



Pilsen - Little Village Land Use Plan: Existing Conditions Report

February 2015



DPD
CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT



Chicago Metropolitan
Agency for Planning



Mural: "Familiar" by Jeff Zimmermann
 Photo credit: Flickr user Señor Codo

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Chapter 1: Introduction





Introduction

The City of Chicago's Department of Planning and Development (DPD), in partnership with the Chicago Metropolitan Agency for Planning (CMAP), is developing a Land Use Plan for Pilsen and Little Village.ⁱ This planning initiative, which will involve the community in the process of plan development and build on past and current planning efforts, will outline a vision for future land use and the policies and strategies that will help accomplish that vision.

Purpose of the Existing Conditions Report

The first step to developing an effective plan is to establish an accurate understanding of existing issues and opportunities. The Existing Conditions Report, which represents approximately five months of research, analysis, and public outreach activities, provides an overview of the current conditions in Pilsen and Little Village and serves as the foundation for the Land Use Plan. The report is organized into the following chapters:

- Chapter 1: Introduction
- Chapter 2: Summary of Previous Plans and Studies
- Chapter 3: Community Outreach and Engagement
- Chapter 4: Land Use and Development
- Chapter 5: Population and Housing
- Chapter 6: Economic Development
- Chapter 7: Transportation
- Appendix

Purpose of the Land Use Plan

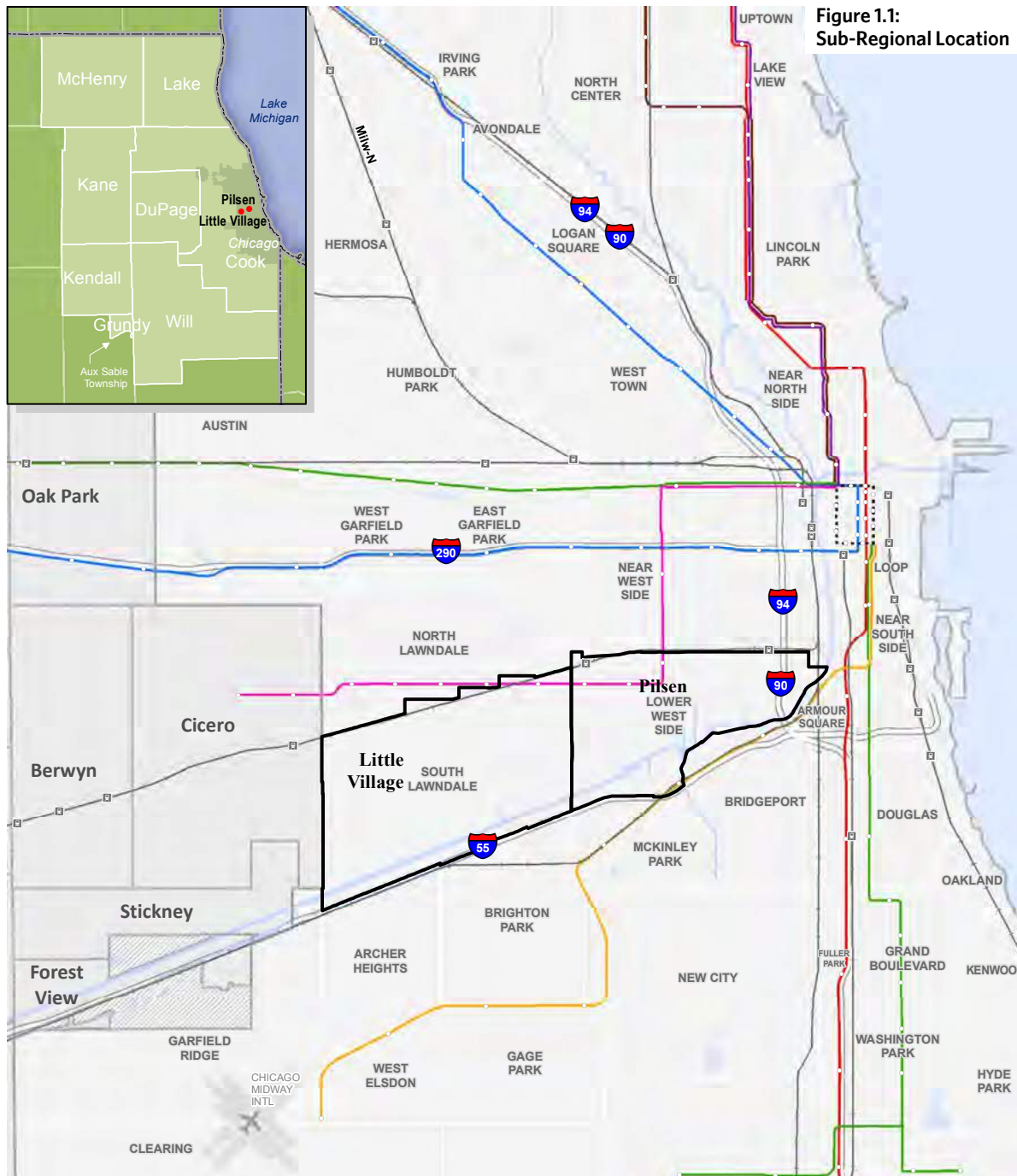
Pilsen and Little Village are thriving urban neighborhoods located in Chicago's Lower West Side and South Lawndale community areas, respectively. While each neighborhood has its own unique history, culture, assets, and challenges, the two areas also share many similarities. Both play important roles as vibrant centers of Mexican life in Chicago and the region. Both serve as important job centers and have a significant portion of their land designated for industrial activity. And both share similar goals for the future. Among others, these include: improving and expanding access to parks and open space; expanding housing options; and promoting sustainable business and retail development.

Pilsen and Little Village each have strong networks of community-based organizations with long histories of working on these goals. In developing the Pilsen-Little Village Land Use Plan, DPD seeks to build upon each community's valuable assets, as well as past and current planning efforts, in order to complement and continue this work. The Plan will explore issues and opportunities for the key land uses found in both communities, including parks and open spaces, residential, commercial, and industrial uses. It will establish goals, identify and prioritize opportunity areas, and outline strategies to achieve these goals. The Plan will be presented to the Chicago Plan Commission for adoption and will help guide decisions and public and private investments for years to come.

ⁱ The study area for the Land Use Plan comprises the Lower West Side and South Lawndale community areas. While these community areas are each home to various distinct neighborhoods—including Pilsen, Heart of Chicago, Little Village, and Marshall Square—for the purposes of discussion, the community areas are referred to more generally as Pilsen and Little Village.

Little Village Gateway, 26th Street
Photo Credit: Flickr user Eric Allix Rogers

**Figure 1.1:
Sub-Regional Location**

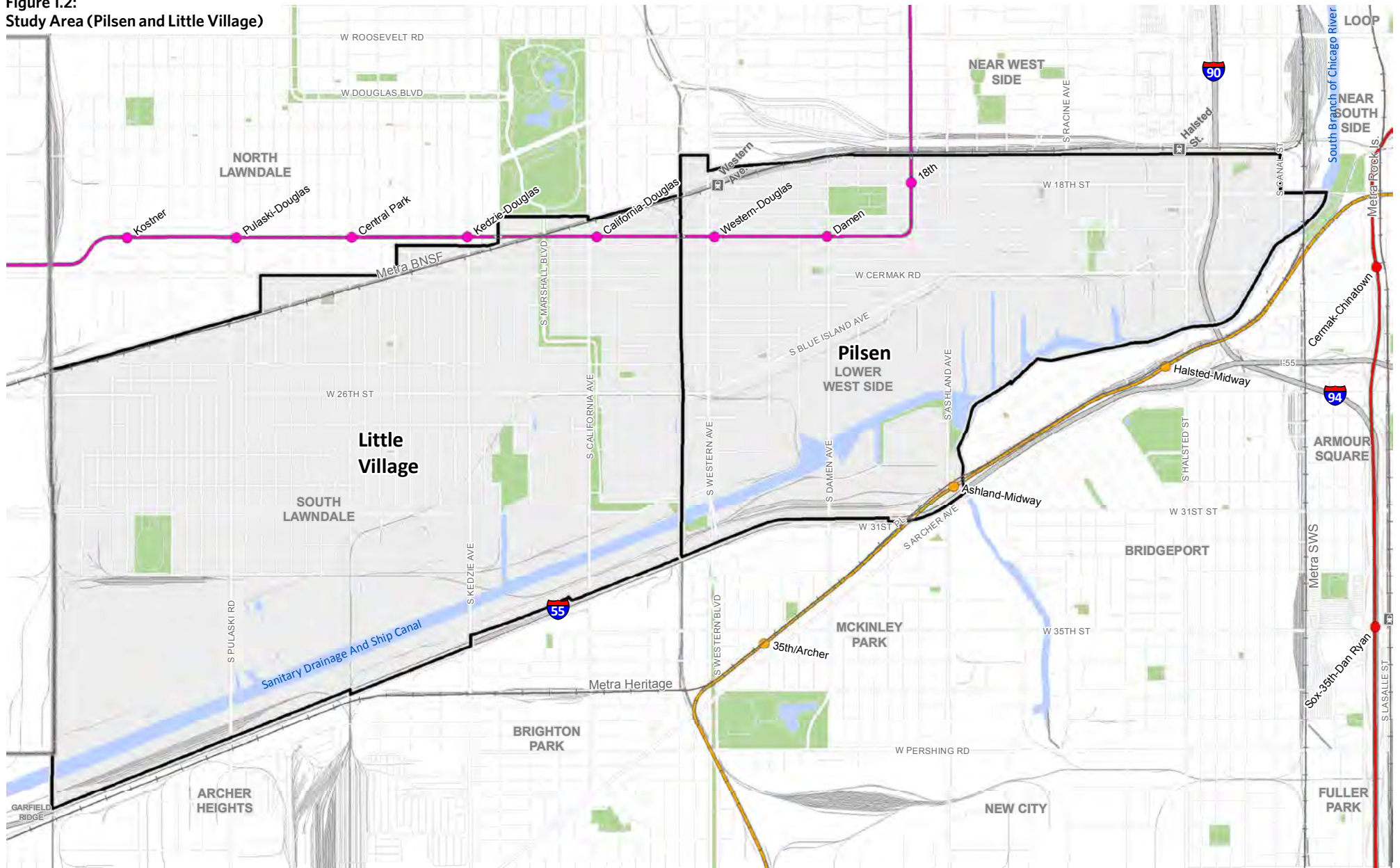


- Study Area
- Municipal Boundary
- Chicago Community Areas
- Unincorporated
- CTA Rail Lines

- Airport Runways
 - Metra Rail Lines
 - Metra Stations
 - Expressway
- 0 0.5 1 2 Miles



**Figure 1.2:
Study Area (Pilsen and Little Village)**



- Study Area
- Chicago Boundary
- Parks & Boulevards
- Freight Rail Lines
- CTA Rail Lines
- Metra Rail Lines
- Metra Stations
- Orange Line Stations
- Red Line Stations
- Pink Line Stations



