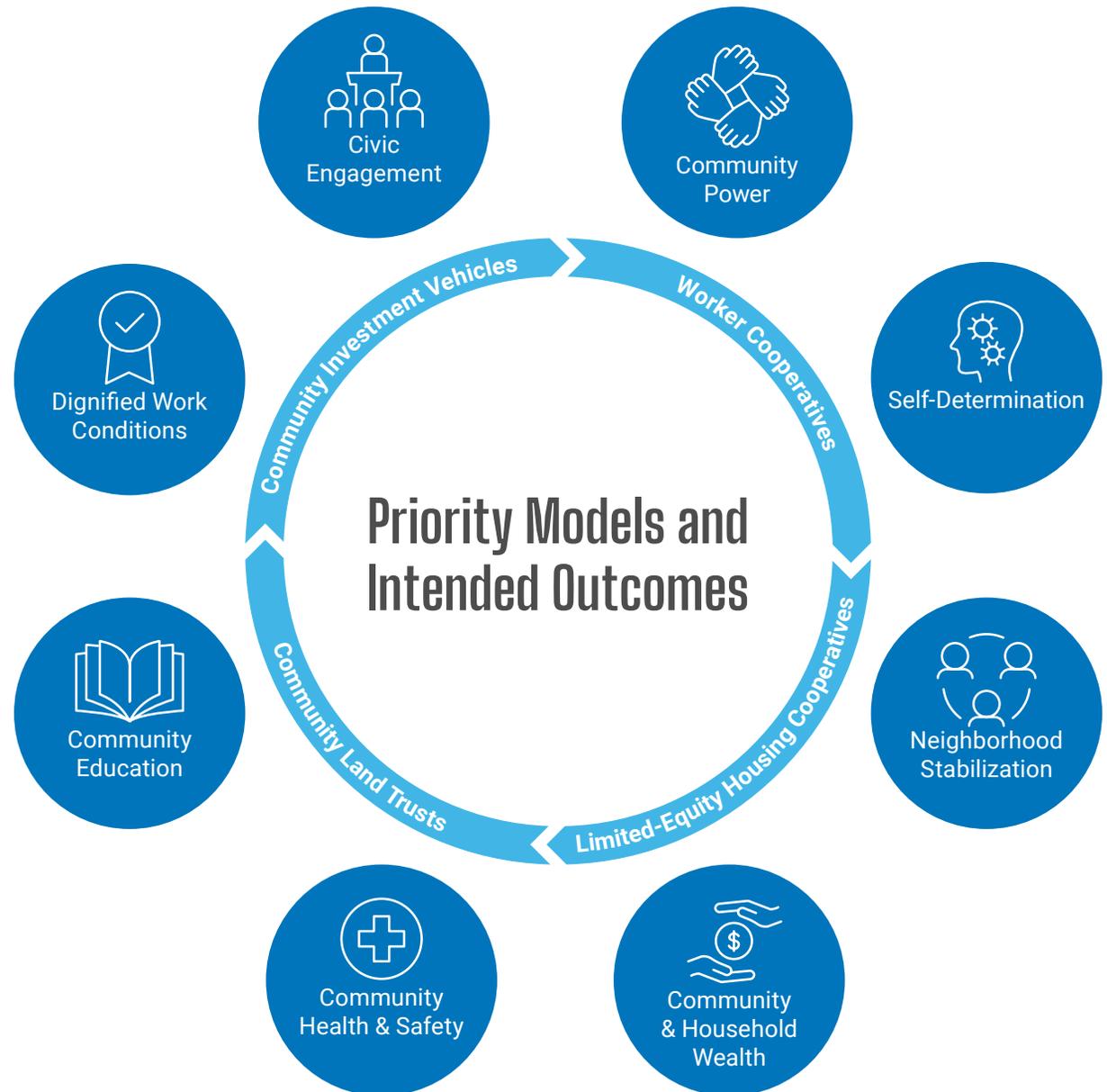
Community Wealth Building

The Community Wealth Building initiative is part of the Chicago Recovery Plan by the Department of Planning and Development in partnership with the Mayor's Office of Equity and Racial Justice. The initiative seeks to promote local, democratic, and shared ownership and control of community assets through investing in organizations that start, sustain, and scale four Community Wealth Building models: worker cooperatives, limited-equity housing cooperatives, community land trusts, and community investment vehicles in commercial real estate.

Initiative in Action

The City of Chicago has a three-phase, \$15 million grant for Community Wealth Building technical assistance that will support commercial and residential real estate projects, as well as non-real-estate projects (e.g., worker cooperatives without brick-and-mortar needs).

The primary goal of the grant is to build the pipeline of shovel-ready, investment-ready community wealth-building projects that meet community priorities. In providing these funds, the City will accelerate the pace of development for these projects, allowing projects to move through the City's internal design, zoning, and underwriting processes much quicker and ready for future public, private, and philanthropic capital.



Design Excellence

Design Excellence celebrates the City of Chicago's unique architectural and urban design legacy, while aspiring for a higher level of design in new development. The Guiding Principles laid out here are the attempt of the Department of Planning and Development, along with key stakeholders, to define what Design Excellence means for Chicago. A central tenet in the development of these Guiding Principles is that they answer a basic question:

How do we engender a culture that values design excellence in everyday life?

The answer to this question likely lies in the built and natural environment. As such, the Guiding Principles strive for inclusivity in the design process and the breadth of project types to which they apply. They also seek to foster innovation, promote the creation of a sense of place, push the envelope of sustainability best practices, and encourage collaboration and engagement with the public and other City departments and agencies.

Guiding Principle

1	Prioritize inclusive design processes to foster equitable development
2	Revitalize Chicago's Neighborhoods while celebrating their authenticity and singularity
3	Leverage the economic benefits of good design
4	Encourage diverse design approaches in order to inspire innovation and design excellence
5	Honor Chicago's legacy of architectural innovation by promoting contemporary design
6	Strive to enhance the public realm. Focus on the pedestrian experience
7	Immerse society in the places, people and cultures of the city
8	Develop a healthier, more resilient and beautiful city
9	Communicate the value of design excellence to the public
10	Support design excellence with city departments and sister agencies

Theme

Equity and Inclusion

Fair treatment, targeted support, and prosperity for all citizens

Innovation

Creative approaches to design and problem-solving

Sense of Place

Celebrating and strengthening the culture of our communities

Sustainability

Committing to environmental, cultural, and financial longevity

Communication

Fostering design appreciation and responding to community needs

Neighborhood Design Guidelines

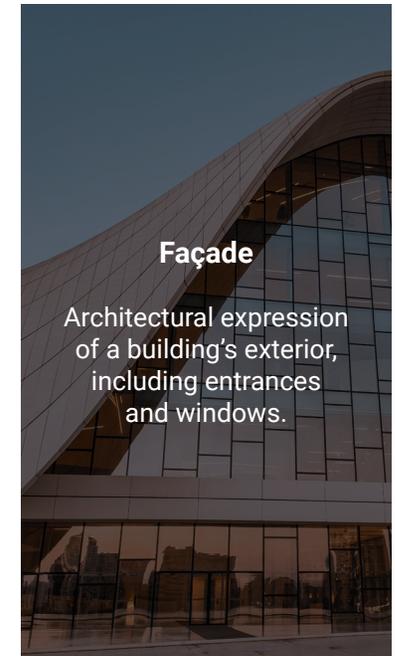
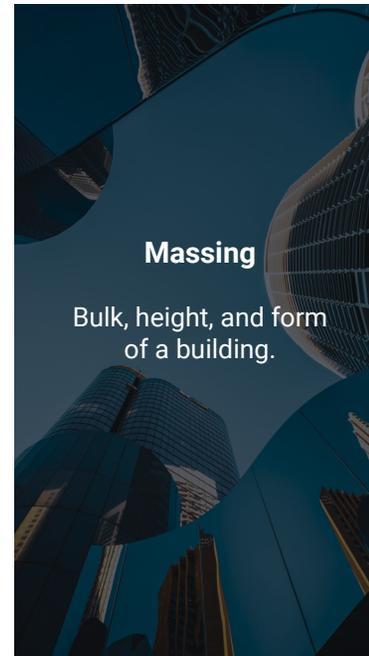
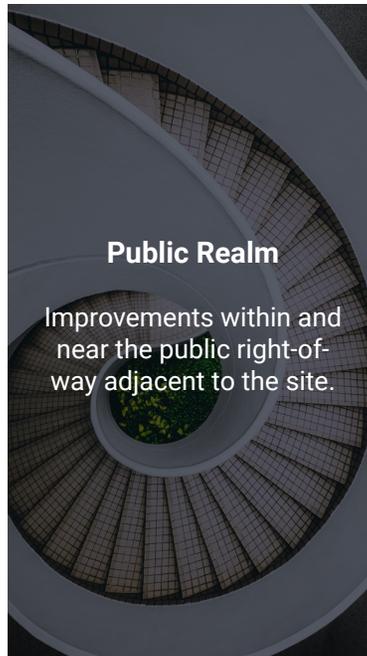
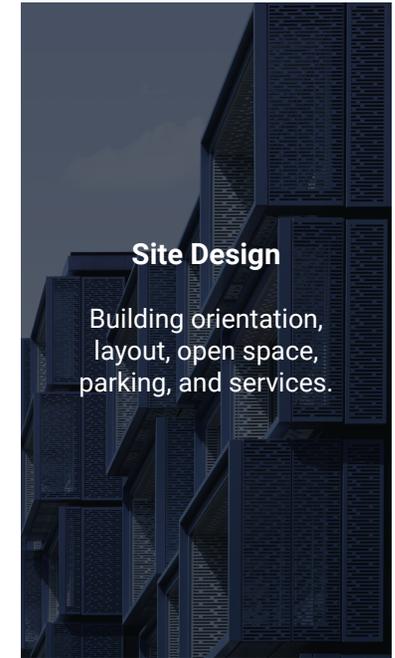
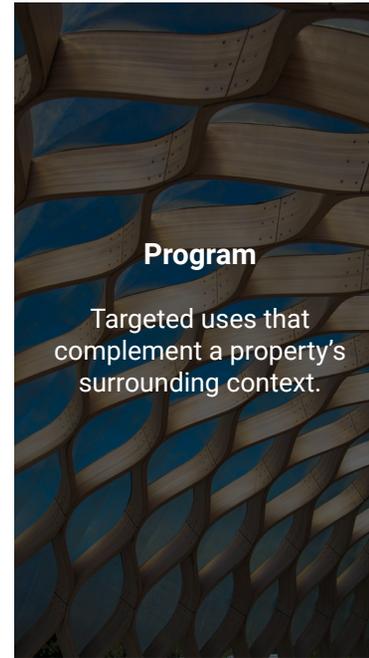
Developed by the Department of Planning and Development and adopted by Plan Commission in March 2022, the Neighborhood Design Guidelines provide specific recommendations to enhance the planning, review, and impact of development along the City's commercial corridors.

As a complement to other City design resources and regulations, the guidelines are adaptable to the unique context of individual neighborhoods, corridors & blocks.

The Neighborhood Design Guidelines are intended to be used for all public and private projects located along Chicago's commercial corridors. Projects that require the City's review and oversight should substantially adhere to their parameters, especially Planned Developments, Lakefront Protection Ordinance projects, and projects that receive City grants, funding, or other incentives.

Moreover, the Neighborhood Design Guidelines are intended to promote design excellence, community pride, and enhance the sense of place in local neighborhoods.

The Design Guidelines provide baseline guidance and reference for property owners, developers, designers, community groups, public agencies, and individuals. Construction projects must still adhere to any applicable City of Chicago, State of Illinois, or federal requirements, standards, and policies.



Equitable Transit-Oriented Development

Equitable Transit-Oriented Development (eTOD) 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. It advances policies and investments that help close socioeconomic gaps and elevate community voice in transit-oriented development and decision making.

There are currently seven bus routes, one Metra stop, and 12 Divvy stations within a 15-minute walk of the 18th & Peoria site. This Plan aims to continue the vibrant, cultural, and healthy community of Pilsen while increasing train/bus ridership to reduce traffic congestion and greenhouse gas emissions.

The 18th & Peoria Development Framework Plan aims to create green spaces that could harbor the creativity of the Pilsen community. Art sculptures and murals within the project site could encourage Pilsen residents to walk and explore the green spaces, while mixed-use commercial buildings allow for local businesses to grow.

Connected Communities Ordinance

Chicago City Council adopted the Connected Communities Ordinance in July 2022 to advance equitable development and healthy, thriving neighborhoods near transit. It expands on existing TOD incentives to create jobs, build more homes and businesses, increase housing affordability, improve street and sidewalk safety, and encourage walking and biking near train stations and bus routes. Land near a train or bus stop with high-density zoning is eligible for reduced mandated parking, increased housing density, a height bonus, and expedited approvals.

The goals and key provisions in the Connected Communities Ordinance include Economy, Safety, and Affordability.

Economy

Grow the economy by allowing more homes and businesses near transit

- Boost transit-oriented development by extending TOD incentives to more bus lines and equally around all rail stations
- Apply parking reduction incentives to high-density residential

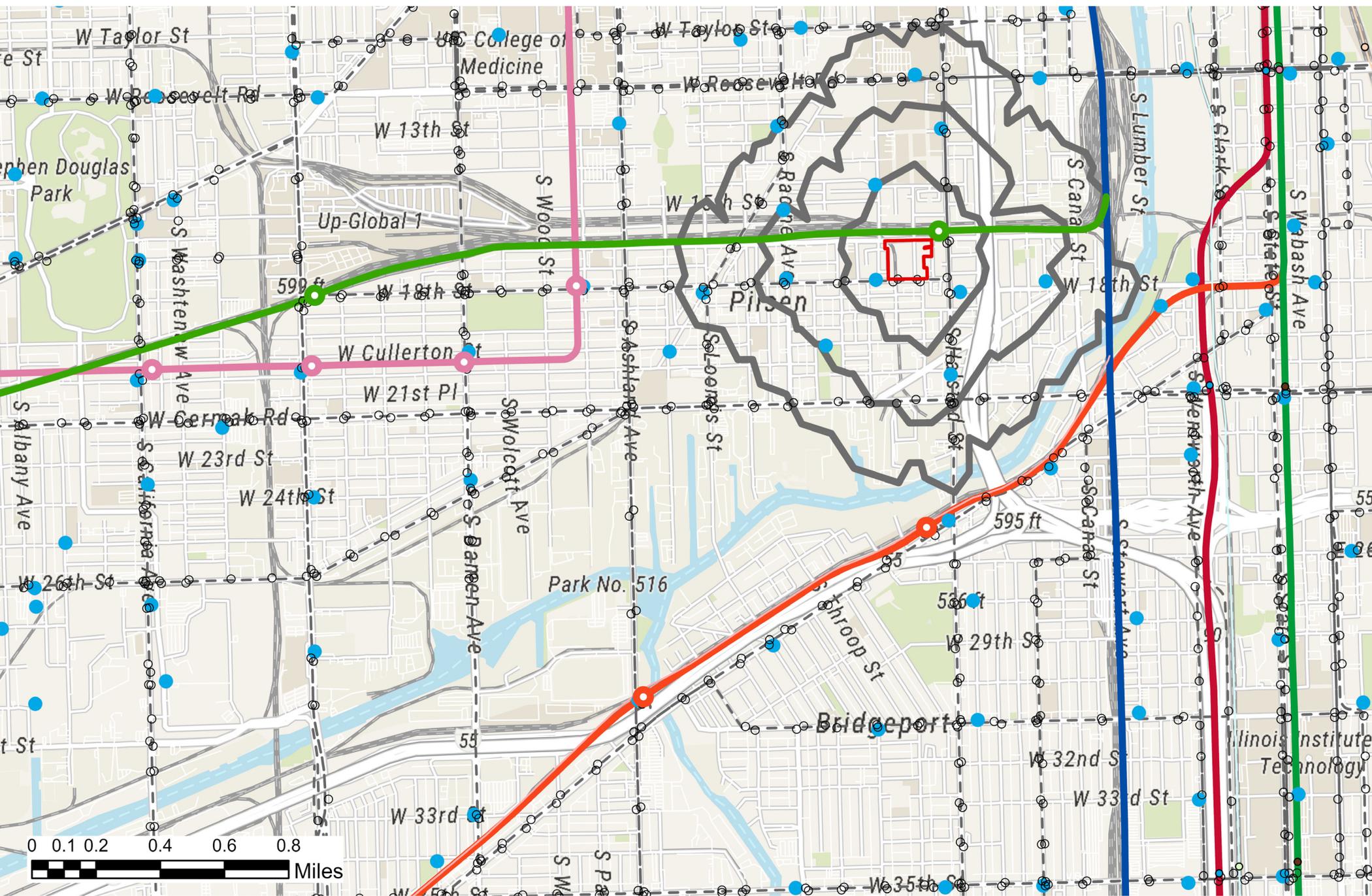
Safety

Make streets safer for Chicagoans who walk, bike, roll, and ride

- Implement pedestrian friendly design principles near rail, including limits to curb cuts
- Require large developments to submit transportation management plans

Legend

-  Project Site
-  Walking Distance 5-10-15 minutes
- Metra**
 -  BNSF Station
 -  Heritage Station
 -  SWS Station
 -  BNSF Line
 -  BNSF, Heritage, SWS Line
 -  Heritage, SWS Line
 -  SWS Line
- CTA**
 -  Blue Line Station
 -  Green Line Station
 -  Orange Line Station
 -  Pink Line Station
 -  Red Line Station
 -  Blue Line (Forest Park)
 -  Green Line
 -  Orange Line
 -  Pink Line
 -  Red Line
 -  Bus Routes
 -  Bus Stops
 -  Divvy Bicycle Stations



Affordability

Encourage more diverse & affordable housing in every neighborhood

- Require up-or-down zoning committee votes on affordable developments
- Limit deconversions in areas zoned for multifamily housing
- Increase TOD incentives for affordable units

Different neighborhoods have different needs. The ordinance encourages investment in disinvested neighborhoods, affordability in high-cost neighborhoods, and safer streets everywhere.