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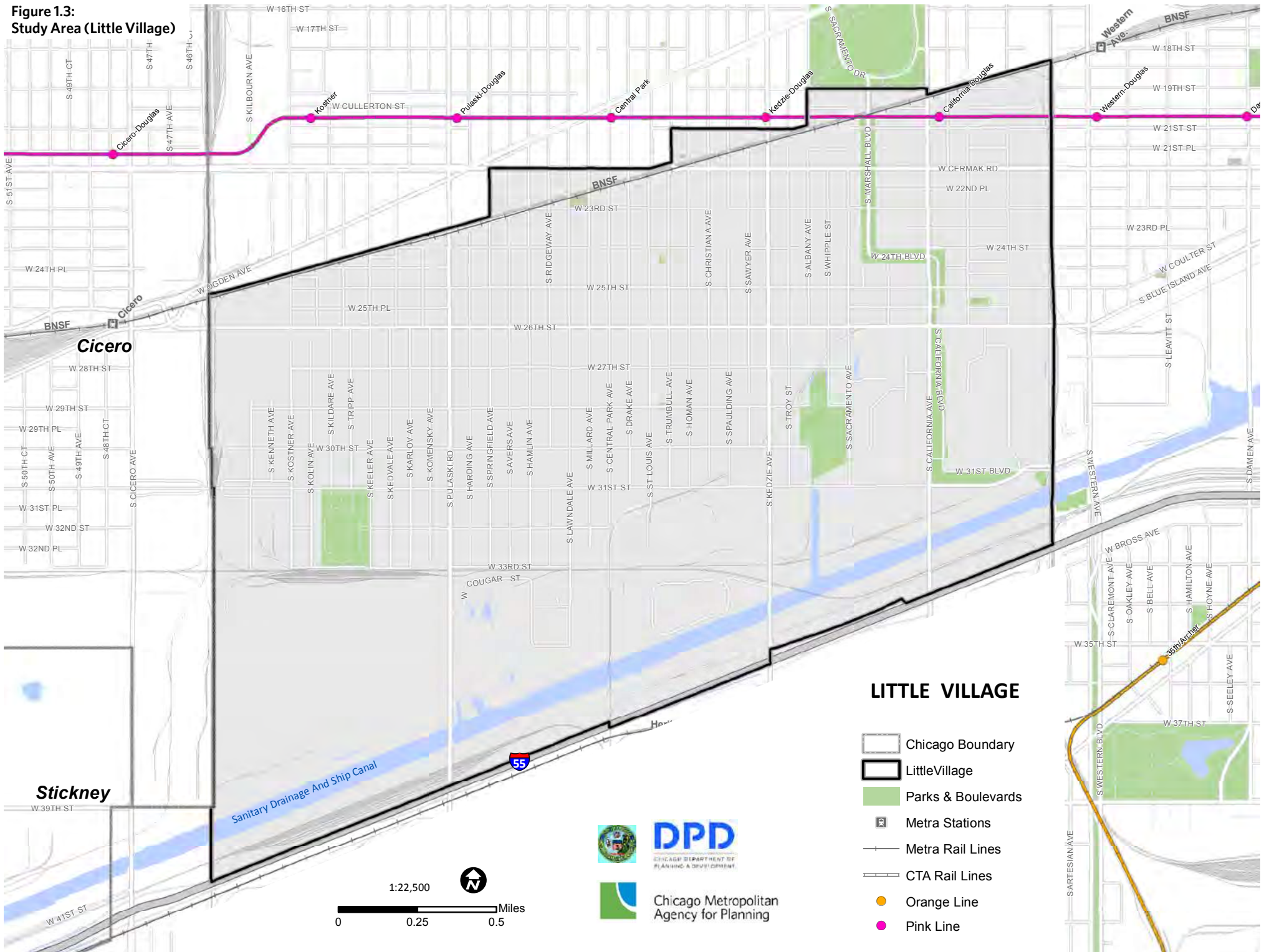


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Miles
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**Figure 1.3:
Study Area (Little Village)**



LITTLE VILLAGE

-  Chicago Boundary
-  Little Village
-  Parks & Boulevards
-  Metra Stations
-  Metra Rail Lines
-  CTA Rail Lines
-  Orange Line
-  Pink Line


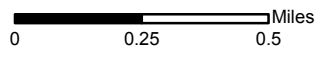


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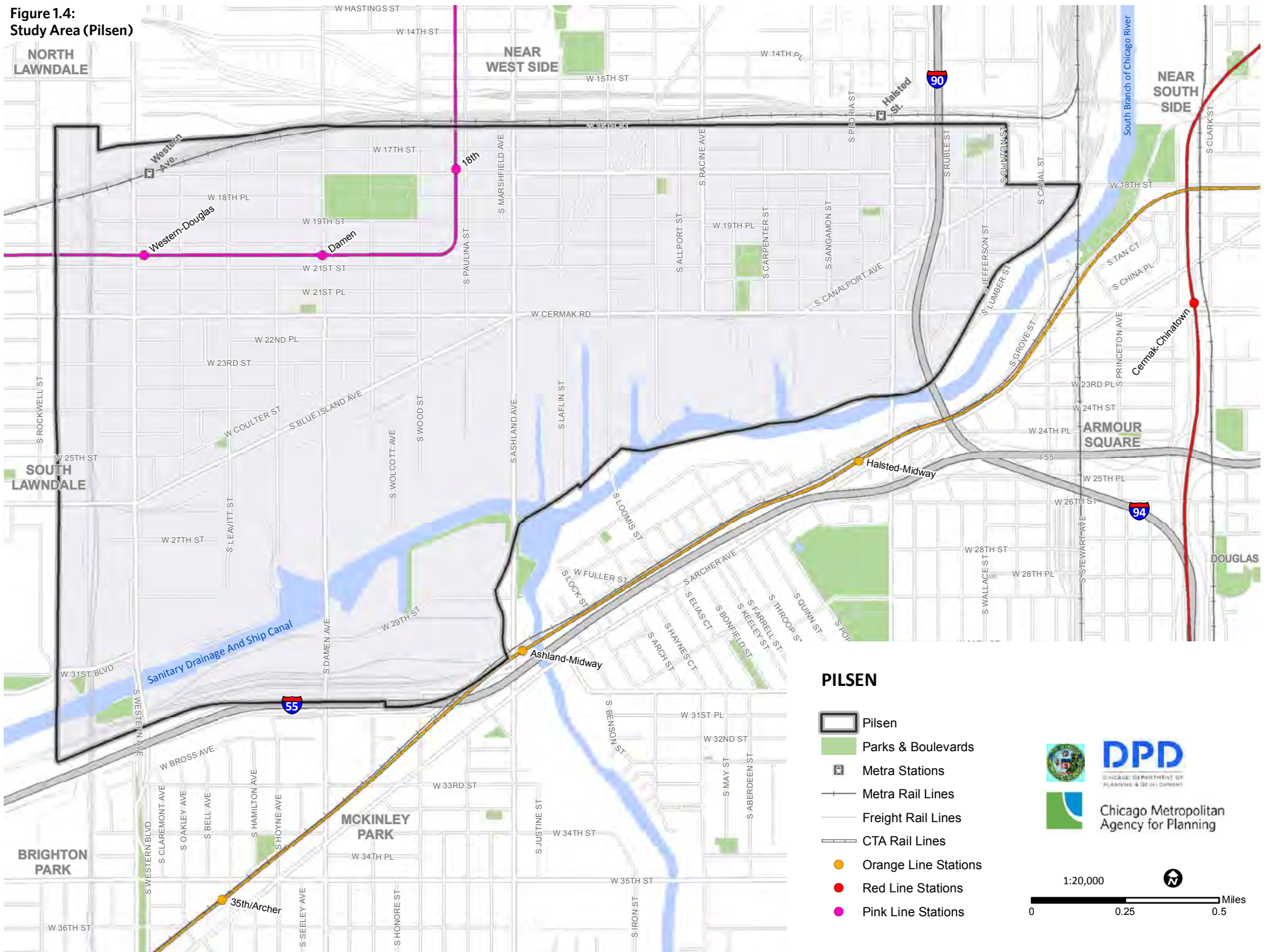
Chicago Metropolitan
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0 0.25 0.5 Miles

**Figure 1.4:
Study Area (Pilsen)**





Chapter 2: Summary of Previous Plans and Studies





Summary of Previous Plans and Studies

This section provides a summary and analysis of existing plans, studies, and reports that have been prepared for Pilsen and Little Village, or that include findings and recommendations relevant to the study area. These documents will inform and influence the recommendations of the Land Use Plan.

Previous plans, studies, and reports reviewed in this section include:

- Pilsen Quality-of-Life Plan (2006)
- Pilsen Smart Communities Plan (2010)
- Little Village Quality-of-Life Plan (2006)
- Little Village SSA #25 Market Analysis and Economic Development Plan (2012)
- Little Village Quality of Life Plan (2013)
- Fisk and Crawford Reuse Task Force: Process, Principles, and Recommendations (2012)
- Chicago Citywide Retail Market Analysis (2013)

Staff also reviewed a number of city plans that do not make specific recommendations for the study area, but outline city-wide policies, strategies and recommendations which could be relevant to Pilsen and Little Village. These include:

- Chicago CitySpace Plan (1998)
- Chicago River Corridor Development Plan (1999)
- Chicago Five-Year Affordable Housing Plan: 2009-2013
- Transit Friendly Development Guide (2010)
- Plan for Economic Growth and Jobs (2012)
- Chicago Sustainable Industries: A Business Plan for Manufacturing (2013)
- A Recipe for Healthy Places (2013)
- Chicago Five-Year Housing Plan: 2014-2018

| Aerial view of Pilsen from Loomis Street
Photo credit: Steven Vance

Pilsen Quality-of-Life Plan (2006)

http://www.newcommunities.org/cmadocs/Pilsen_QofL_2006.pdf

The Quality-of-Life Plan was developed by the Pilsen Planning Committee as part of LISC's New Communities Program. The plan outlines a series of goals and strategies to address the provision and quality of affordable housing in Pilsen, the capacity of its neighborhood-scale economy, the preservation of its Mexican heritage and family-oriented image, and the continued improvement of local educational opportunities. Some of these goals and strategies include:

Expand housing options for Pilsen residents:

- Support inclusion of affordable housing units in all new developments by setting aside 21 percent of all units for families earning 60 percent - 85 percent of the Chicago area median income.
- Encourage residents in the new Pilsen Historic District to invest in their housing.

Build a stronger neighborhood economy:

- Develop 18th Street as premier Mexican shopping district through business support, parking, and the Pilsen Summer Trolley.
- Attract job-intensive businesses to Pilsen Industrial Corridor, especially those involved in the manufacturing and distribution of Mexican-oriented goods and services.
- Expand local employment training, placement partnerships, and connections to nearby job centers.

Make Pilsen a self-reliant, family-oriented community:

- Enhance the role of schools and churches as centers of community life, social programs, and family services.
- Make Pilsen a safer community by expanding involvement in CAPS, creating positive programming, developing neighborhood activity centers, and participating in the Chicago Police Departments' CLEARpath program.

Create a stronger image of Pilsen as a vibrant, attractive community:

- Create and promote 'identity' streets along Cermak Road, Blue Island Avenue, and 18th Street.
- Expand the 18th Street business district to create a continuous Mexican-oriented strip from Halsted Street to Damen Avenue.
- Beautify Pilsen with banners, kiosks, benches, landscaping, and attractive signage.
- Develop two Mexican-oriented activity centers: 'El Paseo,' a pedestrian walkway along underutilized rail right of way along Sangamon Street, and "El Zocalo," a Mexican-style town plaza at 18th Street and Paulina Street. .

Develop educational opportunities for residents of all ages:

- Engage community organizations and education service providers in education improvement.
- Develop industry-specific adult education.





Pilsen Smart Communities Plan (2010)

<http://www.pilsenportal.org/Pilsen-community/Pilsen-Smart-Communities-Plan.html>

Pilsen is one of five Smart Communities in Chicago—a pilot program that aspires to enable full participation in meaningful digital activities by households, businesses and institutions to increase local knowledge, expand economic and educational opportunities, and enhance connections among residents and businesses. The program is a part of the City of Chicago’s Digital Excellence Initiative and is administered by the Local Initiatives Support Corporation/Chicago. The Smart Communities Plan builds on the 2006 Quality of Life Plan, recommending projects and initiatives that will help implement the goals identified in that plan. Some of these recommendations include:

Expand housing options:

- Ensure that new and existing affordable housing has broadband access.

Build a stronger neighborhood economy

- Create business resource centers.
- Create a FamilyNet Center for training and access.

Make Pilsen a self-reliant, family-oriented community:

- Provide hardware, software and training to local organizations to build their capacity.
- Provide hardware to residents and small businesses.

Create stronger image of Pilsen as a vibrant, attractive community:

- Expand broadband at public computing sites.
- Provide Wi-Fi access in key public spaces.



Develop educational opportunities for residents of all ages:

- Offer a variety of training opportunities.
- Develop “Civic 2.0” Programs for community leaders.
- Offer digital summer jobs.

Little Village Quality-of-Life Plan (2006)

<http://www.newcommunities.org/cmadoocs/LVillageQofL2005.pdf>

The Quality-of-Life Plan was developed by the Little Village Community Development Corporation with the help of more than 150 local residents, business owners, and social service providers as part of LISC's New Communities Program. The plan identifies key opportunities to build on Little Village's high levels of economic activity, especially in retail spending along the famous 26th Street strip, while also addressing significant challenges including the distinction of having the city's second lowest open space to resident ratio and the increased demand for services resulting from 50 percent of the population being under the age of 25. Responding to these opportunities and challenges, the plan proposes eight strategies and forty projects to improve the community's health and human services, enhance the competitiveness of its business districts, and promote recreational and creative outlets. Some of these include:

Expand access to parks and open space:

- Develop large new park on the east side on environmentally remediated lands with connections to residential areas and the canal.
- Improve campus parks, small parks and play lots throughout the neighborhood.

Make high-quality education for youth and adults the cornerstone of Little Village's future:

- Promote the community schools model and support expanded evening and weekend programming throughout Little Village.

Create a safe and peaceful community through violence prevention, gang intervention, and increased resources for youth and families:

- Build and strengthen the Violence Prevention Collaborative (VPC).
- Expand street-level gang intervention to deter local youth from crime and violence.

Foster healthier families by improving and expanding health and social services for all residents:

- Develop the Mexican Immigrant Resource Center, which will begin with services for Mexican immigrants and expand into a multi-service youth and family center.

Improve existing business district and create new mixed-use developments:

- Support mixed-use redevelopment on 26th Street and Kostner Avenue.
- Improve the appearance and functioning of established commercial corridors.
- Explore opportunities for transit-oriented development around new CTA Pink Line stations.

Attract sustainable, environmentally friendly industry and expand economic opportunities for local workers:

- Establish planned manufacturing district (PMD) in industrial portions of the neighborhood.
- Establish a dedicated industrial roadway south of 31st Street.
- Develop streetscape and signage programs.

Maintain the neighborhood's attractive and affordable housing and create new housing to meet changing needs:

- Develop housing for seniors
- Expand programs to support homeowners and renters.

Create and expand arts opportunities for youth and families:

- Create a Little Village arts collaborative to organize and expand arts, music, and cultural activities.



Little Village SSA #25 Market Analysis and Economic Development Plan (2012)

<http://littlevillagechamber.org/ssa-25/little-village-ssa-25-market-analysis-and-economic-development-plan/>

The Little Village SSA retained Teska Associates, Inc., and Axia Development to create a Market Analysis and Economic Development Plan that addresses the recent increase in commercial vacancies in Little Village. The Plan includes an analysis of land use and business characteristics, a market analysis, a discussion of the relationship between the SSA and Little Village TIF Districts, and market comparisons with other commercial districts, including Pilsen, Wicker Park/Division Street, Berwyn, Cicero and North Riverside.

The Plan confirmed the importance of restaurants and groceries to Little Village's economy, but found that there are large gaps for general merchandise, health and personal care, and convenience shopping. It also found relatively high rent levels in Little Village and less land available for new development and national retailers. The plan's key recommendations include:

- Retain retail business
- Enhance public safety
- Attract new businesses
- Promote quality urban design
- Coordinate with street vendors
- Investigate establishing or amending a TIF District
- Expand recreation and open space opportunities



Little Village Quality-of-Life Plan (2013)

<http://enlacechicago.org/wp-content/uploads/2013/07/2013-Little-Village-Quality-of-Life-Plan.pdf>

A follow up to the 2006 Quality-of-Life Plan, the 2013 Quality-of-Life Plan was developed to “define transformative ideas for the next five to ten years” that reflect “a community with more resources, stronger organizations, more experience, and deeper connections” than in 2006. A steering committee of 22 local organizations, including Enlace Chicago, formerly the Little Village Community Development Corporation, helped guide the development of the plan, which references the 2006 plan, but also incorporates the input of more than 60 local agencies and 650 individuals. Some of the plan’s goals and strategies include:

Arts and Culture:

- Support collaboration among local artists through Little Village Arts Collective.
- Strengthen community events and programs focused on arts and culture along 25th Street.
- Create and expand temporary and long-term spaces for arts and culture.

Economic Development:

- Increase small business education, marketing, and financing resources for entrepreneurs.
- Support branding through a formal beautification plan and streetscaping within commercial districts.
- Increase workforce development programs and job opportunities.

Education:

- Support children and youth in elementary, middle, and high school, as well as college.
- Enhance Adult Education.

Green Space and Recreation:

- Maintain, support, and enhance existing green and recreational spaces.
- Develop new recreational spaces.
- Increase community impact through improved programming.

Health:

- Strengthen preventative health measures for residents through community-wide health campaigns and partnerships with local mental health service providers and schools

Housing:

- Increase sustainable home ownership and reduce foreclosures.
- Increase the affordability and quality of rental housing.
- Develop new housing options for a diverse range of incomes, especially senior and transitional housing.

Safety:

- Continue to develop violence prevention programs for youth and families.
- Create a safer and cleaner physical environment.



Little Village
QUALITY-OF-LIFE PLAN

Family • Culture • Community



Fisk and Crawford Reuse Task Force: Process, Principles, and Recommendations (2012)

http://delta-institute.org/delta/wp-content/uploads/Fisk_Crawford_Reuse_Task_Force_Sept-2012.pdf

Following the closing of the Fisk and Crawford generating stations in August 2012, the Fisk and Crawford Reuse Task Force was formed to assess the conditions and redevelopment options for the substantial industrial sites. To consider the economic development and job creation possibilities for the sites, the task force brought together Midwest Generation (the sites' former owner), ComEd, community organizers, organized labor, and the City's Department of Planning and Development for a five month process that involved site visits, input from more than 125 community residents, and a review of brownfield redevelopment projects and practices from around the country.

The Task Force's guiding principles and recommendations promote a redevelopment strategy that enhances the ability of residents and businesses to live, work, and play in their communities, and that reflects the city and community's economic development goals, particularly the preservation of the industrial nature of the sites in a manner that considers the health and environmental well-being of the surrounding communities. The primary recommendations of the Task Force include:

- The timely decommissioning, demolition, and remediation of the sites.
- Continued community engagement through the Midwest Generation Community Engagement Council.
- Identification and development of two water-edge locations at Crawford and one water-edge location at Fisk for public access to the river/canal.
- Exploring opportunities for Midwest Generation to work with Urban Land Institute to promote sites and evaluate private sector interest consistent with the Task Force's guiding principles.
- Prioritize the creation of living-wage job opportunities and training for community residents as part of redevelopment.

Chicago Citywide Retail Market Analysis (2013)

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/citywide-retail-market-analysis.html

The 2013 Chicago Citywide Retail Market Study, commissioned by the Chicago Department of Planning and Development (DPD), provides a detailed assessment of the current state of retail development and overall market conditions throughout the city of Chicago and 16 designated retail study areas, including the Pilsen/Little Village submarket. The citywide and submarket retail conditions and prospects are explored by assessing current supply and demand characteristics as well as the different physical forms and arrangements of retail development in the city versus suburban municipalities. The study's recommendations lay the groundwork for addressing regional competition and strengthening retail development in Chicago communities, with the broader goals of providing convenient local access to goods and services, increasing City sales tax revenue, and building opportunity for local wealth generation and entrepreneurship.

The Pilsen and Little Village submarket area is identified for its traditional commercial corridors made up of many small, local businesses catering to the daily and weekly needs of its residents. Despite the success of the 26th and 18th Street corridors, the study describes these areas, in general, as being susceptible to vacancy and underutilization due to their oversupply of small commercial properties and parcels that are not conducive to the type of large-scale retail prevalent in competitor communities. In terms of the performance of the retail market in Pilsen and Little Village and any opportunity for targeted development, the study found an overall gap of \$64 million between the supply (local sales) and demand (retail expenditure potential) of and for retail trade and food and drink establishments. As a general recommendation, the study suggests exploring the possibility of rezoning properties to residential or residential-commercial mixed use in order to concentrate development and spur investment. The study also recommends the evaluation of local sites that may have the potential for large-scale retail or mixed use development.

Chicago CitySpace Plan (1998)

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/cityspace_plan.html

The CitySpace Plan presents the key findings and recommendations of a comprehensive effort to create and preserve open space in Chicago. The planning process was initiated in 1993 with a grant from the Chicago Community Trust, with original partners including the City of Chicago, the Chicago Park District, and the Forest Preserve District of Cook County. The CitySpace Plan identifies historical deficiencies in parks and green space throughout the city, and envisions a future where residents of every Chicago neighborhood have open spaces within walking distance. The plan also promotes the role of Neighborspace, a nonprofit land trust created by the City of Chicago to acquire, insure, and preserve vacant land and river edges for management by community groups. The addition of open space is especially important to Pilsen and Little Village, which have less than the CitySpace-recommended 2 acres of open space per 1,000 residents.

Recommendations relevant to Pilsen and Little Village include:

- Provide traditional parks, school parks, and community gardens in every neighborhood.
- Improve and expand public open spaces within Chicago's industrial corridors.
- Capture the open space potential of utility and rail rights-of-way through appropriate planning and landscaping.
- Encourage cooperation and interaction between businesses and local neighborhood organizations in providing and maintaining open space.

Proposed projects in Pilsen and Little Village include:

- Develop the South Branch Greenway with connections to the Downtown Riverwalk on the north, to the Centennial Trail and the forest preserves in western and southwestern Cook County, and to the Illinois & Michigan Historic Canal Corridor, extending to LaSalle-Peru.

Chicago River Corridor Development Plan (1999)

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/chicago_river_corridordevelopmentplan.html

The Chicago River Corridor Development Plan provides a framework for the revitalization of the Chicago River. The five goals of the plan are to:

- Create a connected greenway along the river with continuous multi-use paths along at least one side.
- Increase public access to the river through the creation of overlooks and public parks.
- Restore and protect landscaping and natural habitats along the river, particularly fish habitat.
- Develop the river as a recreational amenity, attracting tourists and enhancing Chicago's image as a desirable place to live, work, and visit.
- Encourage economic development compatible with the river as an environmental and recreational amenity.

Specific recommendations relevant to Pilsen and Little Village include the following:

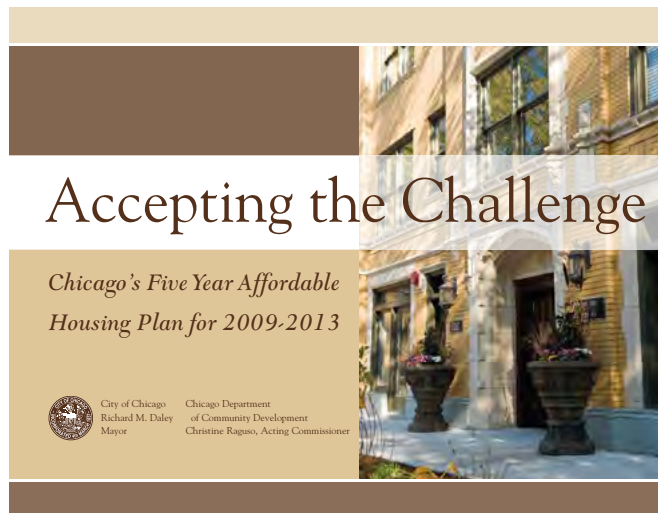
- The creation of the 5-acre Canalport Riverwalk Park in Pilsen (now complete).
- The establishment of a greenway along the Sanitary and Ship Canal in Little Village.
- The implementation and enforcement of riverfront setback guidelines.



Chicago Five-Year Affordable Housing Plan: 2009-2013

<http://www.abpr.com/archivos/Chicago-Vivienda-Asequible.pdf>

The 2009-2013 Five Year Affordable Housing Plan summarizes key programs, policies, and accomplishments of previous Five-Year Plans, and discusses recent initiatives as well as the changing landscape of affordable housing planning given the economic downturn. The plan's top priority is to build and preserve affordable rental housing, and the document outlines a number of strategies that address construction and preservation of rental housing, supportive housing, homelessness, public housing, senior housing, and foreclosure. The plan also discusses strategies for promoting and supporting homeownership, such as employer assisted housing, preservation of single-family housing, and the Neighborhood Lending Program. In addition to affordability strategies that address construction costs, rent subsidies and interest rates, the plan also discusses other important paths to affordability, such as reducing energy costs, transit oriented development, and creating efficiencies within City departments and with outside partners.



Transit Friendly Development Guide: Station Area Typology (2010)

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/transit_friendlydevelopmentguide.html

In 2010, CTA published the Transit Friendly Development Guide with the following goals: encouraging transit friendly development in the vicinity of CTA rail stations and other CTA transit nodes, providing a tool for elected officials and private developers to attract appropriate and desired development to station areas, and identifying opportunities for development of CTA- and City owned properties.

The Guide identifies seven typologies, and offers both general development guidelines as well as typology specific development guidelines. The guidelines address considerations such as land use, zoning, parking, connectivity, and placemaking. The seven typologies include: Downtown Core, Major Activity Center, Local Activity Center, Dense Urban Neighborhood, Urban Neighborhood, Service Employment District, and Manufacturing Employment District. According to the analysis, the CTA Pink Line stations in or near Pilsen and Little Village fall into the following two typologies:

- Local Activity Center: 18th Street Station, California-Douglas Station.
- Urban Neighborhood: Kedzie-Douglas Station, Central Park Station, Pulaski-Douglas Station, Kostner Station.