To align with the Connected Communities Ordinance, the 18th & Peoria Development Framework Plan aims to:

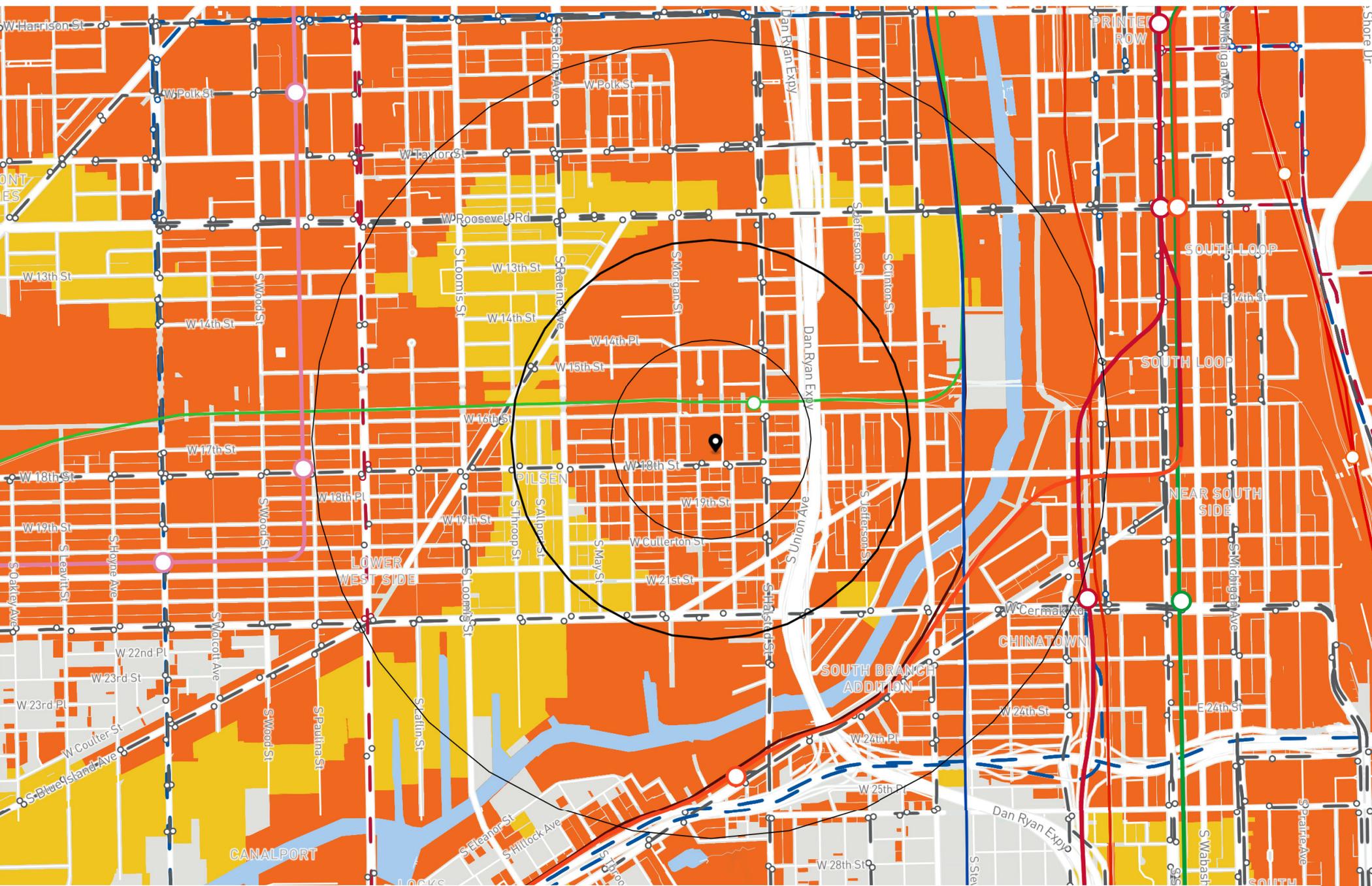
- Provide structured parking along Peoria Street that could ensure safer corridors and reduce congestion along Pilsen's main commercial street.
- Ensure street and sidewalk safety by placing adequate lighting.
- Encourage the use of public transit by limiting the available parking space for residents.

The Plan aims to create a green neighborhood that harbors the creativity of the Pilsen community. Art sculpture and murals encourage walking and exploring while mixed-use commercial buildings allow for local businesses to grow. Green pedestrian walkways allow the community to thrive in a pedestrian-focused neighborhood while remaining connected to the rest of Chicago through CTA transit.

[The Connected Communities Ordinance] expands on existing TOD incentives to create jobs, build more homes and businesses, increase housing affordability, improve street and sidewalk safety, and encourage walking and biking.

Legend

-  Subway/Elevated
-  Commuter Rail
-  Bus
-  0.5 mile to rail stop
-  0.5 mile to bus route



We Will Chicago

Adopted in February 2023, We Will Chicago is a visionary, 10-year Citywide plan to advance neighborhood growth and vibrancy. We Will Chicago is a tool to bridge the social, racial, and economic challenges that have worsened over generations, especially on the South and West sides and for Black, Latino, Native American, and other communities of color.

We Will Chicago includes eight quality of life “pillars”: Arts & Culture; Civic & Community Engagement; Economic Development; Environment, Climate & Energy; Housing & Neighborhoods; Lifelong Learning; Public Health & Safety; Transportation & Infrastructure. The 18th & Peoria Development Framework Plan deals with the following pillars of the We Will plan.



Arts & Culture

Supporting equitable access and participation in the arts throughout Chicago’s 77 communities.

- Provide commercial space for creative business and individuals to thrive in the community.
- Preserving the vibrant and rich culture of Pilsen neighborhood.

Housing & Neighborhoods

Ensuring that every Chicago neighborhood is safe, inclusive, and vibrant, has healthy, affordable, and accessible housing, and connects residents to what they need to thrive.

- Develop housing units affordable to individuals and families at all income.
- Ensure that the 18th & Peoria project site is accessible for people with disabilities or can be adapted to meet their needs.
- Increase community ownership opportunities and options for Pilsen residents.
- Increase protections for residents and institutions in Pilsen neighborhoods from rising rents and property values.
- Support equitable development.
- Prioritized redevelopment of vacant land.
- Support existing and grow new locally owned neighborhood businesses.

Environment, Climate & Energy

Creating healthy and resilient neighborhoods for Chicagoans to thrive.

- Ensure community inputs on the development of open spaces in the 18th & Peoria project site.
- Create open spaces in the 18th & Peoria project site that ensure sustainability and public access for people of all abilities.
- Implement and support the development of urban agriculture along Peoria Street and at the end of the 16th Street.

Economic Development

Creating a more prosperous and equitable economy for all Chicago residents and workers.

- Provide access to affordable housing for the community, enabling households to create wealth.
- Grow community wealth through local, democratic, shared ownership and control of neighborhood assets.
- Create vibrant and stable neighborhoods that remain and become more affordable for existing residents and businesses.
- Sustain thriving commercial corridors in Pilsen.
- Promote Pilsen’s cultural assets nationally and amplify positive narratives about West Side neighborhoods.

Climate Action Plan

Chicago's Climate Action Plan (CAP) serves as a playbook to guide and enable actions that reduce Chicago's contribution to global climate change, prepare communities for the effects of a changing climate, and support a just transition to a thriving green economy. The 2022 CAP prioritizes emission-reduction initiatives that increase household monetary savings, create new workforce opportunities, reduce pollution burden, improve access to public services, and support community health.

According to the 2022 CAP report, Pilsen is one of the neighborhoods with the lowest concentration of tree coverage. Furthermore, Pilsen is classified as an area with above average urban heat severity. The 18th & Peoria Development Framework Plan contributes to the City of Chicago CAP by providing green spaces around the project site. Additional trees could help Pilsen be more resilient to the impact of climate events while also reducing greenhouse gas.

The 18th & Peoria Development Framework Plan incorporates components from the following pillars of the Chicago's Climate Action Plan:

1. Increase access to utility savings and renewable energy

- Trees and green roofs in the project site can reduce building energy use by keeping interiors cooler, reducing stormwater runoff, and improving air quality.
- The project design principles incorporate energy efficiency and sustainability.
- The project provides additional affordable housing units in the City of Chicago.

2. Build circular economies to create jobs and reduce waste

- Participating in the City of Chicago community-wide organic waste collection and decomposition by 2025.

3. Deliver a robust zero-emission mobility network that connects communities and improves air quality

- Tree buffers along transportation corridors, parks, and community gardens could reduce heat islands, air pollution, and noise.
- Improve street infrastructure to ensure comfortable and safe travel for the residents.
- Provide consolidated parking, loading, and vehicular site access to minimize conflict among pedestrians, bicyclists, and vehicle drivers.

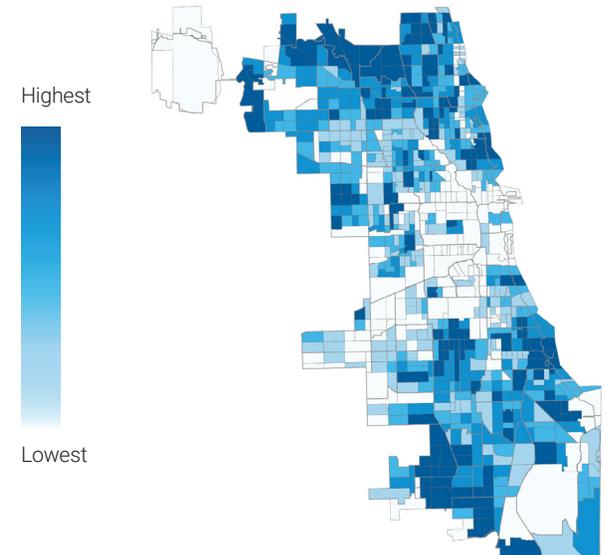
4. Drive equitable development of Chicago's clean-energy future

- Support installation of green roofs and walls, tree planting, and other vegetative cover in the project site.

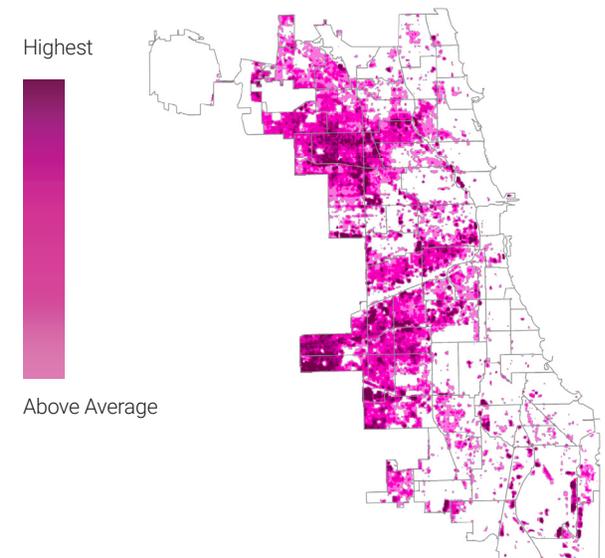
5. Strengthen communities and protect health

- Improve community climate resilience by providing access to nature-based assets (e.g., community garden) and emphasize sustainability with design through green space and stormwater management.

Concentration of Trees



Urban Heat Severity



18TH PEORIA

DEVELOPMENT FRAMEWORK PLAN





04

Housing

Introduction

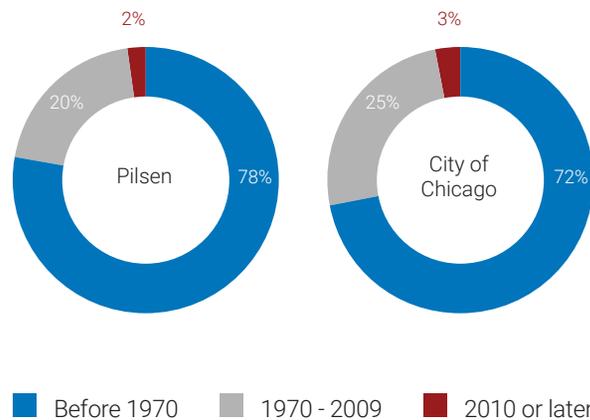
From the outset of this Framework Plan, the vision for the future development of the 18th & Peoria site has been focused on housing. Previous development concepts for the site did not adequately meet the community’s needs for affordable housing and failed as a result. The baseline that was agreed upon from the beginning of this process was a majority-affordable development with a variety of housing types, an adequate number of family-sized units, and opportunities for community wealth building. This section works within this baseline while taking a deeper dive into existing conditions, current housing needs, and anticipated future housing needs to inform the development scenarios presented later in the Plan.

Existing Conditions

The following section provides housing data for the Pilsen neighborhood. This analysis incorporates data from the 2010 and 2019 American Community Survey on housing that is collected at the census tract level and Cook County Assessor Office property data.

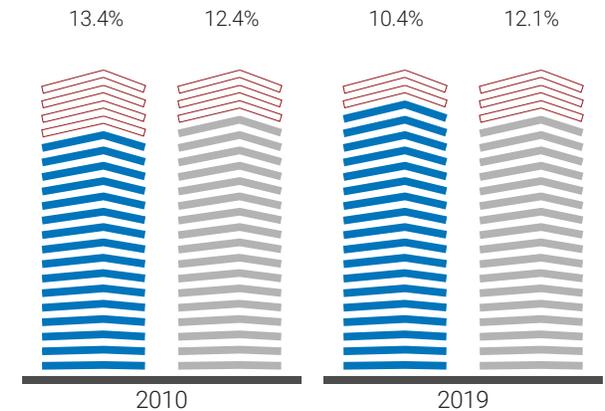
Age

Roughly 78 percent of Pilsen’s housing stock was built before 1970, compared to 72 percent throughout the City. Similarly, just two percent has been built since 2010 compared to three percent Citywide. Most of Pilsen’s new housing development has occurred in the north-central and eastern portions of the neighborhood. Older housing stock typically indicates availability of naturally occurring affordable housing, or housing that is affordable without the need for public subsidy funding. However, old housing can become vacant or abandoned if it is not maintained properly, which can deplete the availability of housing and increase competition for remaining units.