Plan for Economic Growth and Jobs (2012)

<http://www.worldbusinesschicago.com/plan>

In 2011, Mayor Rahm Emanuel tasked World Business Chicago with developing a set of goals and strategies for economic growth and the creation of jobs. Published in 2012, the Plan for Economic Growth and Jobs introduces the foundations for growth for metropolitan economies, provides an overview and analysis of Chicago's economy, identifies economic growth strategies, describes the benefits of implementing these strategies, and outlines the institutional and organizational structures needed to support implementation. The economic growth strategies identified include:

- Become a leading hub of advanced manufacturing.
- Increase the region's attractiveness as a center for business services and headquarters.
- Enhance our competitive position as a leading transportation and logistics hub.
- Make Chicago a premier destination for tourism and entertainment.
- Make Chicago a nationally leading exporter.
- Develop our workforce in a demand-driven and targeted manner.
- Support entrepreneurship and foster innovation in mature and emerging sectors.
- Invest to create next-generation infrastructure.
- Develop and deploy neighborhood assets to align with regional economic growth.
- Create an environment in which businesses can flourish.

Chicago Sustainable Industries: A Business Plan for Manufacturing (2013)

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/chicago_sustainableindustries.html

The result of a three-year collaboration by industry leaders and local government agencies, the Chicago Sustainable Industries (CSI) plan identifies short-term strategies to benefit small and medium enterprises, assesses manufacturing's role in the local economy, and establishes the city's commitment to "production-oriented" businesses in its 24 designated industrial corridors. These corridors, which provide protections and incentives for industrial companies located within them, include the 1,250 and 1,070 acre Little Village and Pilsen corridors respectively. Located along the Sanitary and Ship Canal, these corridors serve as attractive locations for industrial investment in line with the CSI plan's goals and strategies for enhancing the economic and environmental sustainability of the surrounding communities, and the city overall. Some of the strategies that are most relevant to the Pilsen and Little Village corridors and communities include:

- Maximize the benefits of the designated industrial corridors by refining and expanding their boundaries.
- Support local entities to acquire, develop, and manage real estate for manufacturing.
- Enhance and better define the citywide truck routes.
- Create an industrial corridor special service area program and corridor perimeter streetscape design guidelines.



A Recipe for Healthy Places (2013)

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/a_recipe_for_healthyplaces.html

“A Recipe for Healthy Places” came out of the city’s public health agenda, Healthy Chicago, which was launched by Mayor Emanuel in 2011. Adopted by the Chicago Plan Commission in January 2013, A Recipe for Healthy Places serves as an official roadmap for city planning and policymaking, as well as a guide for groups and individuals seeking to achieve healthier lifestyles through food. The plan presents six community-based planning strategies to support healthy eating. In addition to changing the context in which people acquire and eat food, the plan’s strategies seek to foster business entrepreneurship, job growth, gardening, and other spin-off benefits that provide for a healthier city.

Rates of obesity in Chicago have doubled among adults and tripled among children since 1980, which mirrors trends in other urban areas in the U.S. and the country as a whole. Many of the populations most at risk of obesity and obesity-related diseases are in South and West Side neighborhoods, including Pilsen and Little Village. Some of the strategies relevant to Pilsen and Little Village include:

- Develop and analyze data on obesity-related health disparities to identify priority communities.
- Focus physical and programmatic planning in communities with elevated risk for obesity-related diseases.
- Create a system of public open spaces for large-scale food growing, job training and food-related education activities.
- Expand the number and variety of healthy food retail options.

Chicago Five-Year Housing Plan: 2014-2018

http://www.cityofchicago.org/city/en/depts/dcd/supp_info/five-year-housing-plan-2014-2018.html

“Bouncing Back,” the 2014-2018 housing plan, calls for a different approach than previous plans, coming as it does in the wake of the previous decade’s “unprecedented housing-market failure.” The plan recognizes that housing is interconnected with economic development, jobs, quality of life, and local land use issues, and considers the many non-government contributors to the housing sector: private owners, developers, financial institutions, non-profit development corporations, and community organizations. The plan also takes a sectoral approach, recognizing that housing conditions differ dramatically depending on location, neighborhood conditions and local income levels, and outlining different strategies for four key sector-types: strong markets, stable markets, transitional markets, and weak markets. Each strategy is accompanied by information on implementation leads, funding availability, and the implementation timeline.

Strategies are grouped into four general categories:

- “Priming the Pump” strategies, which apply to the entire city and all types of markets, and seek to rebuild housing demand by addressing issues such as access to capital, funding, marketing, and inter-agency coordination.
- “Energizing Neighborhoods” strategies, which call for tactical investment of public and private resources in neighborhoods, and seek to address quality of life issues and support community development.
- “Supporting Owners and Renters” strategies, which seek to preserve and build affordable rental housing, as well as promote homeownership and support existing homeowners.
- “Land Use Policies” strategies, which seek to increase opportunities for population and housing density where demand is great, and allow for alternative uses of land where demand is weak.



Chapter 3: Community Outreach and Engagement



1810-2010 Celebrating 200 Years of **INDEPENDENCIA**
1810-2010 Celebrating 200 Years of **THE MEXICAN REVOLUTION**

CARTA BLANCA
Cerveza

Bancomer



Community Outreach and Engagement To Date

A primary goal of the Pilsen-Little Village Land Use planning process is to optimize community engagement, focusing particularly on populations that have typically been underrepresented or harder to reach in previous planning initiatives. CMAP staff formulated a public outreach strategy to emphasize broad-based inclusion of Pilsen and Little Village residents and other stakeholders. This approach helps to ensure that the concerns and interests of the community are reflected in the goals of the plan. The community engagement process includes close coordination with the project’s outreach contractors, Pilsen Neighbors Community Council (PNCC) and Enlace Chicago, and community groups and leaders, as well as detailed interviews and public meetings at key points in the planning process.

Community Engagement Activities

To better understand and address the needs of Pilsen and Little Village residents, CMAP and the DPD have conducted, and will continue to conduct, a series of community engagement activities. Since the start of the formal planning process, nearly 290 residents and stakeholders from Pilsen and Little Village have participated in the community engagement process. An overview of the community engagement process thus far is provided below.

Table 3.1: Public participation numbers

Public Engagement Event	Number of Participants	
	Pilsen	Little Village
November 2013 community-wide workshop	65	67
Stakeholder interviews	18	5
Committee and network meetings	20	113
Total	103	185

Mexican Independence Parade, Little Village
Photo Credit: Flickr user Soaringbird

Stakeholder Interviews and Small Group Meetings

CMAP and DPD staff conducted interviews or small group meetings with key stakeholders in both communities. These individuals represented a wide variety of interests and perspectives, ranging from institutional and community leaders to business owners and current elected officials. On the recommendation of PNCC and Enlace Chicago, CMAP and DPD interviewed representatives from the following organizations:

Pilsen:

- Alianza Verde
- Alivio Medical Center
- Arturo Velasquez Institute
- Boys and Girls Club
- City of Chicago: Ward 25
- Eighteenth Street Development Corporation
- Greater Pilsen Economic Development Association (GPEDA)
- Instituto del Progreso Latino
- National Museum of Mexican Fine Arts
- Openlands
- Pilsen Alliance
- Pilsen Environmental Rights and Reform Organization (PERRO)
- Pilsen Wellness Center
- Spanish Coalition of Housing
- The Resurrection Project
- YMCA

Little Village:

- City of Chicago: Ward 12
- City of Chicago: Ward 22
- Cook County Commissioner, 7th District
- Little Village Community Council
- Little Village Environmental Justice Organization (LVEJO)



Committee and Network Meetings

In addition to one-on-one interviews and small group meetings, CMAP and DPD also met with a number of local committees and networks in Pilsen and Little Village. These meetings served as an opportunity to gather feedback on key issues and opportunities, as well as explain and receive input on the planning process. On the recommendation of PNCC and Enlace Chicago, CMAP and DPD met with the following groups, each consisting of representatives from a wide-range of organizations. (Note: Enlace is a member of all Little Village committees and networks marked with an asterisk, and had representatives present at all meetings.)

Pilsen:

- Pilsen Education Task Force
 - LULAC
 - Cooper School
 - Gads Hill Center
 - The Resurrection Project
 - Chicago Public Schools
 - Pilsen Neighborhood Community Council
- Pilsen/Little Village Deanery Meeting

Little Village:

- Enlace staff meeting
- Hope Response Coalition*
 - Amor de Dios UMC

Little Village Community-Wide
Workshop, Little Village Academy,
November 19, 2013



- Central States SER
- Erie Neighborhood House La Villita
- Greater Chicago Food Depository
- LAF Chicago
- Neighborhood Housing Services of Chicago (North Lawndale office)
- Taller de Jose
- Telpochcalli Community Education Project
- University of Illinois extension
- Little Village Chamber of Commerce
- Marshall Square Resource Network*
 - CDPH - Office of Violence Prevention
 - CLOCC
 - Erie House
 - IPL
 - La Familia Unida
 - Latinos Progresando
 - Openlands
 - Our Lady of Tepeyac
 - Saint Anthony Hospital
 - Sinai Health System
 - State of Illinois
 - Taller de Jose
 - Telpochcalli Community Education
- Neighborhood Housing Services of Chicago (North Lawndale office)
- Neighborhood Sports Little Village*
- Beyond the Ball
- Boys and Girls Club
- Universidad Popular
- Pilsen/Little Village Deanery Meeting
- Special Service Area
- Violence Prevention Collaborative*
 - Beyond the Ball
 - Cease Fire
 - Centro Sin Fronteras
 - Chicago Youth Boxing Club
 - Erie House
 - New Life
 - TCEP
 - Universidad Popular
 - YMCA
- 26th and Kostner Oversight Council*
 - 22nd Ward Office
 - Grace School
 - La Villita Community Church
 - LVEJO
 - Mercy Housing
 - Metropolitan Tenants Organization
 - New Life
 - Radio Vive
 - Saint Anthony Hospital
 - Universidad Popular

Summary of Stakeholder Feedback

Below is a summary of the key issues and challenges, as well as goals and opportunities, identified by stakeholders during the one-on-one, small group, and committee and network meetings.

Pilsen: Issues and Challenges

General:

- Little vacant land available for development of new housing, open space, or other uses
- Gang violence
- Fear of displacement due to rising cost of living and doing business in the neighborhood
- Need for additional basic amenities, such as supermarkets and laundromats

Commercial, Industrial, and Institutional Uses:

- Integrating new businesses, and assisting older businesses with modernization and succession planning
- Lack of signage on corridors, particularly on 18th Street and Western Avenue
- Need for more space for youth, artists, small and informal businesses, and entrepreneurs
- Underutilization of school facilities

Parks, Open Space, and Green Infrastructure:

- Urgent need for additional parks and open space
- Need for better programming of existing parks and open space
- Need for better bicycle and pedestrian connections to parks and open space

Residential Uses:

- Housing stock requires costly maintenance and rehabilitation
- Basement flooding is common
- Few homeownership, or lease-to-own opportunities

Transportation and Circulation:

- Viaducts are poorly maintained
- Sidewalk conditions need improvement
- Need for better public transit options connecting residents to services and amenities in Pilsen and nearby neighborhoods
- Western Avenue feels unsafe for pedestrians and lacks amenities, such as sufficient lighting, streetscaping, and street furniture.
- Need for additional parking, and re-assessment of permit/non-permit parking designations.



Pilsen: Goals and Opportunities

General:

- Undertake beautification and public arts projects, including new murals, with local artists
- Work to ensure that residents who wish to stay in the neighborhood can do so.

Commercial, Industrial, and Institutional Uses:

- Allow pop-up spots in vacant lots and storefronts
- Take advantage of commercial opportunities on Western Avenue, near all the institutions.
- Attract clean, job-creating industrial uses
- Improve partnerships between industrial businesses and community workforce development, training, and educational institutions to promote local hiring
- Attract living-wage jobs
- Offer space to emerging businesses and entrepreneurs
- Encourage partnerships and space-sharing between schools, park districts, arts organizations, and other local institutions

Parks, Open Space, and Green Infrastructure:

- Include open space or public access in former Fisk site, as per Taskforce's recommendations
- Implement additional "Green Street" investment, such as occurred on Cermak Road and Blue Island Avenue
- Create additional opportunities for gardening
- Create additional green roofs on residential, commercial and industrial uses

Residential Uses:

- Assist residents with maintenance and rehabilitation
- Put City-owned vacant lots into the Chicago Community Land Trust and develop as affordable housing opportunities
- Allow day-care facilities in residential areas

Transportation and Circulation:

- Improve existing, and create new bicycle and pedestrian connections
- Install additional Divvy stations
- Improve pedestrian conditions and amenities on Western Avenue to connect institutional uses and create more of a campus-like feel
- Allow for shared parking among institutions, particularly on Western Avenue.
- Protect certain streets from truck traffic

Little Village: Issues and Challenges

General:

- Little vacant land available for development of new housing, open space, or other uses
- Gang violence
- Overall lack of streetscaping

Commercial, Industrial, and Institutional Uses:

- Need for better enforcement of “P-street” regulations on 26th street
- Underutilization of commercial and industrial area east of Rockwell Street
- Over-crowded condition of schools

Parks, Open Space, and Green Infrastructure:

- Urgent need for additional parks and open space, particularly ones that offer space for active recreation
- Existing parks can be dangerous
- Need for better bicycle and pedestrian connections to parks and open space
- Unpleasant smell and appearance of the Sanitary and Ship Canal
- Need to address stormwater and flooding

Residential Uses:

- High incidence of illegal conversions
- High number of vacant or abandoned residential units
- High number of absentee landlords who do not maintain their property
- Low homeownership rates
- Poor condition of many residential units and buildings and need for costly rehabilitation contribute to homeownership barriers.
- Foreclosure

Transportation and Circulation:

- Difficulty of circulation through the neighborhood due to gang boundaries
- Need for better public transit options connecting residents to services and amenities in Little Village and nearby neighborhoods
- 31st street is congested with traffic to the school, park, residential areas, and industrial areas.
- Need to reduce congestion and provide additional parking on 26th Street



Little Village: Goals and Opportunities

General:

- Undertake beautification and public arts projects with local artists for improved representation of arts and culture

Residential Uses:

- Develop higher, denser housing opportunities at key locations
- Assist residents with maintenance and rehabilitation

Parks, Open Space, and Green Infrastructure:

- Include open space or public access in former Crawford site, as per Taskforce's recommendations
- Create "People Spots"
- Create additional green roofs on residential, commercial and industrial uses.
- Convert City-owned vacant lots into pocket parks, plazas, gardens, or other sorts of open space.

Transportation and Circulation:

- Create an access road south of 33rd street that can relieve industrial traffic from 31st Street.
- Improve existing, and create new bicycle and pedestrian connections

Commercial, Industrial, and Institutional Uses:

- Continue developing partnerships and space-sharing agreements between schools, park districts, arts organizations, and other local institutions.
- Attract clean, job-creating industrial uses
- Improve partnerships between industrial businesses and community workforce development, training, and educational institutions to promote local hiring
- Attract living-wage jobs



Little Village Community-Wide Workshop, Little Village Academy, November 19, 2013

Community-Wide Workshops

A community-wide workshop was held in Pilsen on November 18, 2013 at Dvorak Park and in Little Village on November 19, 2013 at Little Village Academy. The topics covered in the workshops included ideas for improving parks, open space, stormwater management, green infrastructure, and recreational walking and biking routes in the two communities. At both workshops, staff from the City of Chicago, CMAP, PNCC (in Pilsen), and Enlace (in Little Village) presented on the goals and timeframe of the project. The workshop attendees had the opportunity to ask the project team questions about the planning process before engaging in smaller group discussions.

During the second half of the workshops, attendees divided into smaller groups for breakout sessions facilitated by a representative of the project team, and/or community stakeholders. These smaller group discussions enabled participants to delve into the different topic areas and share their thoughts and goals in a smaller, more discussion-based setting. Both workshops were conducted in English with simultaneous Spanish interpretation. The input received at both of the community-wide workshops was recorded illustratively on maps.

Pilsen Community-Wide Workshop

Participants in the Pilsen workshop had the opportunity to participate in two breakout sessions, with each session offering three different discussion topics: the Sangamon Paseo, Western Avenue, and access to natural areas at the river.

Sangamon Paseo

The facilitator kicked off the table discussion by asking participants to think about the potential physical environment and appearance of the Sangamon Paseo. The majority of participants liked the idea of developing the Sangamon Paseo to be multi-use, equipped with bicycle paths and

accessible walkways to improve safety and promote healthy lives for children, senior citizens, and families. Participants also liked the idea of incorporating the community's wide-ranging heritage through recreational activities such as cultural music and movies. Many participants addressed the need for better connections throughout the community and to the Sangamon Paseo and nearby schools. Generally, participants embraced the idea of stormwater landscapes for design and educational purposes. There were varying comments regarding the inclusion of community gardens. Some participants felt gardens should not dominate the Paseo, and preferred ornamental gardens to edible gardens. Others wanted edible gardens, so children are more in touch with where their food comes from.

Western Avenue

Participants were asked to think about opportunities for improving or expanding access to parks and open space along Western Avenue. A few key ideas were raised regarding the underutilization of existing open spaces. Participants identified the private ownership of open spaces as a barrier, as well as the difficulty of accessing open spaces due to a lack of signage and safety concerns with fast moving traffic. Adding to these safety concerns, participants expressed a need for improved lighting and beautification projects along the avenue and under viaducts to improve pedestrian safety. Participants also highlighted the concentration of several educational and institutional uses along Western, which draw many youth, and expressed the need for improved connections between these uses, as well as interest in developing the area between the institutions and railroad as public, open space. Several participants specified an interest in improve connectivity between Pilsen and Little Village via Western Avenue.

Access to Natural Areas at the River

A separate table discussion was conducted regarding access to natural areas at the river. When discussing Park 530, also known as Richard J.



Daley Park, participants expressed a need for better signage and easier connectivity to the park, which is hard to reach in its location at Western Avenue, under I-55. More specifically, participants would like to see water taxi services and bicycle access improved over the bridge. Currently, the park is mainly utilized by motorized boats, but could attract more visitors by providing fishing activities. Overall, workshop attendees believe green space is necessary for health and recreation and would like to see the physical appearance of parks and open spaces enhanced.

Little Village Community-Wide Workshop

Participants in the Little Village, attendees had the opportunity to participate in two breakout sessions, with each session offering three different discussion topics: community managed open space, recreational trails, and access to natural areas at the river.

Community Managed Open Space

Participants were primarily interested in understanding how City-owned vacant lots in the community could be developed to provide much needed green, open space. There was strong interest in using these lots to provide more active and better-maintained open space options, such as areas for sports, community gardens, and other educational and recreational activities for youth and other residents. Participants expressed that stormwater landscapes should also be incorporated into these spaces, if possible. Some participants raised the idea of establishing plazas in vacant lots for the community to gather, but were unclear as to who would be responsible for maintaining these spaces. Participants also highlighted the need to improve recreational areas on school grounds, particularly by reducing concrete areas and increasing permeable space.

Recreational Trails

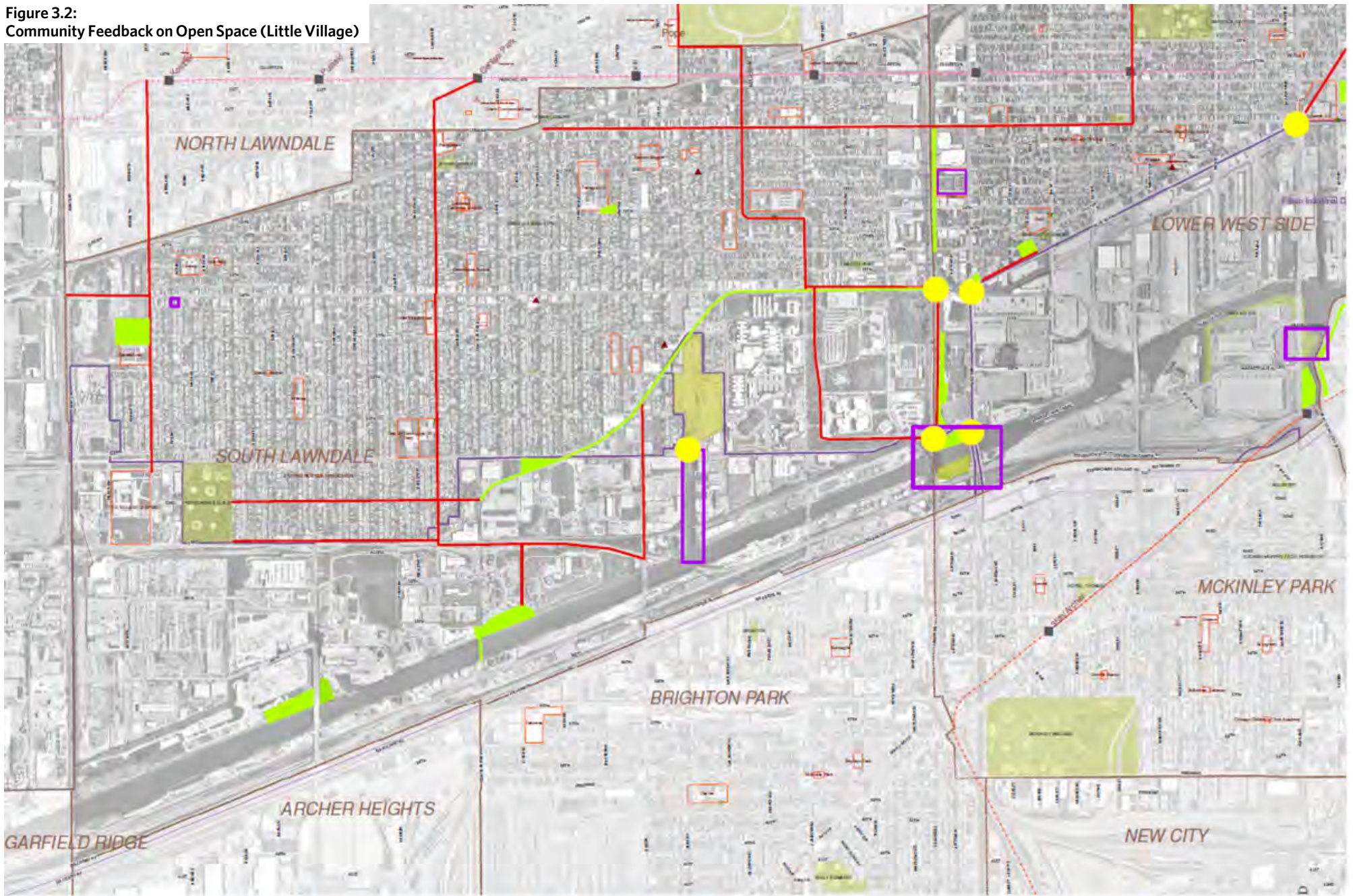
Participants were asked to discuss opportunities for recreational trail connections in the community, including the potential for a Paseo along

the unused BNSF rail tracks. Many participants want to provide a sense of history of place to the trails by incorporating its tie to the surrounding industries and including signage that reflects this history. A suggestion was made to apply strategies and experienced gained from developing the 606 Trail. There were some concerns regarding contamination and remediation. Attendees also identified stormwater management as an issue that needs to be addressed. Beyond the Paseo, participants also expressed interest in improved bicycle and pedestrian connections to the CTA Pink Line stations along Cermak, as well as improved east-west connections within Little Village. Similar to Pilsen, participants were also interested in improving connections between Pilsen and Little Village and to other surrounding neighborhoods via Western Avenue and other major roads.

Access to natural areas at the river

Participants were asked to share their thoughts about access to natural areas at the river and connectivity between Celotex Park and the Collateral Channel. The majority of participants were open to the idea of making use of these natural areas and providing opportunities to engage youth in developing the open spaces. There were concerns about contamination amongst the participants. As noted in the Pilsen workshop, Park 530 would significantly benefit from better signage and pedestrian access. Most participants had never been to the park, and many were unaware it existed.