Vacancy

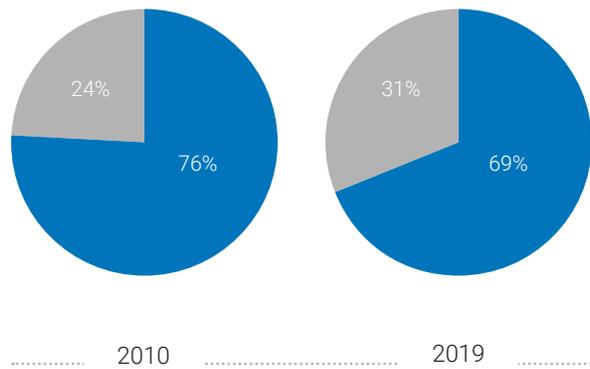
As of 2019, 10.4 percent of housing units in Pilsen were listed as vacant. This is a decrease from 13.4 percent in 2010. Citywide, vacancy rates decreased from 12.4 percent in 2010 to 12.1 percent in 2019. Although this is a significant share of the neighborhood’s housing stock, it should be noted that this vacancy rate includes homes that are newly constructed but not yet sold or rented, currently between occupants while being listed as for sale or for rent, in a condition which is not suitable for living, or occupied by people whose primary residence is located elsewhere. Vacancy rates tend to be higher in western Pilsen in the areas closer to the industrial and warehousing districts. Between 2010 and 2019, the biggest decline in vacancy happened in northeast Pilsen – the area closest to the encroaching development pressures from Downtown.



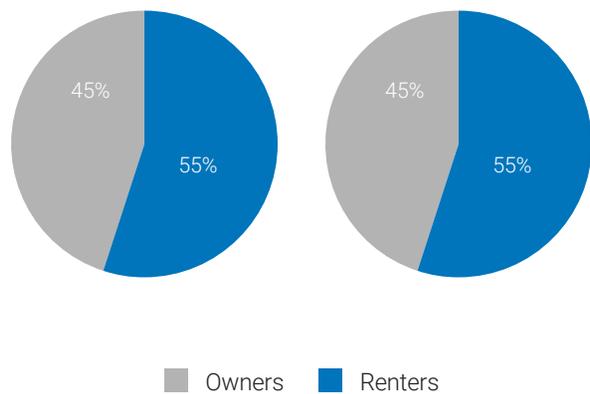
Tenure

As of 2019, 31 percent of Pilsen households own their home, while 69 percent rent. This is a higher share of renters compared to Chicago as a whole, which is 45 percent owners and 55 percent renters. However, home ownership has increased in Pilsen since 2010 while the citywide tenure mix has remained stable.

Pilsen

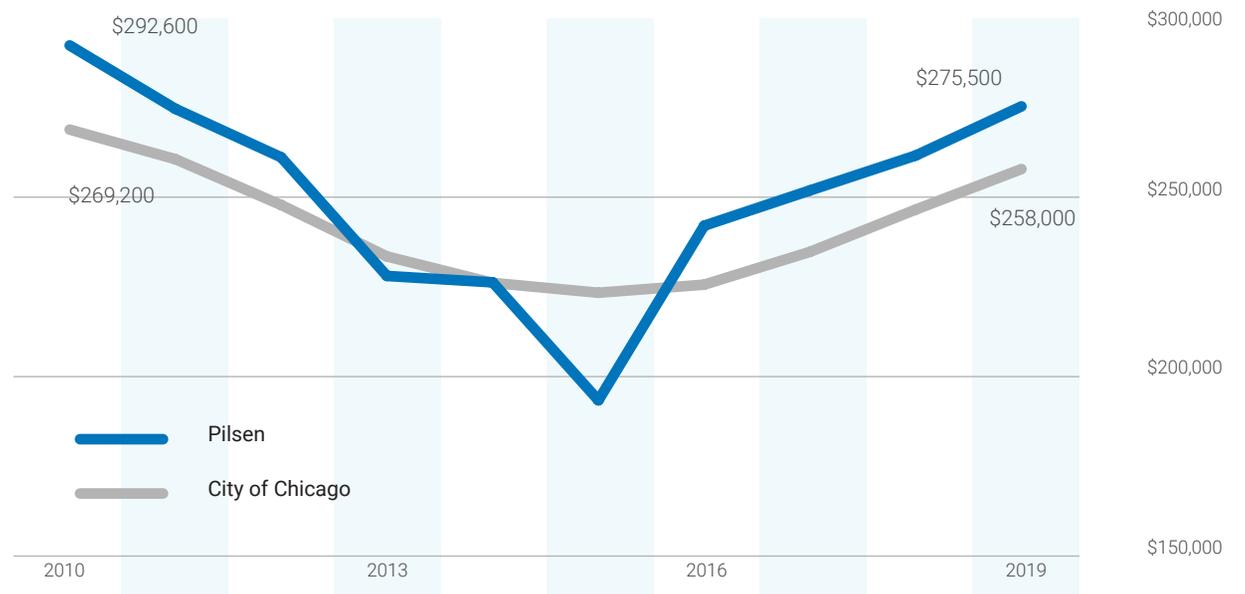


City of Chicago



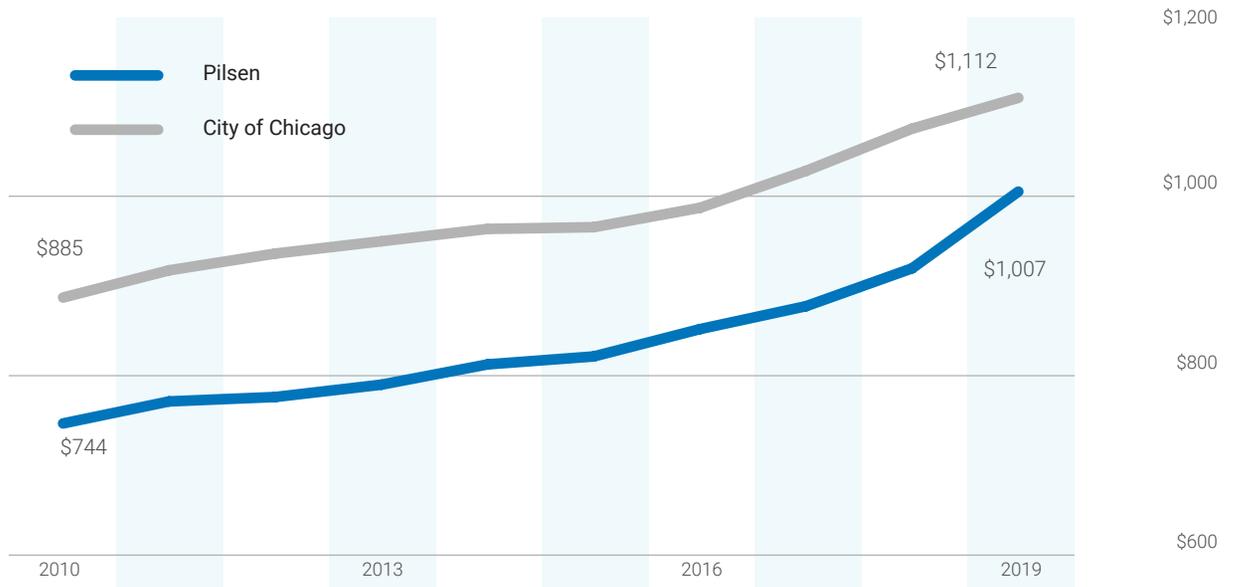
Home Values

Pilsen's median home value decreased from \$292,600,152 in 2010 to \$275,500 in 2019. Citywide, median home values decreased from \$269,200 to \$258,000 during this same period. Eastern Pilsen tends to have higher home values while western and southwestern Pilsen tend to have lower ones. Since 2010, this gap has widened, with eastern Pilsen home values mostly increasing and western/southwestern Pilsen values decreasing.



Monthly Rental Rates

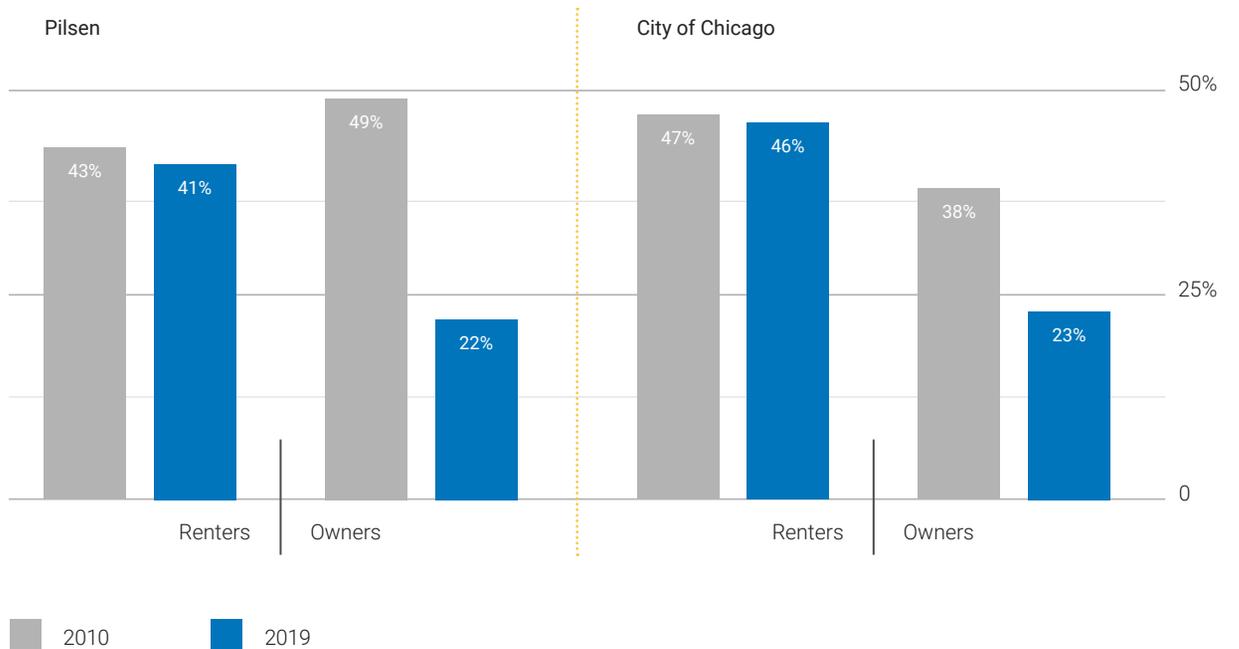
In terms of rental rates, Pilsen's median rent increased from \$738 per month in 2010 to \$1,007 in 2019, a 31 percent increase. This increase is much higher than the citywide increase, which was 26 percent during the same period. Similarly to home values, rental rates increased faster in eastern Pilsen compared to western/southwestern Pilsen.



Housing Cost Burden

The U.S. Department of Housing and Urban Development (HUD) defines housing as “affordable” if a household spends no more than 30 percent of their income to live there. When a household pays more than 30 percent of its income on housing-related expenses, it is said to be “cost burdened.” When a household pays more than 50 percent of its income on housing-related expenses, it is “severely cost burdened.” These thresholds were determined based on estimated living expenses that must be accounted for in addition to housing costs, such as food, transportation, and medical care. Cost burdened households may have difficulty affording these other necessities. Both owners and renters can be cost burdened.

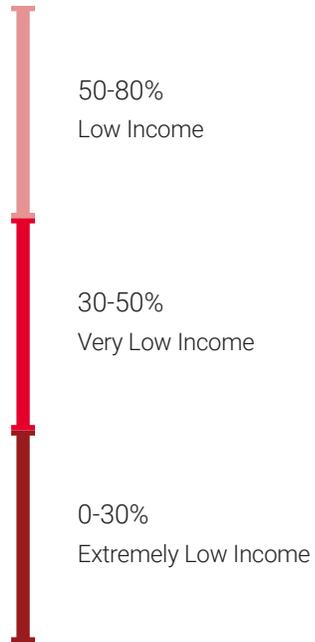
As of 2019, 41 percent of Pilsen's renters and 22 percent of Pilsen's homeowners were cost burdened. These numbers are slightly lower than Citywide averages of 46 percent and 23 percent, respectively. Since 2010, Pilsen's cost burden rate has decreased slightly among renters and decreased significantly for homeowners. More detail on how this decline can still negatively impact housing affordability is discussed in the Housing Needs Assessment section beginning on page 50.



Housing Affordability

Housing affordability is often discussed in terms of a household's income as a percentage of the Area Median Income (AMI). AMI is defined as the midpoint of a specific area's income distribution and is calculated annually by (HUD). HUD uses AMI as a benchmark for renter eligibility for affordable housing programs (e.g., Section 8 and Low-Income Housing Tax Credits). Various AMI ranges have unique definitions as well:

Area Median Income (AMI)



These AMI levels depend on household size (number of people within the household) and are the same throughout the entire Chicago-Naperville-Joliet, IL HUD Metro FMR Area, which includes Chicago and its suburbs.

Area Median Income Limits 2022

Effective April 18, 2022

Household Size	30%	40%	50%	60%	80%	100%	120%
1	\$21,900	\$29,200	\$36,500	\$43,800	\$58,350	\$73,000	\$87,600
2	\$25,000	\$33,360	\$41,700	\$50,040	\$66,700	\$83,400	\$100,080
3	\$28,150	\$37,520	\$46,900	\$56,280	\$75,050	\$93,800	\$112,560
4	\$31,250	\$41,680	\$52,100	\$62,520	\$83,350	\$104,200	\$125,040
5	\$33,750	\$45,040	\$56,300	\$67,560	\$90,050	\$112,600	\$135,120

Based on the AMI classifications above and 2019 ACS data, around 68 percent of Pilsen's residents fall in the Low, Very Low, or Extremely Low Income categories. This number is higher for renter households (74 percent) than for owner households (55 percent).

Pilsen Households by AMI, 2019

AMI	Income Range	Total	Owner	Renter
<30%	<\$25K	2,814 23%	588 15%	2,226 26%
30-50%	\$25K - \$49,999	3,203 26%	791 21%	2,412 28%
50-80%	\$50K - \$74,999	2,493 20%	739 19%	1,754 20%
80-100%	\$75K - \$99,999	1,374 11%	452 12%	922 11%
>100%	>\$100K	2,581 21%	1,270 33%	1,311 15%

Affordable Housing

At the broadest of levels, there are two primary types of affordable housing: naturally occurring and covenanted. The former occurs naturally within the housing market. This housing is usually older, is located in less expensive neighborhoods, and therefore has lower prices. The latter is housing developed specifically for households with below-average incomes, and is therefore legally restricted to below market-rate prices. Covenanted affordable housing usually requires public subsidy funding to achieve financial feasibility. The primary focus of this study, as a framework for future development at the 18th & Peoria site, is to promote the development of legally covenanted (income-restricted) affordable housing.

The map on the right shows covenanted affordable rental housing properties in Pilsen. According to this centralized database, which incorporates covenanted affordable housing from a variety of funding programs, Pilsen has 15 affordable rental housing properties. As shown in the Income Restricted Affordable Properties map, most of these properties are located in north-central Pilsen, a higher-density area of the neighborhood that is located near conveniences and amenities like commercial areas, parks, and public transit.