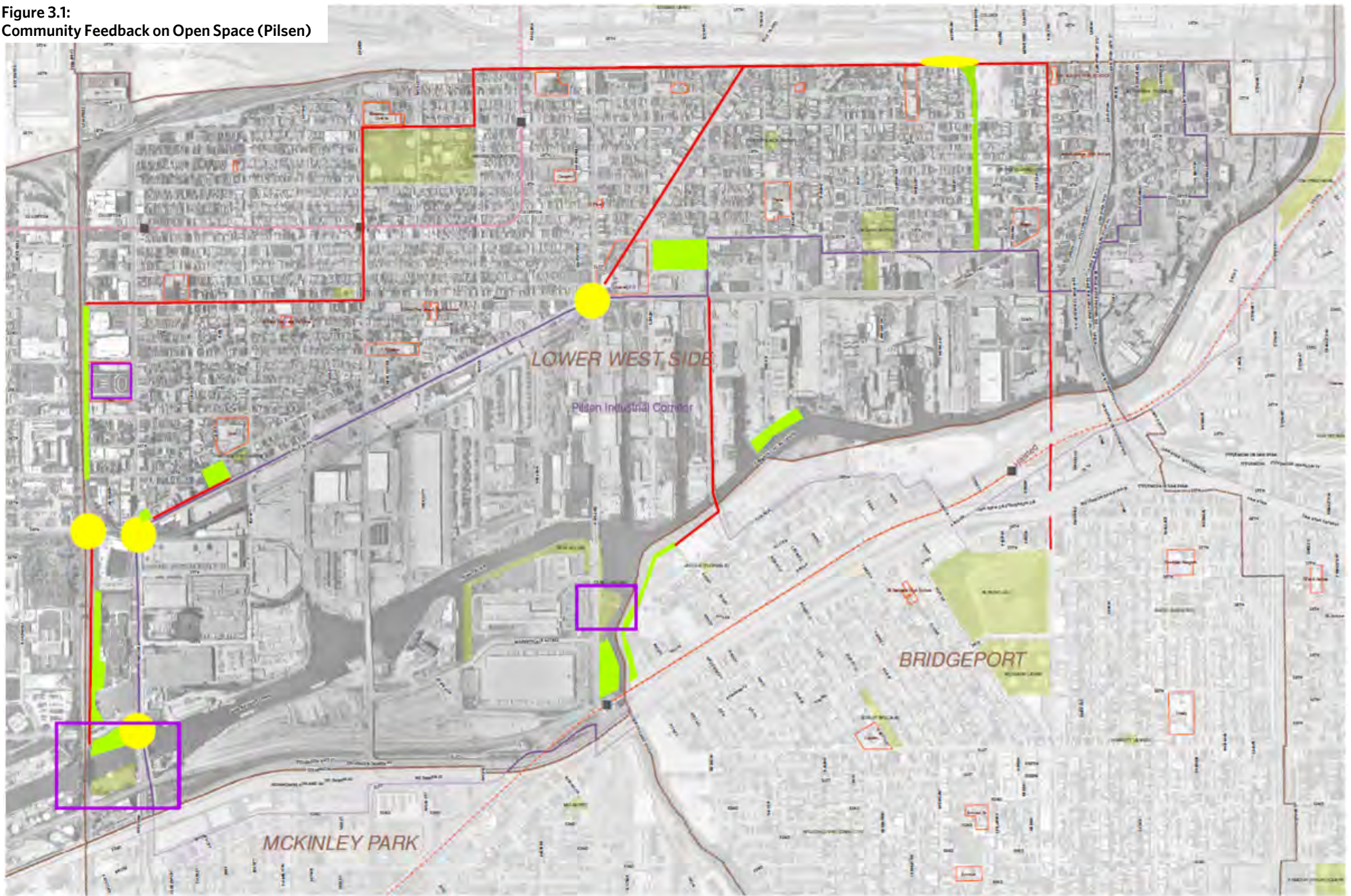
Figure 3.2:
Community Feedback on Open Space (Little Village)



Little Village Community Feedback
- Open Space -

- | | |
|--|---|
| <ul style="list-style-type: none"> School Grounds Parks Industrial Corridors Community Areas ★ School Gardens (Openlands) ▲ Community Gardens (NeighborSpace) | <p>Types of Projects to Investigate:</p> <ul style="list-style-type: none"> Open Space Streets for Potential Bike/Ped Enhancements Ped/Bike Connector Enhance Usability |
|--|---|

Figure 3.1:
Community Feedback on Open Space (Pilsen)



**Pilsen Community Feedback
- Open Space -**

- | | | |
|-----------------------------------|--|---|
| School Grounds | Types of Projects to Investigate: | Open Space |
| Parks | | Streets for Potential Bike/Ped Enhancements |
| Industrial Corridors | | Ped/Bike Connector |
| Community Areas | | Enhance Usability |
| School Gardens (Openlands) | | |
| Community Gardens (NeighborSpace) | | |



Chapter 4: Land Use and Development





Land Use and Development

This chapter describes the existing land use and development conditions in Pilsen and Little Village with a focus on the types of uses and zoning. The information in this section has been obtained from the City of Chicago, CMAP's 2010 Land Use Inventory, and based upon a visual assessment of existing conditions.

Key Findings

- Both Pilsen and Little Village are greatly lacking in open space. Whereas GO TO 2040 recommends 4 acres of open space per 1,000 residents and CitySpace recommends a minimum of 2 acres per 1,000 residents, Pilsen and Little Village have less than 1 acre and .32 acres per 1,000 residents, respectively. While opportunities for new large-scale open spaces are limited, there are opportunities to increase smaller and mid-sized open spaces by way of pocket parks, sharing agreements with schools, redevelopment of the decommissioned coal plants, and trails such as the proposed Sangamon and BNSF Paseos.
- Industrial uses are the leading land uses in Pilsen and Little Village, occupying more acreage than any other use. While both industrial corridors are strong in smaller-scale manufacturing and warehousing operations—General Industrial uses account for 33 percent and 45 percent in Pilsen and Little Village, respectively—larger-scale warehousing/distribution and intermodal transfer uses are particularly strong in Pilsen, where they account for more than 20 percent of all industrial uses. Industrial uses in both community areas are protected by industrial corridor designations. Additionally, nearly 1,000 acres of Pilsen are part of a City-designated Planned Manufacturing District (PMD), which provides additional protections.
- The Fisk and Crawford coal power plants, both closed in 2012, occupy about 115 acres in Pilsen and Little Village. The Fisk and Crawford Task Force has established guiding principles for the redevelopment of both sites, recommending advanced, sustainable light manufacturing that would train and employ residents of the local community. The Task Force also recommends that the sites be used to enhance public access to the Sanitary and Ship Canal.
- Residential zoning designations in both neighborhoods allow for two flat and three flat homes, but higher density is generally not permitted. Given that Pilsen and Little Village are built-out communities, current zoning limits the amount of new residential use or population that each neighborhood can accommodate.
- The National Register of Historic Places (NRHP) Pilsen Historic District, which includes nearly all of the residential and mixed-use areas in Pilsen north of the industrial corridor, does not offer alteration or demolition protection, but does offer financial benefits for qualified building rehabilitations, such as eligibility for Federal Historic Rehabilitation Tax Credits and the State Property Tax Assessment Freeze Program. Areas in both Pilsen and Little Village where zoning changes are being considered should be resurveyed to determine if any buildings should be protected with city landmark designation, individually or within a potential district.
- The City of Chicago's TOD Ordinance creates potential for reduced parking, and, in a handful of cases, higher density redevelopment around transit stations in the study area.

18th Street in Pilsen
Photo Credit: Flickr users Steve Browne
& John Verkleir

Land Use

Tables 4.1 and 4.2 display the land use categories found in both Pilsen and Little Village, and the total acreage associated with each use. The acreage reported for each category includes the area within parcels, but not the area associated with local roadways and rights-of-way. The overall acreage of Pilsen (1,872 acres) and Little Village (2,938 acres) is therefore significantly larger than the total parcel acreage reported in the tables because the overall acreage includes roadways and rights-of-way.

The maps for each community show a clear divide in the arrangement of land uses resulting from the area’s rich industrial heritage. The industrial uses located along the Sanitary and Ship Canal constitute the Pilsen and Little Village Industrial Corridors and represent the majority of the southern portions of both communities. These areas will be discussed in greater detail on the following pages.

Table 4.1: Pilsen Existing Land Use

Land Use Category	Area (acres)	Share
Industrial	465.3	32.4%
Transportation and Utilities	302.3	21.1%
Multi-family Residential	225.8	15.7%
Institutional	98.3	6.8%
Commercial	71.6	5.0%
Vacant	65.5	4.6%
Single Family Residential	63.7	4.4%
Water	54.9	3.8%
Mixed Use	52.9	3.7%
Open Space	34.8	2.4%
Total	1,435.0	100.0%

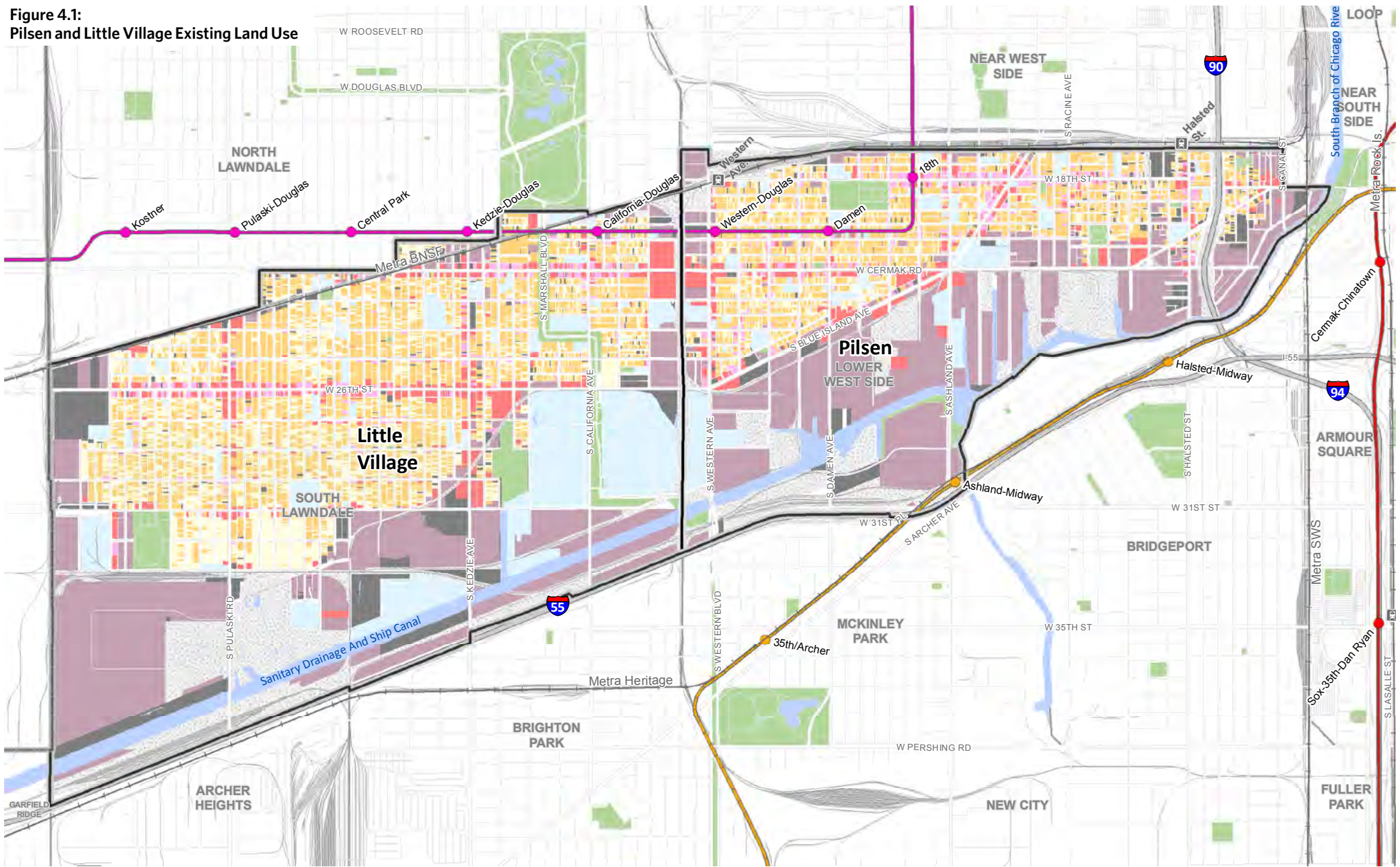
Note: 437 acres, 23.4 percent of TOTAL area, are roads/public ROW

Table 4.2: Little Village Existing Land Use

Land Use Category	Area (acres)	Share
Industrial	522.7	22.3%
Multi-family Residential	436.3	18.7%
Transportation and Utilities	387.8	16.6%
Institutional	315.1	13.5%
Single Family Residential	240.6	10.3%
Vacant	188.6	8.1%
Commercial	108.7	4.6%
Water	70.5	3.0%
Mixed Use	43.1	1.8%
Open Space	25.6	1.1%
Total	2,339.2	100.0%

Note: 599 acres, 20.4 percent of TOTAL area, are roads/public ROW

Figure 4.1:
Pilsen and Little Village Existing Land Use



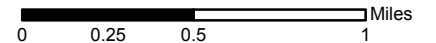
Existing Land Use

- | | | | |
|--------------------|----------------------|----------------------------|--|
| Study Area | Orange Line Stations | Single Family Residential | Institutional & Educational |
| Chicago Boundary | Red Line Stations | Multi Family Residential | Open Space |
| Parks & Boulevards | Pink Line Stations | Mixed Use with Residential | Water |
| Freight Rail Lines | CTA Rail Lines | Commercial | Transportation/Utilities/Communication |
| Metra Rail Lines | Metra Stations | Industrial | Vacant |

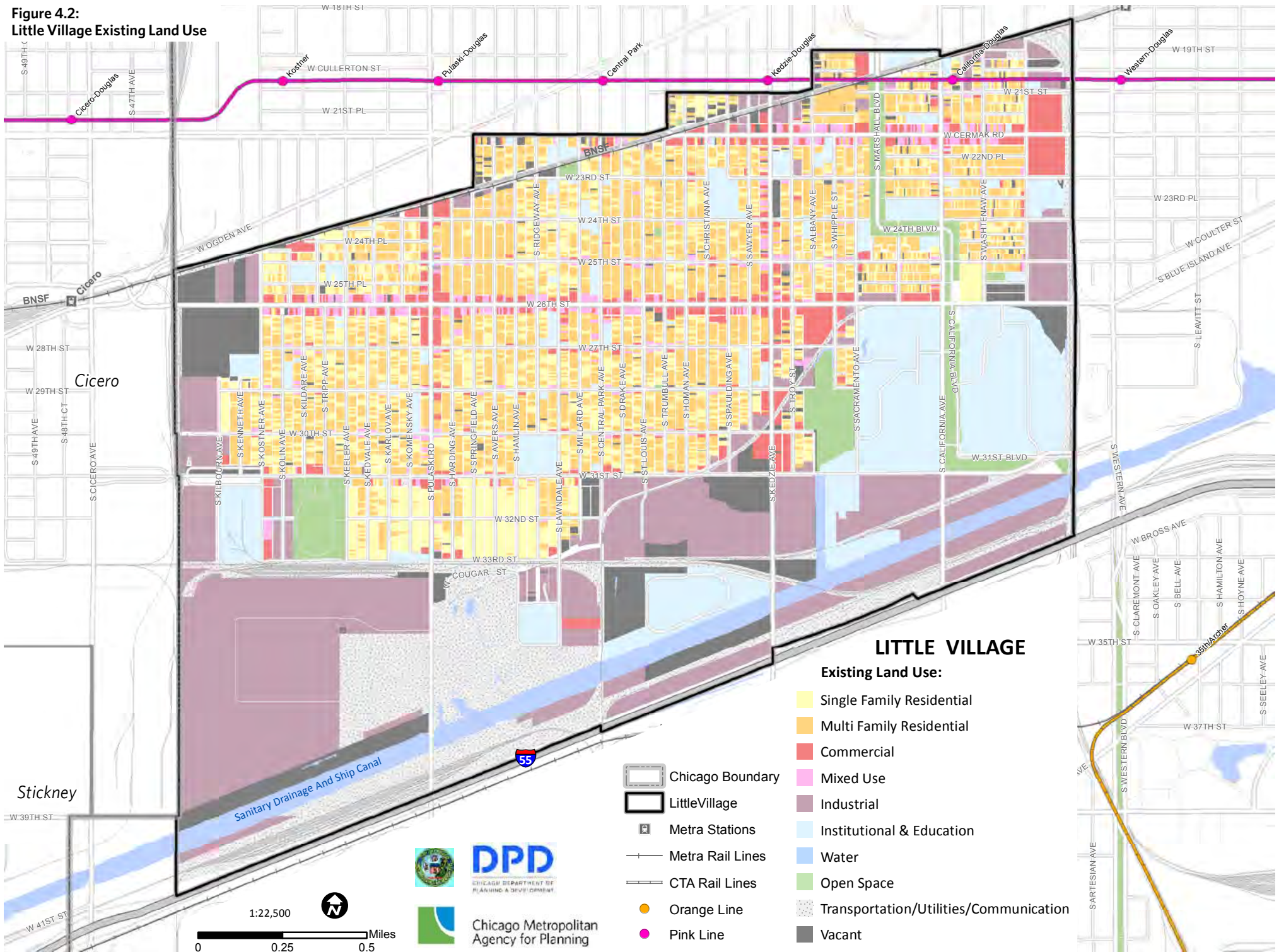
Source: CMAP, 2010 Regional Land Use Inventory.



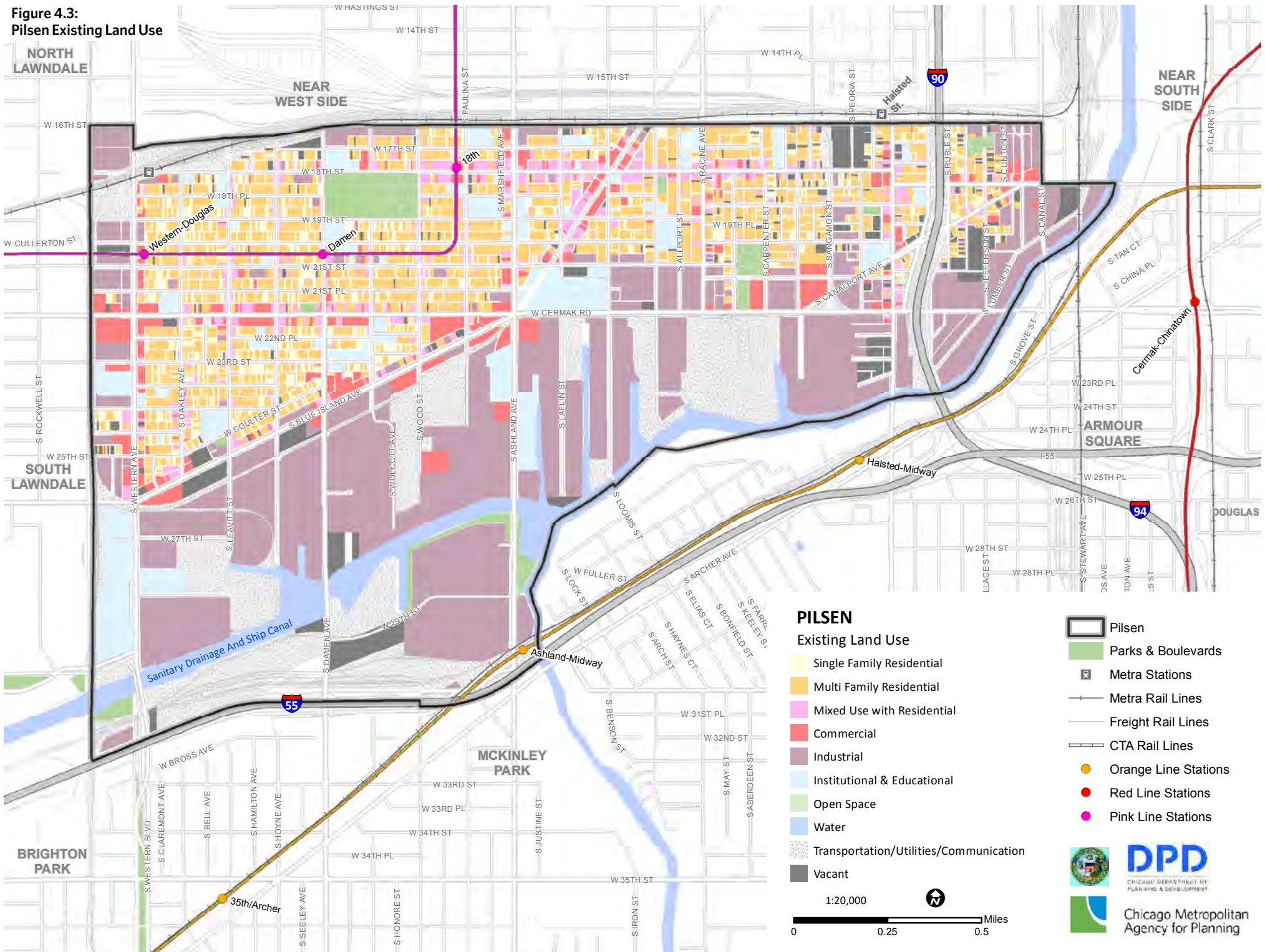
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**Figure 4.2:
Little Village Existing Land Use**



**Figure 4.3:
Pilsen Existing Land Use**



PILSEN

Existing Land Use

- Single Family Residential
- Multi Family Residential
- Mixed Use with Residential
- Commercial
- Industrial
- Institutional & Educational
- Open Space
- Water
- Transportation/Utilities/Communication
- Vacant

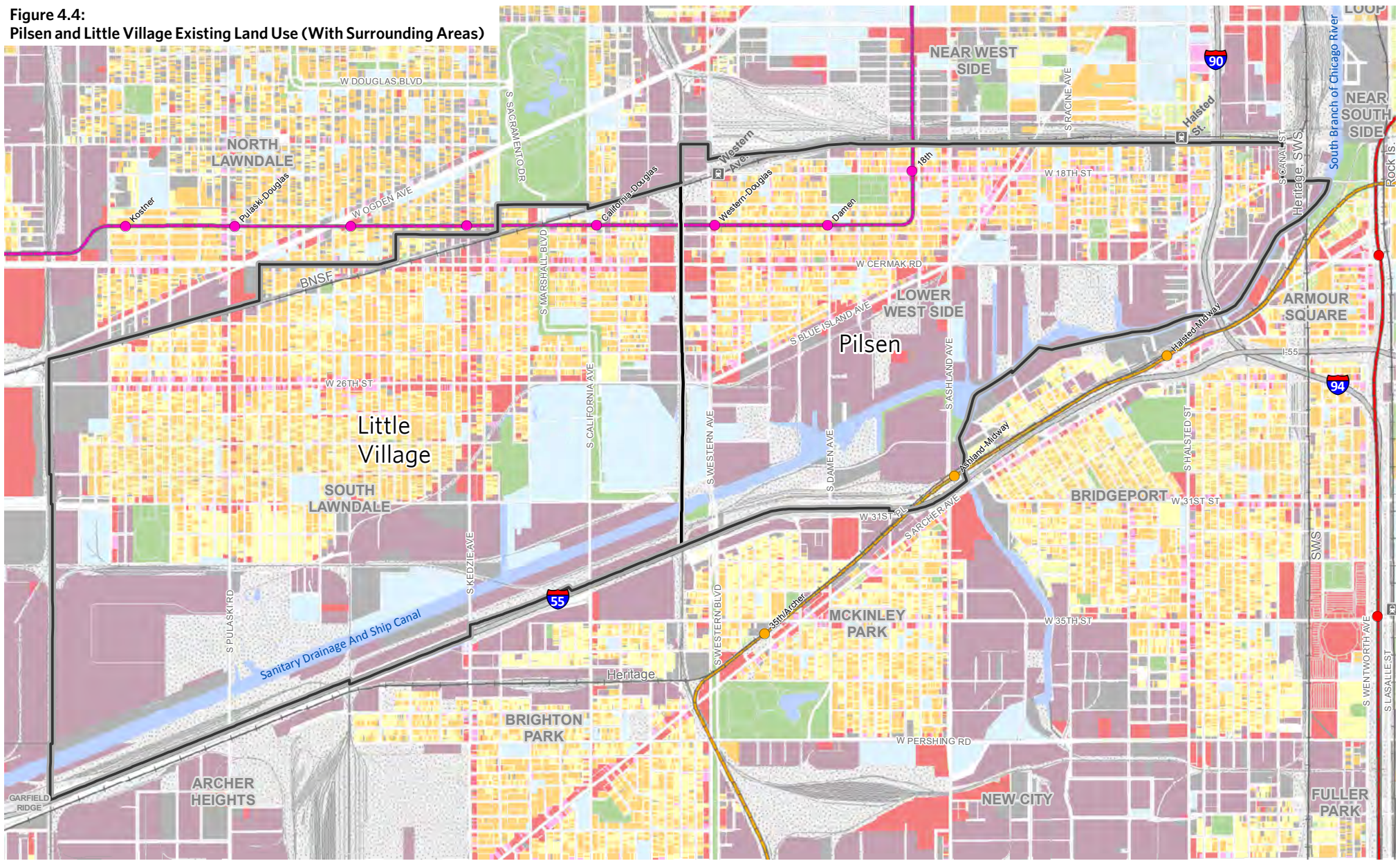
- Pilsen
- Parks & Boulevards
- Metra Stations
- Metra Rail Lines
- Freight Rail Lines
- CTA Rail Lines
- Orange Line Stations
- Red Line Stations
- Pink Line Stations

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0 0.25 0.5 Miles



Figure 4.4:
Pilsen and Little Village Existing Land Use (With Surrounding Areas)



Existing Land Use

- | | | | |
|----------------|----------------------|---------------------------|--|
| Study Area | Orange Line Stations | Single Family Residential | Institutional & Education |
| Metra Stations | Red Line Stations | Multi Family Residential | Water |
| CTA Rail Lines | Pink Line Stations | Commercial | Open Space |
| | | Mixed Use | Transportation/Utilities/Communication |
| | | Industrial | Vacant |

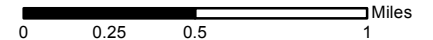
Chicago Metropolitan Agency for Planning



DPD
 CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT



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Single-family Residential

- Detached single-family residences make up just over 10 percent of total land use in Little Village. Generally, these buildings are spread throughout the community's residential areas, however there is a significant concentration of single family homes in the west side of the community between W 31st and W 33rd Streets. This area is predominantly made up of small, single-story brick bungalows.
- Single-family homes make up less of the overall land use mix in Pilsen (4.4 percent). Unlike in Little Village, there are no clear concentrations of these residences; instead, they are spread throughout the residential areas.