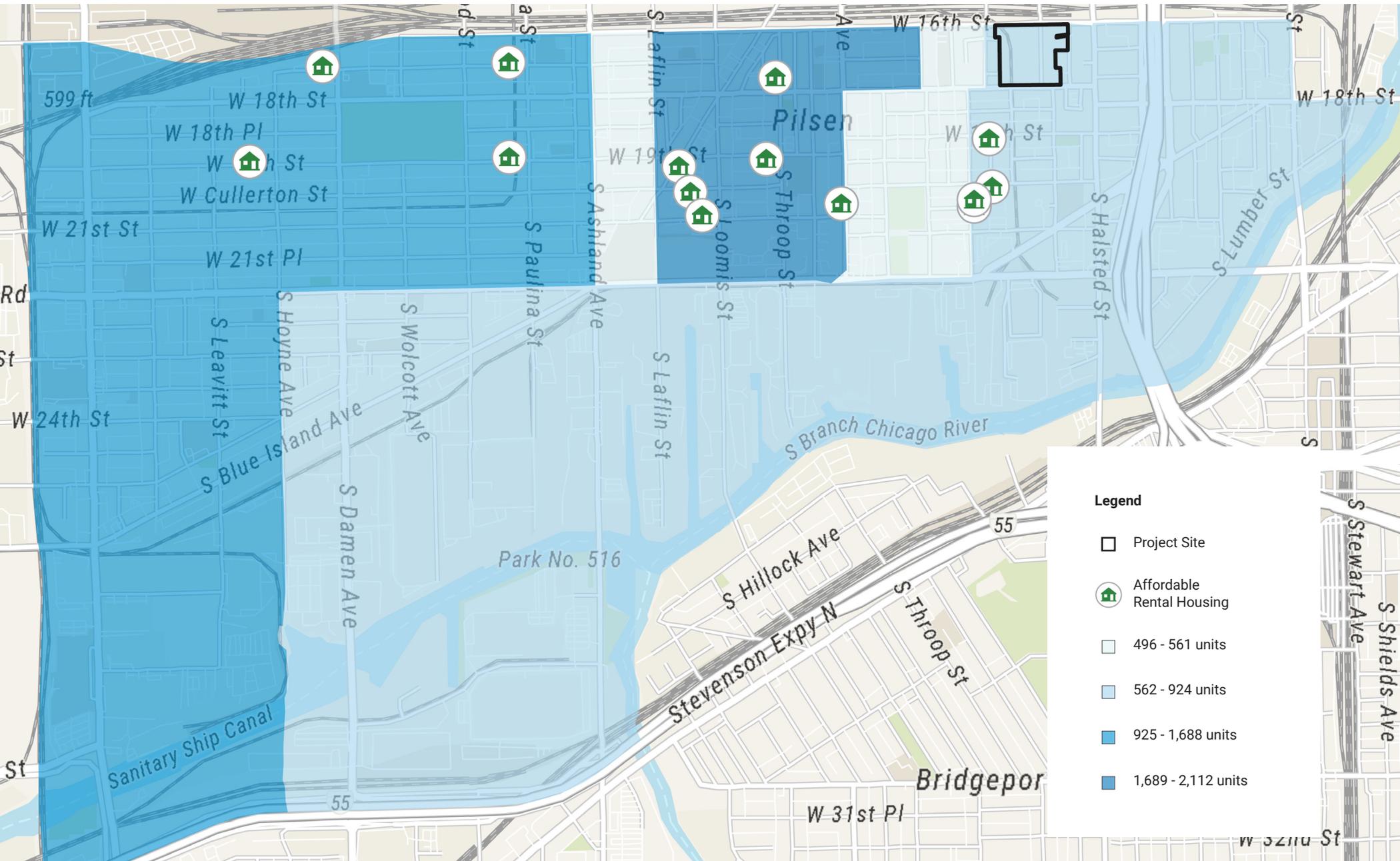
Affordable Requirement Ordinance

Within the City of Chicago, new development is subject to the Affordable Requirements Ordinance (ARO). This ordinance is the City's inclusionary housing program, which requires residential development projects with 10 or more units to include a certain percentage of affordable units if the project receives City Council approval for an entitlement (such as a zoning change), land purchased from the City, or financial assistance from the City (such as Low-Income Housing Tax Credits, Tax Increment Financing, or other types of public subsidy funding). The ordinance classifies Pilsen as a *community preservation area*, defined as a community that is experiencing or is at high risk of experiencing displacement of low-income residents.

The ordinance grants developers options in regard to the number, affordability level, and location of the required affordable units to ensure flexibility and feasibility for the project. In general, the ordinance requires projects to designate 10-20 percent of their total units as "affordable," with pricing that must be affordable to households ranging from 30-60 percent of the AMI. It also grants flexibility in regard to the location of the affordable units, generally requiring developers to build 50 percent of the required number of affordable units (at least half of which must be built on-site, while the other half can be built elsewhere) and allowing them to pay in-lieu fees for the other 50 percent of units (the City collects these fees and uses them to support other affordable housing projects throughout Chicago). The Pilsen/Little Village ARO Pilot Area requirements are still in effect and require that ARO units in Pilsen be on-site. More information is available on the City's ARO website.

In general, the [Affordable Requirement Ordinance] requires projects to designate 10-20% of their total units as "affordable," with pricing that must be affordable to households ranging from 30-60% of the AMI.

Income-Restricted Affordable Housing Properties



Housing Needs Assessment

The Housing Needs Assessment identifies demand for housing in Pilsen based on the composition of the existing housing stock, the characteristics of the current population, and the local share of regional household growth projected to occur within Pilsen.

In determining Pilsen's current and future housing needs, several important factors have been taken into consideration including existing housing supply, units planned and under construction, projected population and household growth, average household size, housing tenure, household incomes (current and projected), and Area Median Income (AMI) of the City of Chicago. The total occupied housing units in Pilsen is 12,465 (3,840 owner-occupied, 8,625 renter-occupied).

Current Housing Needs

The table below examines the alignment between the current housing prices of the existing housing stock in Pilsen and current household incomes of Pilsen households. This analysis assumes a three-person household (given that the average household size in Pilsen is 2.65) and uses the aforementioned 30 percent HUD benchmark - for example, a household earning 30-50 percent of the AMI (falling within the \$25,000-\$49,999 income bracket) could typically afford an owner-occupied unit in the price range of \$80,000-\$149,999 or a renter-occupied unit in the range of \$650-\$1,249 per month without experiencing a cost burden.

Pilsen Household Size, 2019

Household Type	Owner	Renter	Total
1-person household	803	2,934	3,737
2-person household	1,208	2,910	4,118
3-person household	674	1,371	2,045
4-person household	630	738	1,368
5-or-more-person household	525	672	1,197

Current Housing Unit Need, 2019

AMI	Income Bracket	House Value	Existing Housing	Existing Households	Surplus/Deficit	Gross Rent	Existing Housing	Existing Households	Surplus/Deficit
<30%	<\$25K	<\$79,999	316	588	-272	<\$649	957	2,226	-1,269
30-50%	\$25K - \$49,999	\$80,000 - \$149,999	409	791	-382	\$650 - \$1,249	5,092	2,412	2,680
50-80%	\$50K - \$74,999	\$150,000 - \$199,999	497	739	-242	\$1,250 - \$1,999	1,994	1,754	240
80%-100%	\$75K - \$99,999	\$200,000 - \$299,999	1,282	452	830	\$2,000 - \$2,499	299	922	-623
>100%	>\$100K	>\$300,000	1,336	1,270	66	>\$2,500	109	1,311	-1,202
Owner-Occupied					Renter-Occupied				

Conclusions

- There appears to be an undersupply of owner-occupied units for households making less than 80 percent of the AMI (which can typically afford homes that cost less than \$200,000) and an oversupply of units for households making more than 80 percent of the AMI (which can typically afford units that cost \$200,000 or more). This suggests a need for more owner-occupied housing units that are affordable to households making less than 80 percent of the AMI.
- There is a deficit of 1,269 renter-occupied units for households making less than 30 percent of the AMI, indicating a strong need for more rental units with gross rents of \$649 per month or less.
- There is a concentration of higher-income renters in Pilsen (making more than 80 percent of the AMI) occupying rental units that would typically be in the price range of lower-income households (rents of \$650 to \$1,999 per month). This data suggests that higher-income renters have been outbidding lower-income renters for units that might otherwise be affordable to the lower-income renters, displacing them to other areas of the City that are less desirable to higher-income renters.

Future Housing Needs

Projected household growth was used to identify how many housing units Pilsen has the potential to accommodate over the next 26 years. The Chicago Metropolitan Agency for Planning (CMAP) is the regional planning organization for the northeastern Illinois counties that prepares population and household projections for the region. CMAP projects Pilsen will add 1,356 new households by 2045.



Changes in household size (number of persons per household) among Pilsen's owner- and renter-occupied housing units were documented between 2010 and 2019 to identify anticipated growth rates by housing type. Using historical trend data, the 1,356 new households were allocated by household size.

Household size and income data were used to allocate projected potential demand for housing units by affordability level (AMI groups). These ranges were compared against price points for owner-occupied (home value) and renter-occupied (gross rent) units to determine what the new households could afford without experiencing a cost burden (spending more than 30 percent of their annual income on housing).

Projected Housing Unit Need, 2045

AMI	Income Bracket	House Value	New Owner Units	Gross Rent	New Renter Units
<30%	<\$25K	<\$79,999	64	<\$649	242
30-50%	\$25K - \$49,999	\$80,000 - \$149,999	86	\$650 - \$1,249	262
50-80%	\$50K - \$74,999	\$150,000 - \$199,999	80	\$1,250 - \$1,999	191
80%-100%	\$75K - \$99,999	\$200,000 - \$299,999	49	\$2,000 - \$2,499	100
>100%	>\$100K	>\$300,000	138	>\$2,500	143
Total			418		938

Projected Households by size, 2045

Household Type	Owner	Renter
1-person household	87	319
2-person household	131	317
3-person household	73	149
4-person household	69	80
5-or-more-person household	57	73

Conclusions

- Among the projected owner-occupied housing units, it is anticipated that the most significant demand will be for households making 80 percent of the AMI or less (who can typically afford homes below the \$200,000 price range), with a total projected need of 230 new homes in these three income categories.
- The greatest demand for rental units is projected for households earning below 50 percent of the AMI (equating to rents of less than \$1,249 per month), with a total projected need of 504 units in these income categories.
- This analysis estimates that 418 new owner-occupied housing units and 938 new renter-occupied housing units are needed in Pilsen by 2045, equating to 1,356 new units in total.

Funding Sources

Although much of Pilsen’s current and future housing needs will need to be met by the market without public subsidy funding, some of these needs will only be met with subsidies and incentives. This section seeks to define various elements of the envisioned project at the 18th & Peoria site and identify potential funding sources that could be used to facilitate the development of each element.

The graphic below defines various elements of the project imagined at the 18th & Peoria site which are typical components of these types of affordable housing development projects. It should be noted that these definitions are not universal or comprehensive. Instead, they have been generalized to fit the scope of this particular study regarding the 18th & Peoria site.

Source Definitions

The purpose of these definitions is to provide context for the funding sources presented on the right. Each source has unique rules and regulations which outline which project element(s) it can be applied to, maximum funding amounts per project/phase, funding structure (loans, grants, etc.), application deadlines, funding timelines that dictate when funds must be spent by, types of organizations that are eligible to receive the funds, and various other specifications that are specific to each funding source.

The table on the right presents an overview of various funding sources applicable to the 18th & Peoria site, according to the development scenario presented later in this Framework. The type of strategy includes “capital sources,” strategies that will actually appear in the capital stack as funds used directly for development costs, and “operating subsidies,” which will not appear in the capital stack but will improve the net operating income of the projects and allow them to support additional debt and equity. The overview also includes the programmatic element(s) (residential, commercial, etc.) and housing tenure types (for rent or for sale) applicable to each strategy.

ENTIRE PROJECT			
All Housing			
	Permanent Supportive Housing	Affordable Housing	Moderate Income & Market Rate Housing
Affordability	Up to 30% AMI	30-80% AMI	Above 80% AMI
Tenure	Rental	Rental or owner	Rental or owner
Services	Required	Optional	None
Form	Multi-unit	Multi-unit	Multi-unit/ Townhome
Target Population	Formerly homeless, disabled or chronically ill	Low to moderate income individuals, families, seniors, others	Moderate income individuals, families, seniors, others
Non-Residential Community Space			
Non-profit or supportive service space			
Parks or open space			
Health and wellness facilities			
Community gathering space			
Others			
Commercial Space			
Office Space			
Retail Space			
Restaurants			
Hotels/short-term rentals			
Healthcare or educational institutions			
Others			

Funding Source	Administrative Entity	Strategy Type	Applicable Element(s)	Applicable Housing Tenure
Private Market Rate Debt & Equity	Lenders, Developer	Capital Source	Entire Project	Both
Tax Exempt Bonds	City of Chicago, IHDA	Capital Source	Affordable + PSH	Rental Only
Soft Financing (HOME, CDBG, AHOF, etc.)	City of Chicago, IHDA	Capital Source	Affordable + PSH	Both
Multi-year Affordability through Upfront Investment (MAUI)	CLIHTF	Capital Source	PSH	Rental Only
Low-Income Housing Tax Credit (LIHTC)	City of Chicago, IHDA	Capital Source	Affordable + PSH	Rental Only
Illinois Affordable Housing Tax Credit (Donations Credit)	IHDA	Capital Source	Affordable + PSH	Both
Affordable Housing Program (AHP)	FHLB	Capital Source	Affordable + PSH	Both
Equitable Transit-Oriented Development Grants (eTOD)	City of Chicago	Capital Source	Affordable, PSH, Commercial	Both
Community Wealth Building Grants (CWB)	City of Chicago	Capital Source	All Housing	Ownership Only
Chicago Recovery Plan Community Development Grants	City of Chicago	Capital Source	Entire Project	Both
Tax-Increment Financing (TIF)	City of Chicago	Capital Source	Affordable + PSH	Both
State of Illinois HB2621	CCAO	Operating Subsidy	All Housing	Rental Only
Chicago Housing Authority Project Based Vouchers (PBV)	CHA	Operating Subsidy	Affordable + PSH	Rental Only
CLIHTF Rental Subsidy Program (RSP)	CLIHTF	Operating Subsidy	PSH	Rental Only

Recommendations

The Housing Needs Assessment suggests that the 18th & Peoria site has potential to play a large role in meeting Pilsen's current and future housing needs, meeting demand for new owner- and renter-occupied housing units at a variety of income levels. Although the project site cannot meet all of these needs by itself, its size and location position it to accommodate a large number of units in a variety of structures in a way that meets demand for new housing in the neighborhood while still maintaining the character and charm that existing residents enjoy.

Based on Pilsen's current and future housing needs, high-level recommendations for the housing program at the 18th & Peoria site include:



TENURE

There is higher demand for renter-occupied housing than owner-occupied overall, but demand is anticipated for both tenure types. The housing program for the 18th & Peoria site should be primarily renter-occupied but should include owner-occupied housing as well, preferably including limited equity cooperatives. A mix of tenure types allows the project to be accessible to younger and lower-income households while also providing opportunities for wealth building and long-term community development.



SIZE

Renter-occupied housing demand skews toward smaller households of one, two, and three people, and the 18th & Peoria site should therefore focus primarily on units with two bedrooms or less. Owner-occupied housing demand should focus primarily on households with two people or more and should therefore consist of units with at least two bedrooms. The community also expressed a strong desire for family-sized units with three or more bedrooms, so larger units should be prioritized in the project.



TYPOLOGIES

The majority of the unit types that will be needed in the future (smaller, renter-occupied unit types) are best accommodated in mid-rise, high-rise, or mixed-use buildings. However, other housing typologies such as three-flats, six-flats, and townhomes will also be needed in order to better accommodate larger, owner-occupied units. The 18th & Peoria site should include a variety of housing types on the site in order to appeal to the broad preferences of future residents and create a more authentic neighborhood feel.



PRICING

There will be demand for housing that is affordable to all income levels. Demand for renter-occupied units will be highest in the lower-income categories, underscoring a need for a significant amount of covenanted affordable housing in the project. Owner-occupied demand is more evenly distributed across income categories, allowing more flexibility for incorporating a range of incomes. In order to prevent gentrification and displacement of current Pilsen residents and businesses, the majority of units in the project should be income restricted.





18TH
PEORIA

DEVELOPMENT FRAMEWORK PLAN



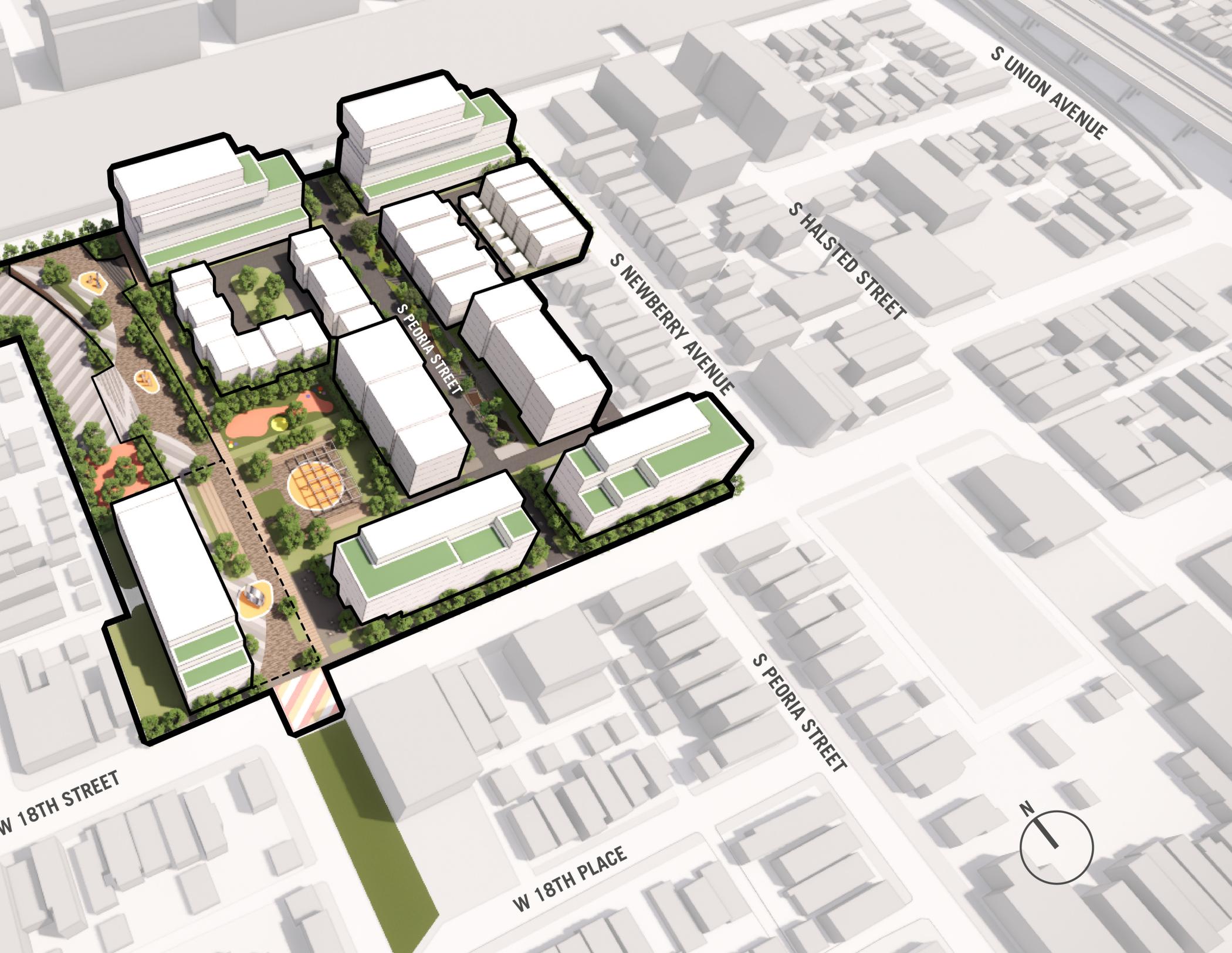
05

Development

Introduction

During the third public meeting, diagrams were presented to show the primary differences among the three initial development scenarios. The Trailhead scenario concentrated the green space near the rail spur. The Linear scenario aligned strips of green space to help stitch the site to the neighborhood north to south and east to west. The third scenario, Pocket Parks, mixed plots of green space between buildings throughout the development. With the community's input and feedback on the strengths of each scheme, the final development scenario was created. This scenario, presented throughout this chapter, incorporates the preferred elements of the three previous schemes, including concentrated green space near the rail spur, linear green space stitching together the development, and pockets of plaza space. All are public spaces for the entire community to enjoy.





S UNION AVENUE

S HALSTED STREET

S NEWBERRY AVENUE

S PEORIA STREET

S PEORIA STREET

W 18TH STREET

W 18TH PLACE

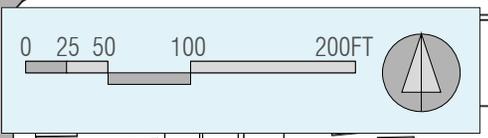
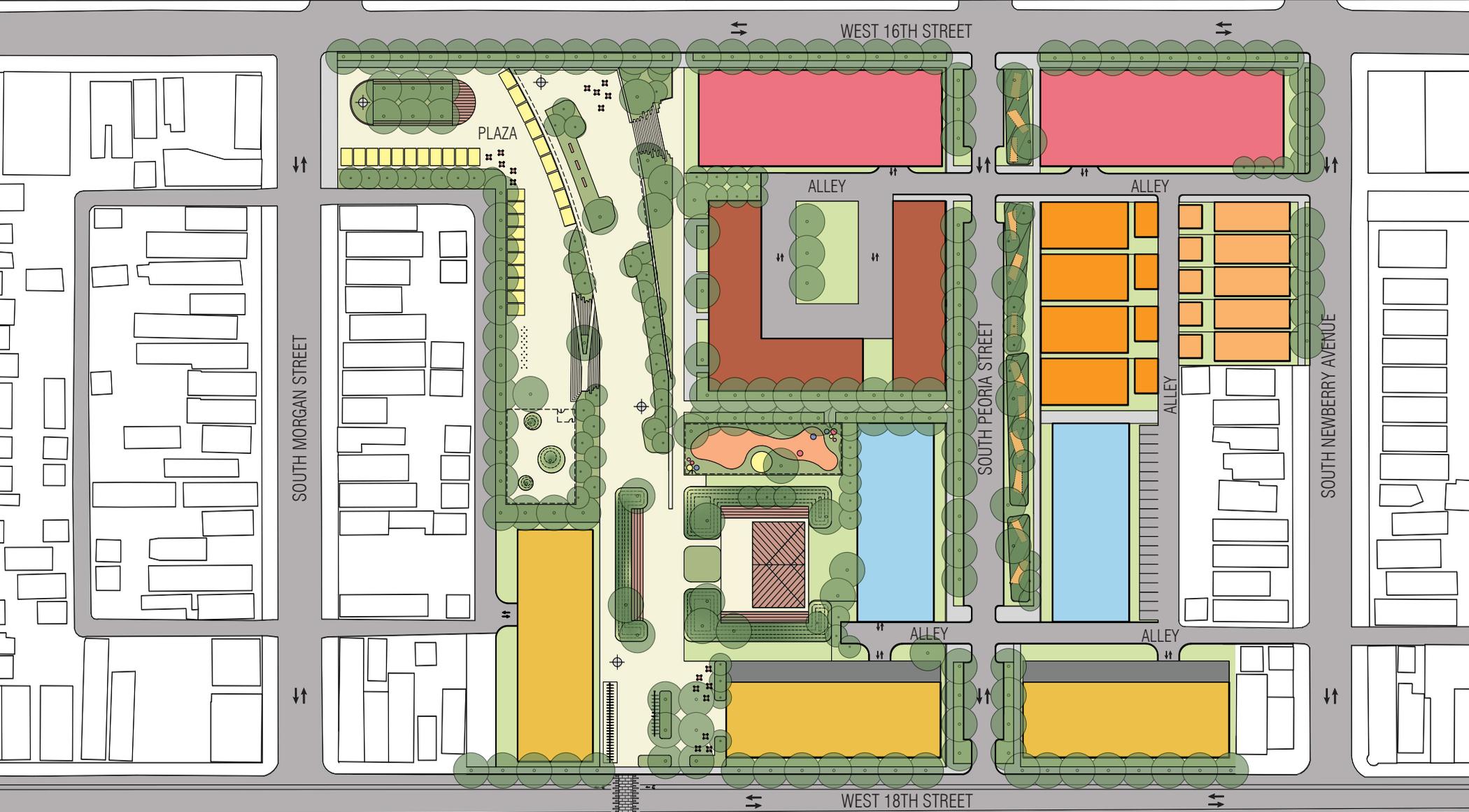


Site Plan

The higher-density buildings are along 18th and 16th streets. There are three mixed-use buildings (M1, M2, M3), in yellow, along 18th Street. They each have commercial space on the first floor, parking in the back, and residential units above. M1 has six stories, while M2 and M3 have seven stories. North of the mixed-use buildings are R1 and R2 (in blue), which are the only five-story residential buildings. R1 has structured parking on the first floor, whereas R2 has surface parking on the back. North on the site plan, along 16th Street, are two high rises, HR1 and HR2 (in pink). These residential buildings have parking on the first two floors and seven stories of residential units. On the center of the site, west of Peoria Street, are two groups of townhomes (in brown)—an L shaped building facing the rail spur and a row of townhomes facing Peoria Street. Right across Peoria Street are four six-flat buildings, and facing Newberry Avenue are five three-flat buildings. All of these buildings have access via new alleys that connect to Peoria Street and Newberry Avenue.



BNSF METRA STATION



SANGAMON STREET

SOUTH PEORIA STREET

WEST 18TH STREET

WEST 16TH STREET

SOUTH MORGAN STREET

SOUTH PEORIA STREET

SOUTH NEWBERRY AVENUE

PLAZA

ALLEY

ALLEY

ALLEY

ALLEY

Design Excellence Guidelines

Massing & Façade



18th Street has long been known to be lined with retail and restaurants. This same rhythm should continue along the south corridor of the site. When the continuity of the street wall is broken, like at the rail spur and on Peoria Street, there should be active uses.



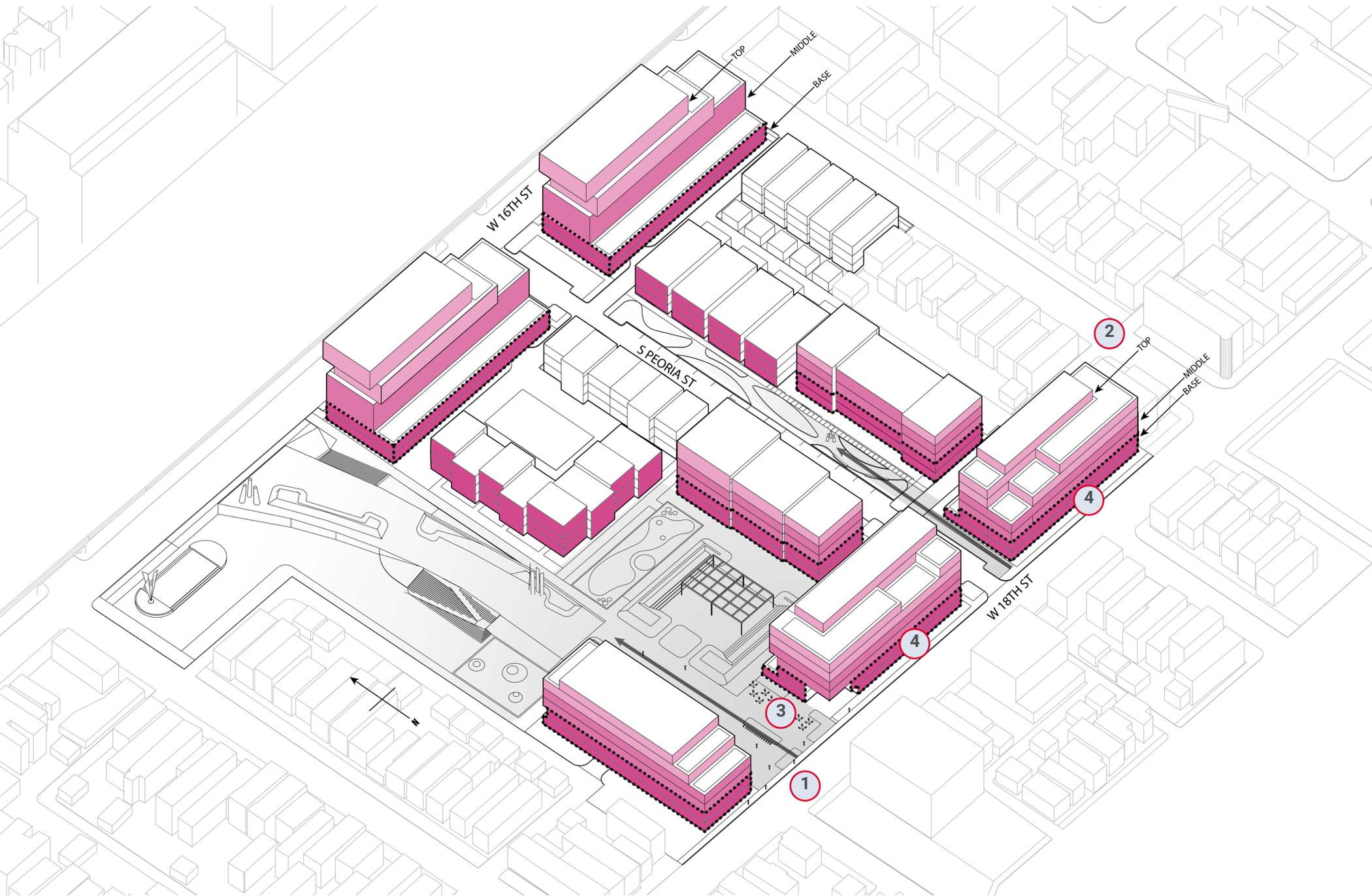
There should be a clear difference between the base, middle, and top of the buildings. On the taller buildings like the high-rises along 16th Street, the face of the upper floors should be set back to optimize views and natural light.



On the ground floor, rhythm should be established through the arrangement of windows and doors. Building entrances should be clearly identified and window arrangement should reinforce the style of the building through pattern, shape, color, material, and depth. High-quality building materials should be used on the building's facade with durable, cost-effective, and sustainable materials.



Any signage on the buildings should be integrated into the overall building design. Signage should contribute to the neighborhood character and should avoid clutter. If security gate or shutter are used, visibility should be minimized, and can be interior-mounted.



Program, Site Design & Massing



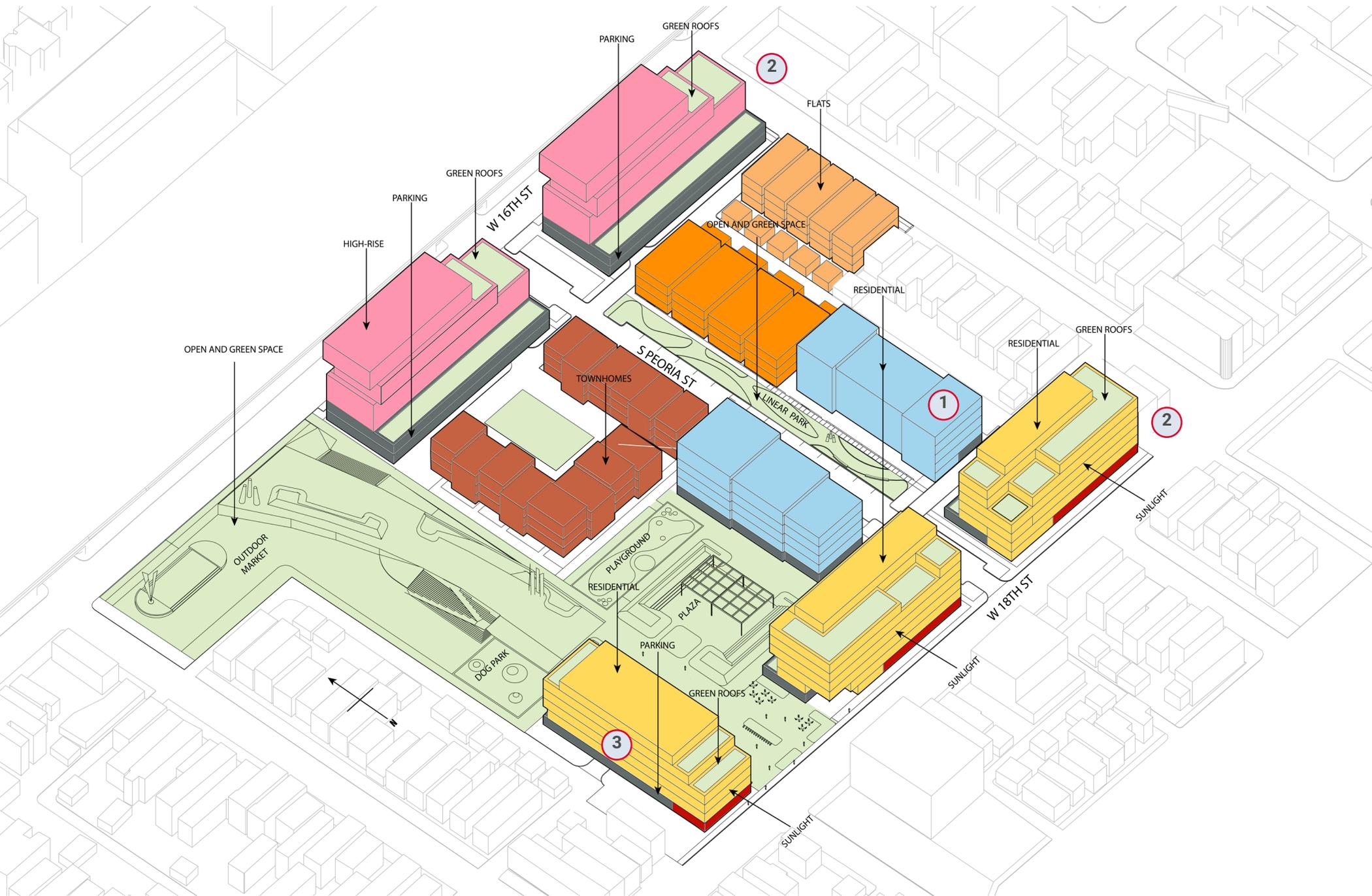
1 This Framework Plan includes a very diverse program. Along 18th Street are three mixed-use buildings with retail in the front and parking in the back on the first floor. The top floors are for residential use. The next two buildings moving south on Peoria Street are also for residential use with parking on the ground floors. Continuing on Peoria Street are townhomes to the west and flats to the east. Along 16th Street are two residential high-rises with two floors of parking. The ground floor should have a mix of services like restaurants, retail, community services, and open space. This framework plan also includes amenities in the open space like plazas, a playground, a dog park, and space for a market. The ground floor amenities should have a connection from interior to exterior.



2 The building massings reflect the surrounding context. The massings along 16th Street reflect the height of the buildings north of the viaduct. The massings along 18th Street reflect the character of the street with retail on the ground floor and residential above. The center of the site reflects the diversity of housing types typically found in Pilsen.



3 The building massing gives consideration to access to light and air. Light and shadow studies should be done to examine the impact of taller buildings on the site. There should also be opportunities for outdoor spaces like balconies and roof decks.



Public Realm



In this Framework Plan, the Peoria Street right-of-way has been widened to 66 feet to accommodate two-way traffic with parking and sidewalks on both sides. The Plan includes extended sidewalks that are designed to suit various mobility needs and provide adequate pedestrian access throughout the site. Landscape areas should be well maintained and have coordinating elements like seating. Other pedestrian amenities should also be provided like lighting, canopies, and receptacles. All of the public spaces should be accessible and allow an open visual field.

Sustainability & Site Design



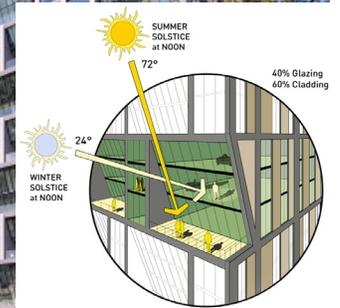
Development on this site should strive to be sustainable in terms of landscape strategy and building design. This site should incorporate diverse tree species and native plantings. There should be accessible green spaces available to the community.

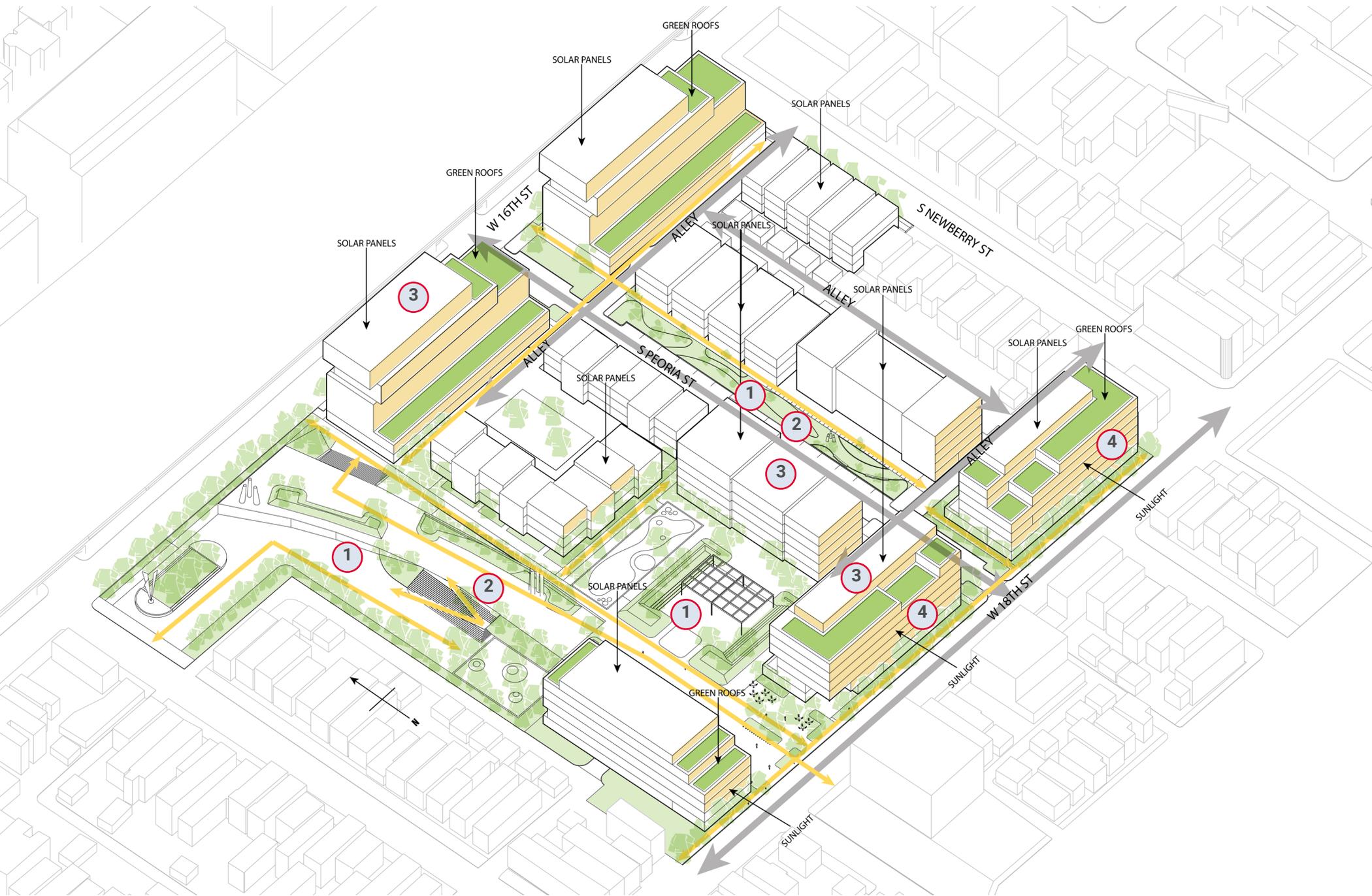


The buildings should be designed to be self-sustainable, using fewer resources and durable, cost-effective material, and promote wellbeing. Rooftops should be used to their full potential by providing green roofs and solar panels.



Orientation of the glazing should be prioritized to ensure the building design can take advantage of southern sunlight for energy and lighting efficiency.





Bulk, Density & Phasing

The proposed bulk and density of the site is derived from the surrounding context of Pilsen, with the objective of matching the characteristics of the adjacent buildings and streets. This approach has led to a variety of building types within the development that strike a balance between achieving the density that the community needs, maintaining open space for recreation, and having different housing types that allow the development to accommodate the different needs of a variety of demographics.

A development project of this size and density will not all occur in one phase, especially with a significant share of subsidized affordable housing which will require a complex capital stack. The conceptual phasing plan highlighted in the diagrams on these pages has been developed to reflect the priorities of the community and the practical realities of constructing and beginning operations of such a project.

PHASE 1

A W 18th Street

- Ground floors are shown to have commercial storefronts facing 18th Street, with structured parking accessed off the alley. Upper floors are intended to be multi-unit residential.
- Setbacks at the ground floor are encouraged to be used at strategic locations to create outdoor spaces that support adjacent commercial uses.

- Buildings over 50'-0" are recommended to step back in order to relate to adjacent buildings, create visual interest, and create outdoor rooftop amenity space for residents.
- Beginning with the mixed-use buildings fronting West 18th Street will allow the street front to be activated as quickly as possible. Securing tenants for the retail space will make housing in subsequent phases more appealing, accelerating absorption timelines and boosting feasibility. Upon completion, the mixed-use buildings will provide a buffer between existing neighborhood activities to the south and future construction phases to the north.

Pedestrian Street	Yes
Minimum Lot Area Per Unit	350 SF
Maximum FAR	3.5
Minimum Setback <i>Front</i>	NA
Minimum Setback <i>Rear</i>	15'-0"
Minimum Setback <i>Side</i>	NA
Maximum Height	100'-0" 7 Stories
Allowable Uses per Zoning Table 17-03-0207	All items listed under B3-3
Minimum ratio of parking stalls to residential units	1:2





S Newberry Avenue

S Peoria Street

W 18th Street

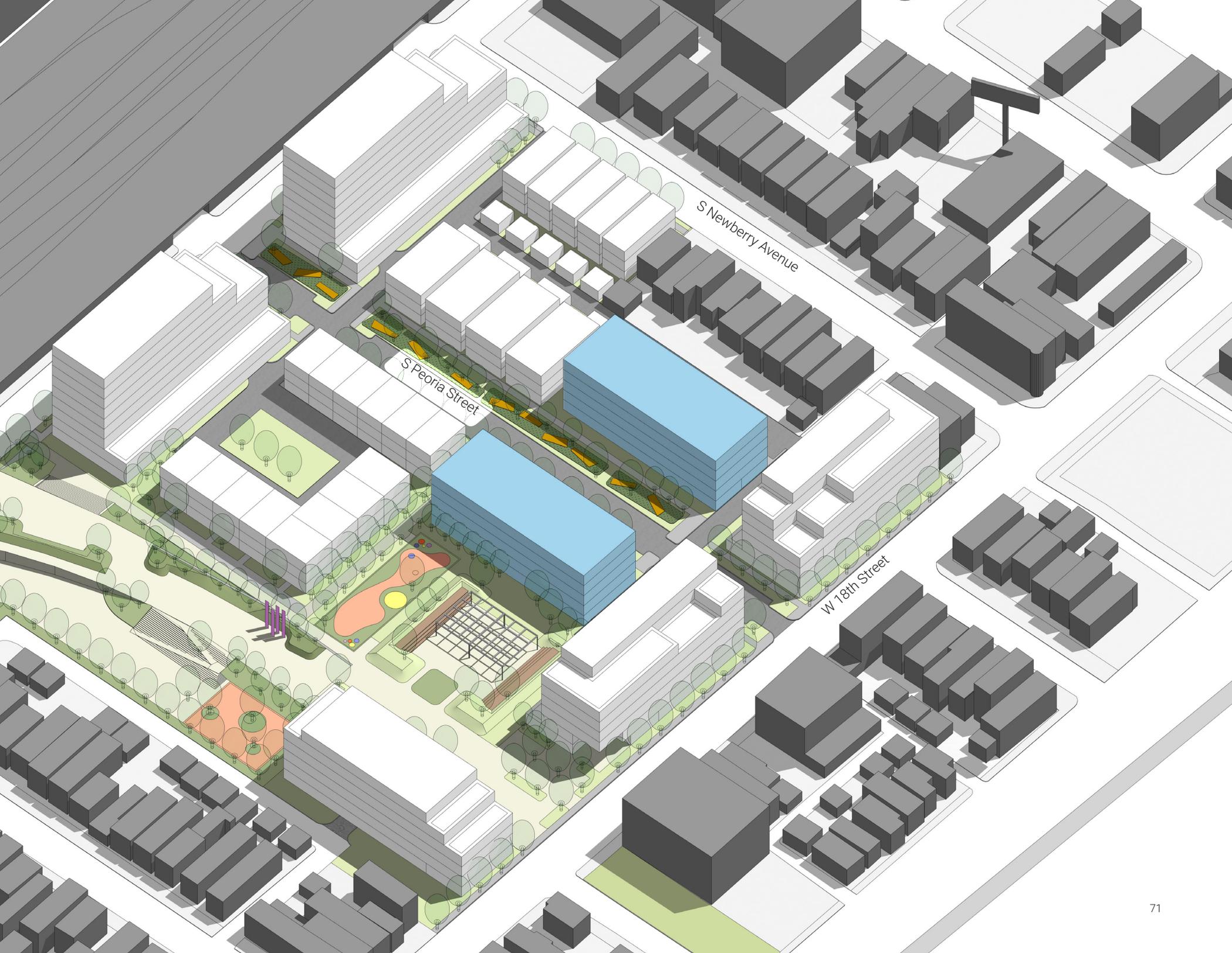
PHASE 2

B S Peoria Street

- This area includes multi-unit residential as a transition in density from the mixed-use buildings along 18th Street.
- There is a linear park on the east side of Peoria Street. The park is 25' wide and spans the length of Peoria between 18th Street and 16th Street. It will be completed as part of Phases Two and Three.
- The parking varies from structure to surface parking off the alley.
- Working northward in phases will allow construction site access on at least two sides of each phasing site, while also allowing room for storage of equipment and materials on portions of the site that have not yet begun construction.

Pedestrian Street	No
Minimum Lot Area Per Unit	300 SF
Maximum FAR	3.9
Minimum Setback <i>Front</i>	10'-0"
Minimum Setback <i>Rear</i>	15'-0"
Minimum Setback <i>Side</i>	5'-0"
Maximum Height	75'-0" 5 Stories
Allowable Uses per Zoning Table 17-03-0207	All items listed under B3-3
Minimum ratio of parking stalls to residential units	1:2





S Newberry Avenue

S Peoria Street

W 18th Street

PHASE 3

C D S Peoria Street

- This area is divided into two different development typologies: townhomes (C) and six-flats (D). Combined with the midrise residential from Phase Two, the intent is to bring a variety of housing types that can accommodate the needs of the community.
- Parking includes attached and detached garages.
- Phase Three contains the entire owner-occupied housing program. This element is later in the phasing plan as its pricing levels and absorption pace will be most sensitive to ongoing construction activity.

It will also need additional pre-development time to allow for adequate marketing to ensure a sufficient share of the units can be pre-sold before construction begins.

E S Newberry Avenue

- This area is intended to have three-flat buildings that match the character of the existing buildings that are on the street.
- The existing buildings primarily have structured parking off of Newberry Avenue, but the intention for the new three-flats is to have parking off the new alley in order to limit the amount of curb cuts and increase the amount of parkway on Newberry Avenue.

	C	D	E
Pedestrian Street	No	No	No
Minimum Lot Area Per Unit	2,600 SF	750 SF	950 SF
Maximum FAR	1.5	2.2	1.9
Minimum Setback <i>Front</i>	NA	NA	7'-0"
Minimum Setback <i>Rear</i>	NA	25'-0"	30'-0"
Minimum Setback <i>Side</i>	NA	3'-0"	3'-0"
Maximum Height	45'-0" 3 Stories	45'-0" 3 Stories	45'-0" 3 Stories
Allowable Uses per Zoning Table 17-03-0207	All items listed under B3-3	All items listed under B3-3	All items listed under B3-3
Minimum ratio of parking stalls to residential units	1:1	1:2	1:2





PHASE 4

F W 16th Street

- These higher density buildings are shown with two levels of structured parking, as required to obtain a 1:1 ratio of parking stalls to residential units.
- Stories that are over 60'-0" are recommended to step back in order to reduce the mass of the building, create visual interest, and create outdoor rooftop amenity space for residents.
- Phase Four comprises the high-rise buildings to the north end of the site. The program for these buildings can be adjusted to reflect the demand and performance of Phases One and Two if needed, such as revisions to the mix of bedroom types, affordability levels, or overall unit count, ensuring that the program continues to be responsive to the needs of the community.

Pedestrian Street	No
Minimum Lot Area Per Unit	250 SF
Maximum FAR	6.3
Minimum Setback <i>Front</i>	NA
Minimum Setback <i>Rear</i>	5'-0"
Minimum Setback <i>Side</i>	NA
Maximum Height	135'-0" 9 Stories
Allowable Uses per Zoning Table 17-03-0207	All items listed under B3-3
Minimum ratio of parking stalls to residential units	1:1





Access & Mobility

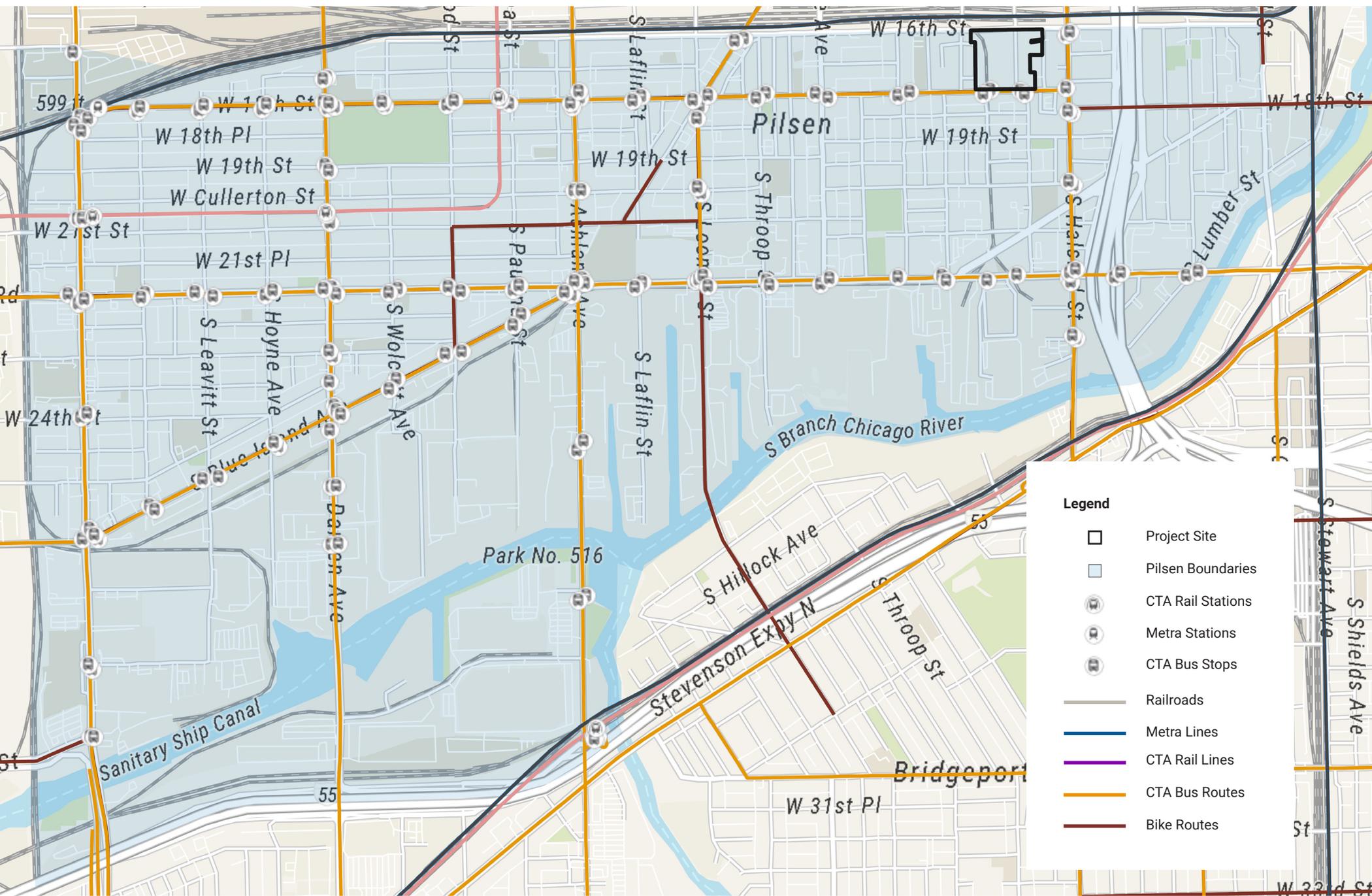


The study area is well served by transit, bike routes, walkable streets, major arterial roads, and access to interstate highways. CTA bus routes #18 (16th/18th) and #8 (Halsted) run adjacent to or nearby the site for east-west and north-south access through Pilsen and other parts of the city. The CTA Pink Line (18th Street Station) and Orange Line (Halsted Street Station) are approximately one mile from the development site, and the Metra Halsted Street station is accessible only a couple of blocks away.

Marked shared bike lanes run along 18th and Halsted streets, and planning has begun to convert the abandoned BNSF railroad to a bike greenway along Sangamon Street, connecting directly to the south from the site. Neighborhood walkability is compromised by closed viaducts under the BNSF railway on the north and limited highway underpass access east of Halsted Street. However, the commercial corridors on 18th and Halsted streets are active and residential sidewalks are largely tree-lined. Halsted and 18th streets are the two major surrounding arterial streets serving Citywide connections with direct access to Interstate 90/94 via 18th Street. This multimodal network is a strong foundation to build upon with proposed development growth and activity.

Mobility in Pilsen

The map on the right shows transportation access in Pilsen. The purple lines represent the CTA rail lines, the yellow lines represent the CTA bus lines, the grey lines represent the Metra lines, and the dark red lines represent bike lines.



Recommendations

The study area is adjacent to several multimodal transportation routes that provide access to other city neighborhoods and amenities. Major points of mobility access include:

- Numerous transportation options such as CTA bus lines, CTA Pink and Orange Lines, and the Metra BNSF Line providing direct service from central and northwest Pilsen to downtown.
- Nearby vehicular access to I-90/I-94.
- Walkable residential streets and commercial corridors.
- Existing and proposed bike routes adjacent to the site that travel through the neighborhood connecting Pilsen to surrounding communities



However, the site should be developed to address gaps in the network and improve mobility under safer street conditions:

- Upgrade Peoria Street per Chicago Department of Transportation public right-of-way guidelines and regulations.
- Extend the alley network to consolidate parking, loading, and vehicular site access and to minimize conflict among pedestrians, bicyclists, and vehicle drivers.
- Maintain street parking along 16th, 18th, and Peoria streets around the site.
- Promote pedestrian and bicycle traffic at the edges and within the site to engage critical community assets, the future BNSF bike trail, and the wider neighborhood transportation network.
- Prioritize primary pedestrian site access at 16th, 18th, and Peoria streets.
- Provide multiple pedestrian routes throughout the site, breaking-up the site development for visible porosity and to manage users' physical range.
- Develop the rail spur as activated open space and as a pedestrian-friendly corridor that connects 16th and 18th streets.
- Ensure open space areas are ADA compliant, particularly at the top of the sloping trail spur.
- Provide clear and inviting access points to the rail spur at the south on 18th Street and at a secondary point that are ADA compliant; maintain grade-level access between 16th and 18th streets along the east side of rail spur.
- Enhance vehicular and pedestrian experiences to commercial sites and corridors.
- Clearly delineate all modes of transportation through landscape, traffic calming strategies, and other site features to elevate public safety.
- Provide generous open space areas to house bike and other micromobility facilities at the 18th Street trailhead entrance connecting to the proposed BNSF trail extending south along Sangamon Street.



Looking north up the rail spur on 18th Street





18TH
PEORIA

DEVELOPMENT FRAMEWORK PLAN



06

Open Space

Introduction

Site development will expand public open space in Pilsen by over three acres. The sections below describe how placemaking, green spaces, trail expansion and the public realm are embedded into the plan and the wider neighborhood context. Following the open space narrative are broad design recommendations to guide future site development.

Existing Conditions

The 1998 City Space Plan is an open space plan for Chicago in partnership with the City of Chicago, the Chicago Park District, and the Forest Preserve District of Cook County. This Plan recommends short-term and long-term goals to meet a minimum standard of 2 acres of open space per 1,000 residents for each of Chicago's 77 community areas. The 2016 Chicago Park District Land Acquisition Plan prioritizes land acquisition to fulfill a core mission to provide open space for Chicago residents for recreational purposes. This document assesses land acquisition strategies based upon both the City Space Plan's open space per capita criteria and access, targeting residents to be within a half-mile or 10-minute walk to open space. The Lower West Side Community achieves this latter goal, but, based on 2010 census data, falls short of meeting the open space criteria with only 1.54 acres per 1,000 residents.

The City of Chicago is ranked #6 compared to 100 of the most-populated US cities on the ParkScore Rating Index, showing the high accessibility to public parks. However, Pilsen is rated as having "very low to moderate" park access, with many people falling outside of the 10-minute walking radius to nearby public open space amenities.

The map on the right highlights major open space assets, including parks, gardens, greenways and as noted in purple, schoolyards, which provide another layer of publicly accessible passive and active spaces. Multiple types of bikeways are present across the neighborhood: bike lanes, buffered bike lanes, protected bike lanes, shared bike lanes, and near Juarez High School, neighborhood greenways. Two schools on the west side of Pilsen have designated Safe Passage routes, facilitating more protected walking options for children.

Project Site

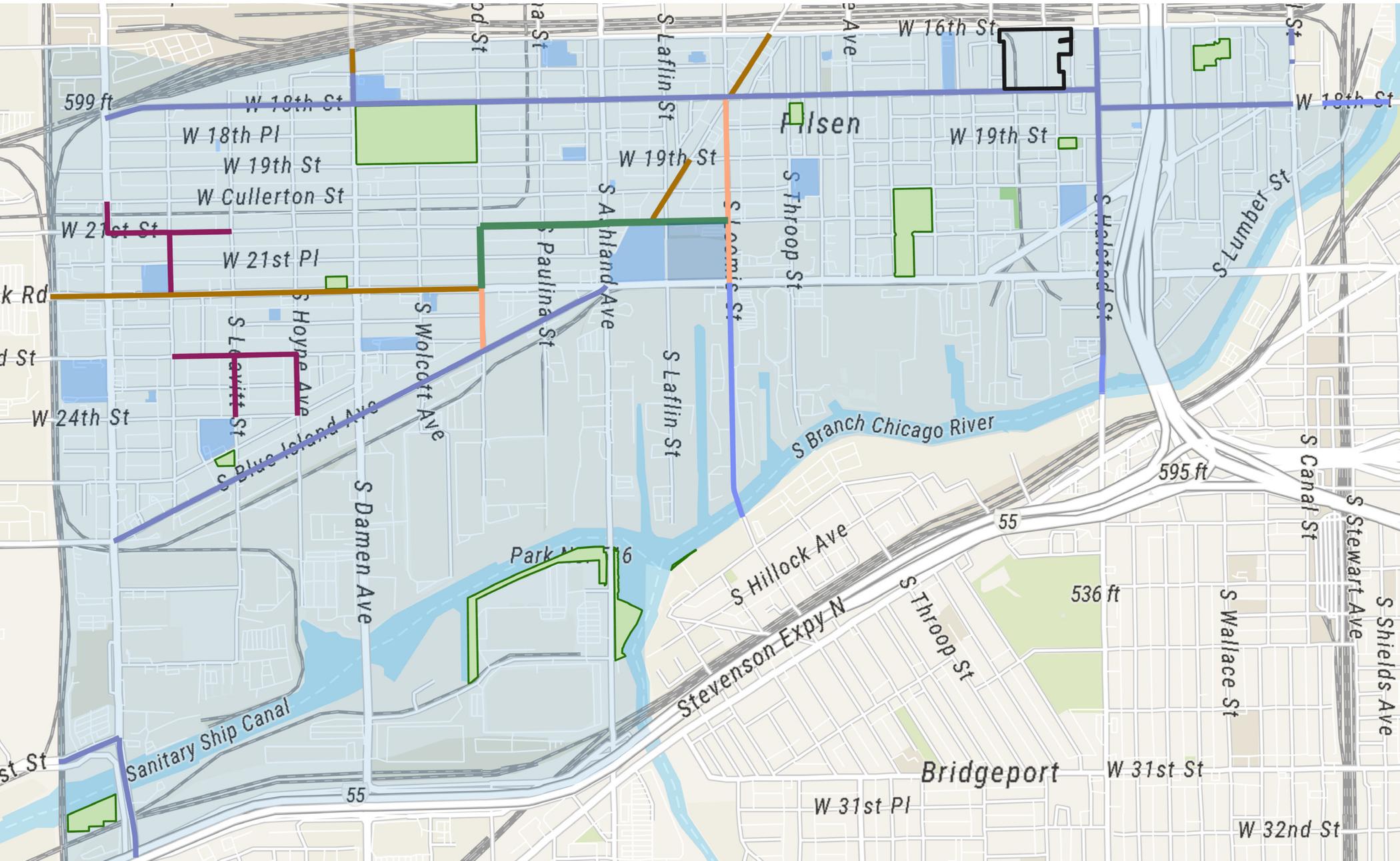
Site development will provide important open space and recreational opportunities for Pilsen. Diverse spaces should contain dynamic amenities and programming, facilitate scheduled and pop-up events, and reflect the vibrancy of the community across the site. The abandoned BNSF rail spur is a special site feature that starts at grade on 18th Street and widens as it travels north to 16th Street. Park spaces and greenways will be universally accessible, and the elevation changes create unique opportunities both on top of the spur and on the adjacent sides.

Additionally, the City is in the process of acquiring land at the southeast corner of Morgan and 16th streets. These parcels provide the vital connection to the park from the west and should be thoughtfully developed as a gateway entrance and potentially the anchor facility for the park and wider community.

Legend

-  Project Site
-  El Paseo Community Garden
-  Community Soccer & Baseball Field
-  School Ground
-  Chicago Park
-  Pilsen Boundaries
-  Neighborhood Greenway
-  Bike Lane
-  Protected Bike Lane
-  Shared Bike Lane
-  Chicago Bike Lane
-  Safe Passage Route

Open Space in Pilsen



SOUTH MORGAN STREET

WEST 16TH STREET

WEST 18TH STREET

SOUTH NEWBERRY AVENUE

Legend

-  Path/Plaza
-  Parking
-  Lawn
-  Garden
-  Active/Programmed Park
-  Art/Mural



Public Open Space

The site provides 3.4 acres of open space for the wider community as well as the immediate development. Proposed open space improvements could include:

- 1 Programmable outdoor rooms that work in tandem with ground floor commercial spaces can support local businesses and neighborhood vitality.
- 2 The site's open space is contemplated as the trail head of the future pedestrian trail running south along Sangamon Street, then southwest to Little Village. The entrance is meant to link the site to the trail. A generous plaza space houses racks and bike share docks, but also flows into the terrace for the ground floor commercial use of the adjacent building.
- 3 A series of gathering plazas with open views of the spur can be diversely programmed controlling pedestrian flow and movement with choices of destination.
- 4 A grand civic plaza just off the spur is marked with a pavilion structure that can accommodate performances or exhibits throughout the year.
- 5 The north end, below the highest point of the spur, opens up to a large mercado or market area for weekday/weekend tent set-up.
- 6 A playlot is centrally located to draw users from both the immediate site and the greater neighborhood area.
- 7 Community feedback included a strong desire for a dog park, which is located on the west side of the spur, tucked behind a mid-rise building.
- 8 Steps and other moments along the spur become natural places for people and activity watching; at the central stair/ramp system, there can be an at-grade water feature.
- 9 The direct route for bikes is facilitated by the path along the east side of the spur.
- 10 An expanded parkway on the east side of Peoria Street will provide residents a place of connection to nature, native plants for habitat, an opportunity for education, and integrated seating for respite.
- 11 Community managed gardens and spaces are dispersed throughout the development, along and on top of the spur and on the Peoria Street linear park.
- 12 Additional community engagement on the development of the acquisition parcels at the northwest corner of the site is recommended. This is an opportunity to explore and fulfill the needs of local and burgeoning artists with a space to create, demonstrate, exhibit, grow, and market their work.

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Open Space Management

Coordinating with the City's Department of Assets, Information and Services on managing the BNSF remediation and Sangamon transfer efforts, the Chicago Park District, Chicago Department of Transportation, and Chicago Department of Cultural Affairs and Special Events have been included in initial design review. Final design, build-out, and ultimate management of these public open spaces will be determined in future development phases.



Looking south down at the market
from the top of the rail spur



SOUTH MORGAN STREET

WEST 16TH STREET

SOUTH NEWBERRY AVENUE

SOUTH PEORIA STREET

WEST 18TH STREET

Legend

-  Parking
-  Green Roof
-  Green Space
-  Art/Mural



Private Open Space

While public open areas focus on community-building and shared amenities, private open space areas often prioritize personalization. Private ground floor commercial uses can add outdoor areas that expand community assets and programming. Trees and other vegetation screening will provide a distinct and lush setting to blur the edges of the street, public park spaces, and private buildings. Peoria Street is the exception which has the expanded green parkway to buffer the lower-storied flats on the east side.

- 1 Green roofs will likely be for the use of building residents, but may be visible from the street. They mitigate heat island effects and provide stormwater capture that would otherwise end up in public areas.
- 2 Private parking lots, typically integrated in the ground floor structure, alleviate the need for public parking spaces on the street.
- 3 The murals, art institutions, and local/small businesses of Pilsen are great examples of the community's cultural strength. As an opportunity to contribute to the open space experience, murals on buildings and the accommodation of art installations and creative projects could be prominent visual identifiers, serving to tell the history of the community.



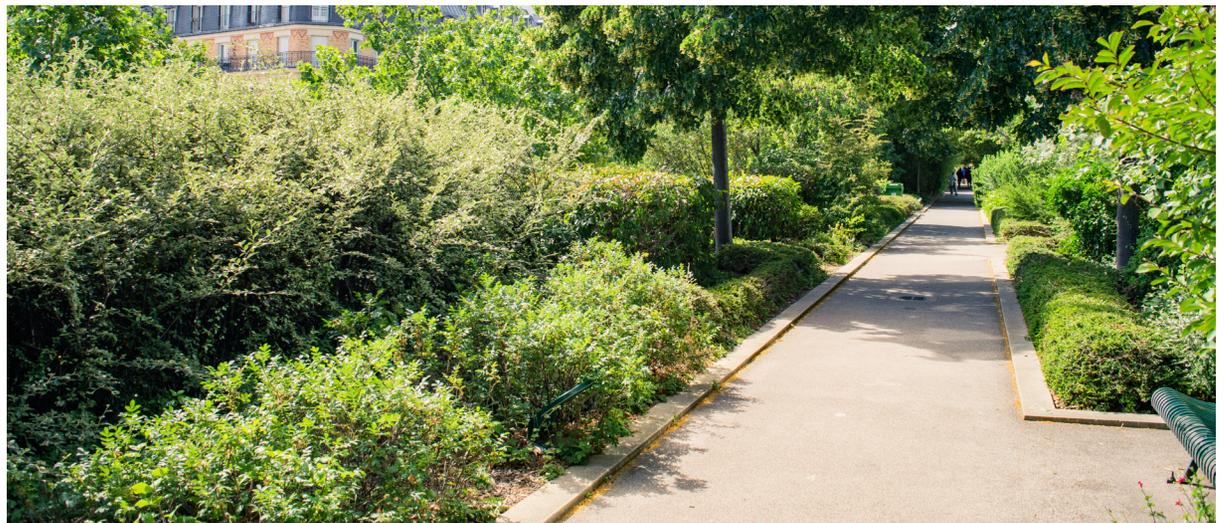
The murals, art institutions, and local businesses of Pilsen are great examples of the community's cultural strength.

Broader Design Recommendations

These additional recommendations for open space are intended to inform future planning and capital investment. These are based on DPD's Design Excellence Guiding Principles and Neighborhood Design Guidelines and support successful site development for the community. Open space was a key driver in the development's building organization and should continue to inform the overall project composition and neighborhood program.

Sustainability

Site development should strive to innovate on best practices through all phases of development, identifying synergies that crosscut disciplines and project features. Sustainable strategies are to be integrated throughout each of these sections and should be a common consideration when developing the final open space plan.



Open Space

Open space will be a critical organizing feature for the development. Flexible lawn spaces will intermingle with intentional gathering areas, both for large events and intimate interactions. Proposed programming has been developed in the community outreach process. Future design phases should continue to gain stakeholder feedback and consensus for deeper community connection and placemaking.

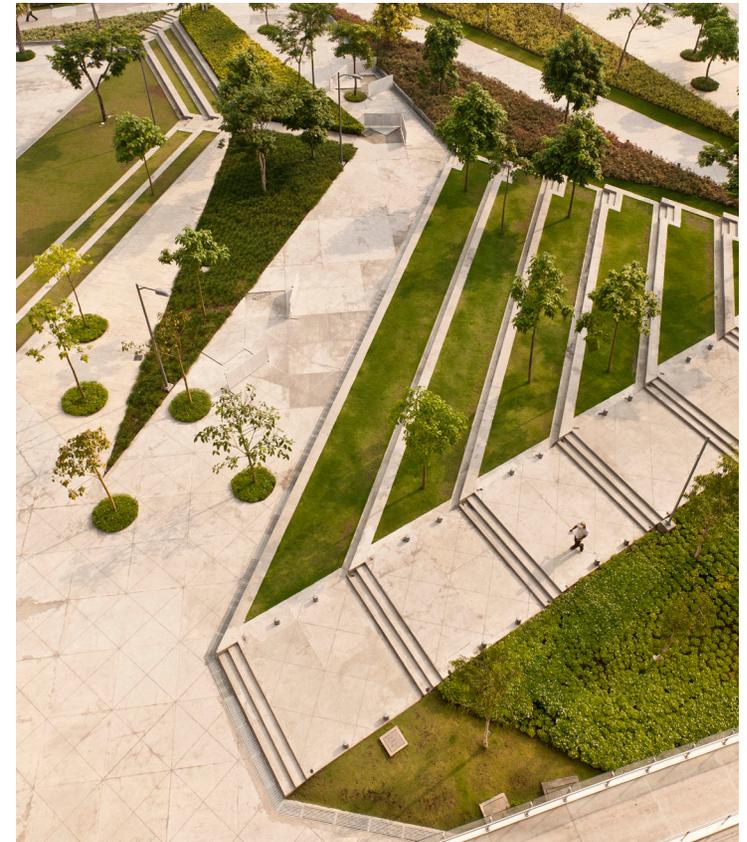
- Develop diverse and multi-use open spaces on site that are accessible and inviting to the public.
- Develop plaza areas with physically and visually clear entry points, utilizing planters, furniture, and light fencing to manage pedestrian safety; incorporate pavement design that reflects cultural identity and draws public interest.
- Establish visual buffers and frame viewsheds through vegetation and amenities between different types of open spaces.
- Capitalize and integrate the unique grading features of the rail spur.
- Blur interior and exterior, public and private spaces to expand outdoor programming adjacent to buildings.
- Provide sound buffer and overflow areas for performance plazas to minimize impact to surrounding spaces and buildings.
- Enclose the playlot to ensure controlled access and safety.
- Locate the dog park away from occupied outdoor spaces with low footpath density; enclose the dog park for safety and include perimeter vegetation to minimize sound pollution.



Landscape

Plantings will be critical to shape open space areas, define the public realm, knit the neighborhood streetscapes, and transition building massings. Additionally, Pilsen residents have cultivated a strong network of community gardens that should extend to spaces within the development.

- Investigate existing vegetation on adjacent streets to inform what species could contribute to the landscape design strategy of the project.
- Incorporate native and existing vegetation that is resilient to Chicago's seasonal changes, requires only supplemental watering for establishment, and creates diverse habitats.
- Coordinate community-managed landscape with working groups to expand the diversity of local ecology and educational programming opportunities.
- Avoid vegetation that obstructs pedestrian views from, into, and within other areas of the site.
- Soften sidewalk edges with vegetation between the buildings that are setback to maintain standard city pavement widths; avoid dense eye-level vegetation.
- Incorporate surface materials that are accessible, navigable, and durable that support program and design transitions.
- Utilize landscape buffers and vegetative screening around exterior surface parking, alleyways, driveways, and building facades where space is not appropriate for active programming.
- Provide a mix of sun and shade areas to address seasonal temperatures and user preferences.



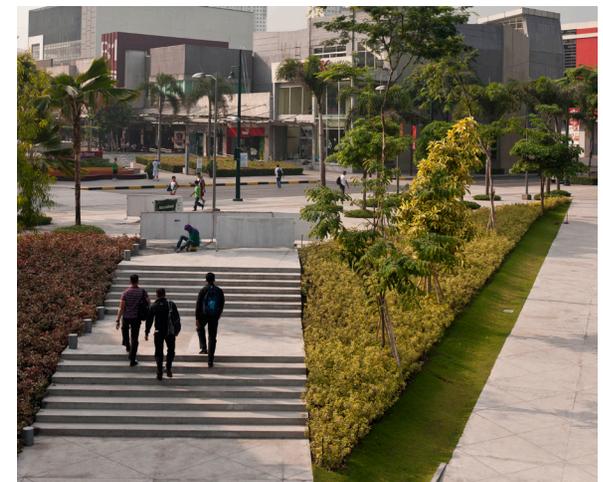
Public Realm

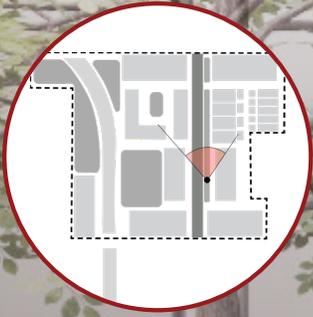
Streetscape and open space should be designed to create a livable environment for residents while welcoming park users from outside the project site. Streetscape development may respond to current and proposed public realm character: 18th Street as an extension of Pilsen's commercial corridor with bike lanes, 16th Street's transformation to a more active, pedestrian-friendly connector; and Peoria Street as the primary circulation road through the new development. Design recommendations include:

- Develop diverse and multiuse open spaces on site that are accessible and inviting to the public.
- Develop a consistent tree canopy along all streets, utilizing diverse species that may identify or reinforce building massings.
- Install pedestrian amenities such as seating, lighting, wind blocks, overhead canopies, and trash receptacles where there is high pedestrian traffic or active gathering areas.
- Provide bicycle and micromobility parking to meet anticipated needs.
- Clearly delineate the pedestrian path through carefully placed furniture, streetlights, and planters, without impeding pedestrian traffic or adjacent parking movements.
- Maintain sidewalk widths that accommodate pedestrians and wheelchair users, free of obstacles and with curb cuts for easy access.
- 16th Street: Provide landscape that can soften the highest proposed building heights in the development to facilitate more pedestrian traffic. Activate the park entry on 16th Street to improve walkability and biking connections.



- 18th Street: Reinforce the commercial street character while supporting ground building activities. Manage visibility to commercial spaces while creating a robust and consistent tree canopy. Public landscaping and special features should reflect and reinforce the established architectural character along 18th Street.
- Peoria Street: Emphasize sustainability with design through green space and stormwater management. Street parking should be provided along the street, with a proper planting on the sidewalk edge. The expanded parkway on the east could include community managed gardens with weaving paths and integrated seating.





Pilsen residents have cultivated a strong network of community gardens that should extend to spaces within the development.



Linear park looking north on Peoria Street



Site Amenities and Support

Community amenities help to complete the open space plan, adding comfort and safety as well as bringing unique features that users can define as their own and begin to associate with place.

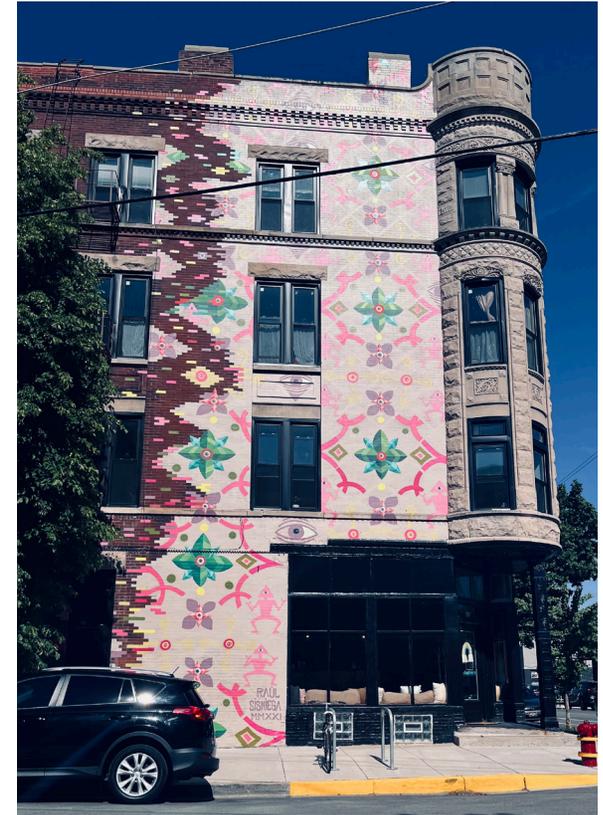
- Consider and coordinate site design elements that enhance the sense of place and encourage a calming environment for public safety.
- Integrate energy efficient lighting following Chicago Park District standards.
- Integrate appropriately scaled lighting of various types and mounting heights to define and highlight art, entries, streets, rail spur walls, and the market space and other programmed spaces to expand safe, daily use.
- Incorporate a pavilion structure to define a performance space at the civic plaza.
- Integrate appropriate infrastructure to support specialty lighting, sustainable water management (permeable specialty pavements, underground detention storage), special events, seasonal fountains, and evolving open space options.



Public Art

Through the development of this site, different forms of public art and amenities will be featured and encouraged. Incorporating public art will protect Pilsen's rich history and culture by supporting a sense of neighborhood identity and character.

- Incorporate public art to encourage community involvement and engagement, and promote a sense of ownership and pride.
- Consider how arts and culture programming can draw visitors and tourists to the neighborhood, bringing in economic benefits to local businesses and artists.
- Develop different sized performance spaces to add flexibility and variety for accommodating activities.
- Locate public art installations along the pedestrian path and within plazas as markers of spaces and paths without obstructing views.
- Consult local artists in the design process to ensure that the arts and culture program reflects the community's values and aspirations.
- Ensure that artwork is placed in a location that is safe and easily accessible for everyone.
- Avoid sharp edges or protruding features that could cause injury within the public way.
- Consider the scale of art installations in the context of buildings and open space that address its surroundings.
- Select art installations and materials that are long-lasting and easy to maintain.
- Consider costs and roles for maintaining art installations including cleaning, repairs, and restoration.







With its distinctive murals and strong public art scene, Pilsen could well be Chicago's most recognizable neighborhood.

– Morgan Olsen

Forbes.com, The 15 Coolest Neighborhoods in the World

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UrbanWorks approaches projects with an aesthetic eye and functional expertise; effectively balancing complex user programs with tight budgets, aggressive construction schedules, accessibility, and newly developed energy concerns to create successful projects for contemporary community needs.

UrbanWorks was founded in 1993. The firm's principals, staff, clients, and buildings represent the city's great diversity indicative of the twenty-first century. A minority women-owned firm, UrbanWorks operates as a State of Illinois corporation.

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KOO is a Chicago-based architecture, interior design, and urban planning firm. We craft buildings and interior environments that create a unique identity for each project. We create space and atmosphere. We embrace the new, temporal, and experimental while staying mindful of the technical rigors that experimentation requires.

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