Multi-family Residential

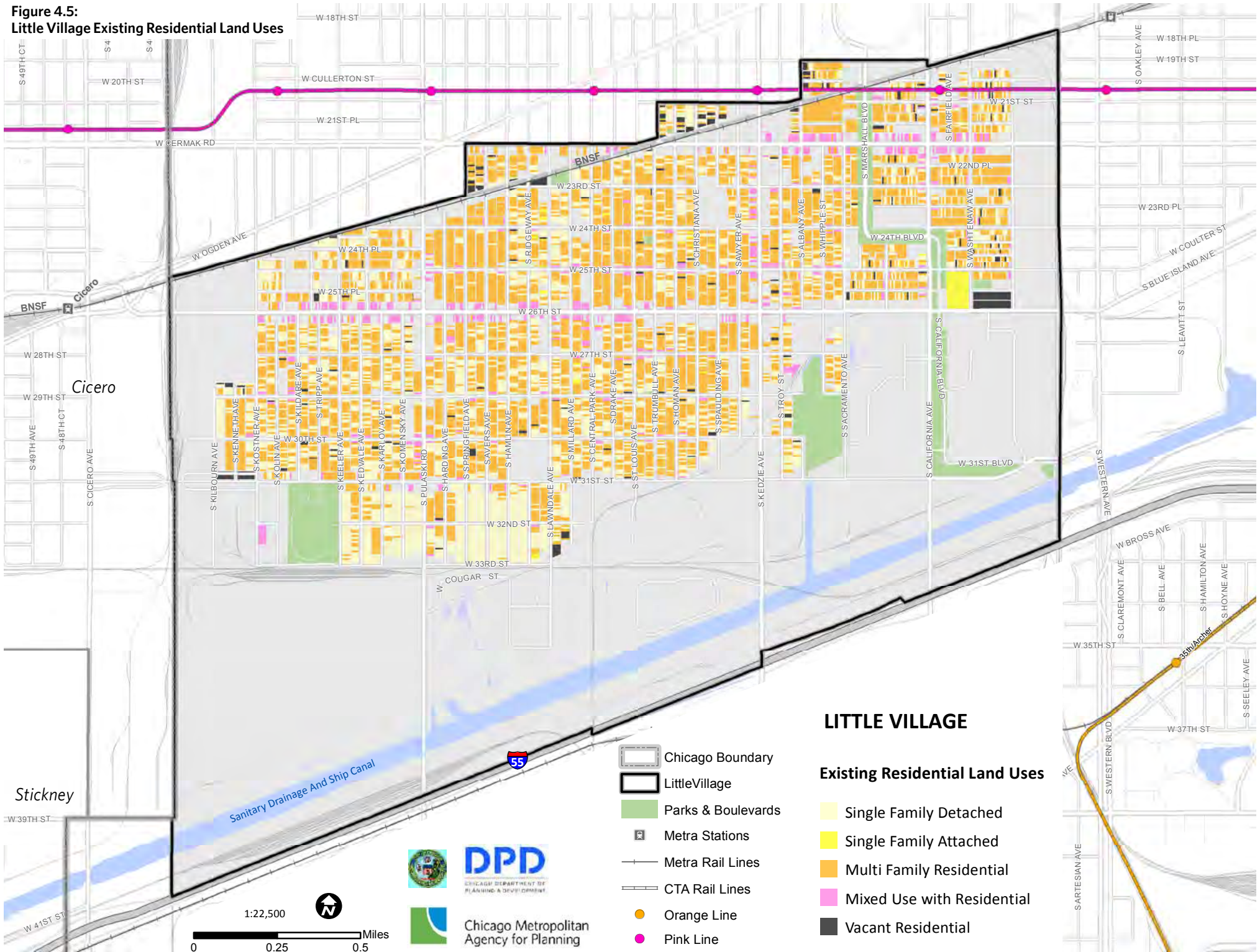
- Multi-family residences make up a significant portion of overall land use in both Pilsen (15.7 percent) and Little Village (18.7 percent). Buildings are primarily 2-3 stories and contain 2-6 units.



Above: Typical residential block in Pilsen, with a mix of single and multi-family homes
Photo credit: Flickr user Adam Jones

Right: Residential and mixed-use street corner in Little Village
Photo credit: CMAP staff

Figure 4.5:
Little Village Existing Residential Land Uses



LITTLE VILLAGE

Existing Residential Land Uses

- Chicago Boundary
- Little Village
- Parks & Boulevards
- Metra Stations
- Metra Rail Lines
- CTA Rail Lines
- Orange Line
- Pink Line
- Single Family Detached
- Single Family Attached
- Multi Family Residential
- Mixed Use with Residential
- Vacant Residential

Stickney

W 39th St

W 41st St

1:22,500

0 0.25 0.5 Miles

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 PLANNING & DEVELOPMENT

**Chicago Metropolitan
 Agency for Planning**

Commercial and Mixed-use

- The 26th Street commercial corridor in Little Village is traditionally identified as the segment between S Albany Avenue and S Kostner Avenue. This area is made up of a dynamic mix of local businesses, including many restaurants, retail outlets, and service providers. These establishments are located either in standalone commercial buildings or on the ground level of mixed use buildings that often contain residential units on the floors above. Commercial and mixed-use establishments are also concentrated along W Cermak Road east of S Trumbull Avenue. Other streets, such as 25th Street and 31st Street, also host a number of businesses, and corner stores can be found at most intersections in residential areas. Together, commercial and mixed-use establishments account for approximately 6.4 percent of overall land use.
- In Pilsen, commercial uses account for 5.0 percent of total land use. Clear concentrations of commercial and mixed-use buildings are evident along stretches of W Cermak Road west of Ashland, and in the traditional commercial corridors that emanate from the six-corner intersection at W 18th Street, S Loomis Street, and S Blue Island Avenue. The Cermak Road corridor has a more diverse array of building types and intensities, serving both automobiles and pedestrians, while the 18th Street corridor consists mainly of three to four story mixed-use buildings and is more oriented towards the pedestrian environment along its extent. Like in Little Village, corner stores can be found at most intersections in residential areas. Overall, mixed-use buildings make up a larger proportion of land use in Pilsen (3.7 percent) than in Little Village (1.8 percent).



Above: 18th Street in Pilsen
Photo Credit: Flickr user Connie Ma

Right: 26th Street in Little Village
Photo Credit: Flickr user Eric Allix Rogers



Institutional

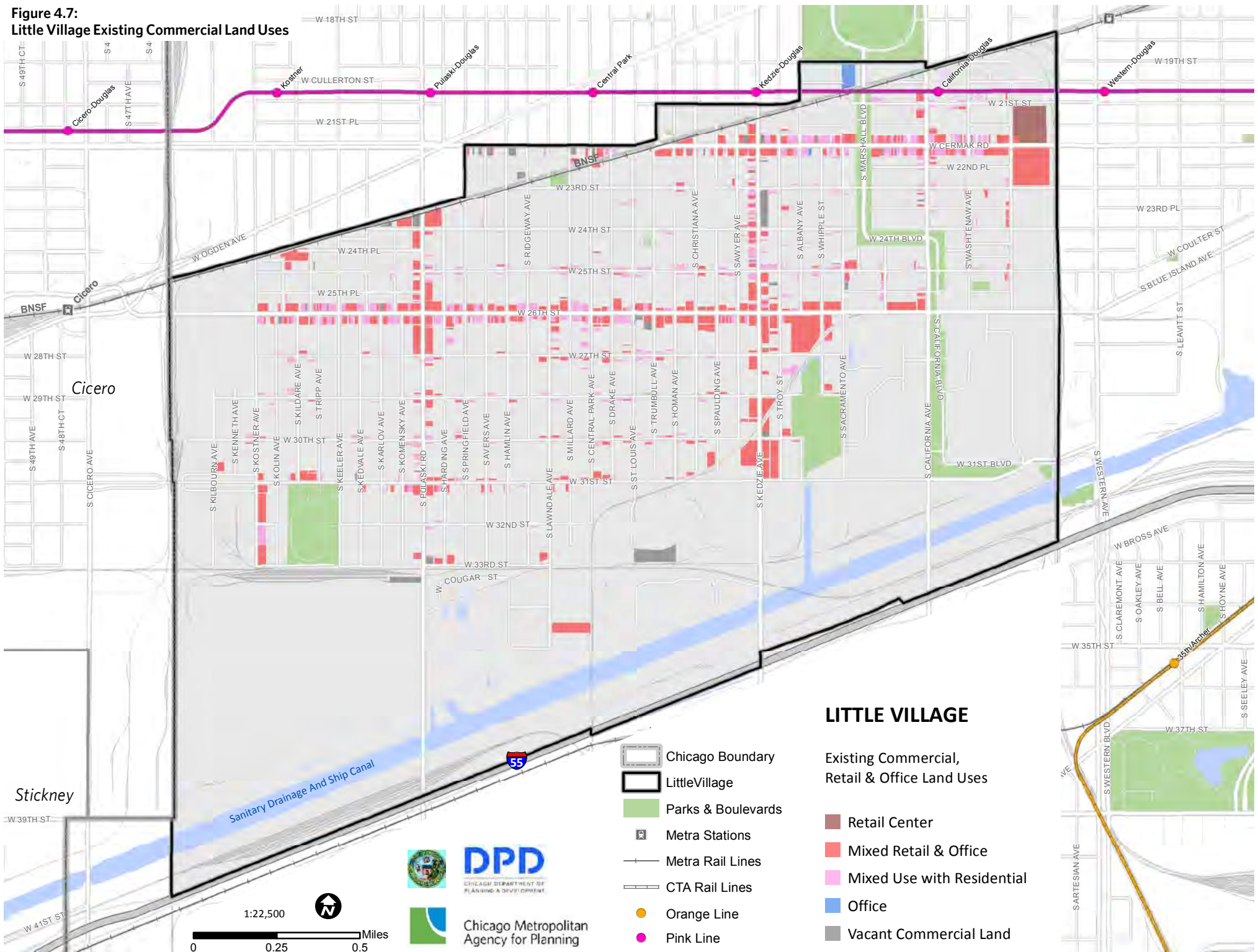
- Figures 4.10 and 4.11 highlight all community facilities located in both Pilsen and Little Village, including schools, churches, health facilities, emergency services, and all other institutional uses. The great density of facilities is an asset to both communities.
- The 96 acre site for Cook County Jail represents more than 30 percent of Little Village's institutional uses. Additionally, government/public administrative facilities associated with the jail make up a significant portion of the remaining institutional lands not used for public schools and other services.
- Institutional uses account for a significantly smaller percentage of total land use in Pilsen—less than 7 percent of total land use. Institutional uses represented by this figure are primarily oriented towards education and public services, including the 15-acre Benito Juarez Community Academy campus.



Above: Little Village Lawndale
High School
Photo Credit: Flickr user Beth Walsh

Right: Benito Juarez Community
Academy, Pilsen
Photo Credit: Steven Vance via Flickr

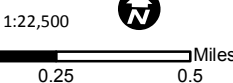
Figure 4.7:
Little Village Existing Commercial Land Uses



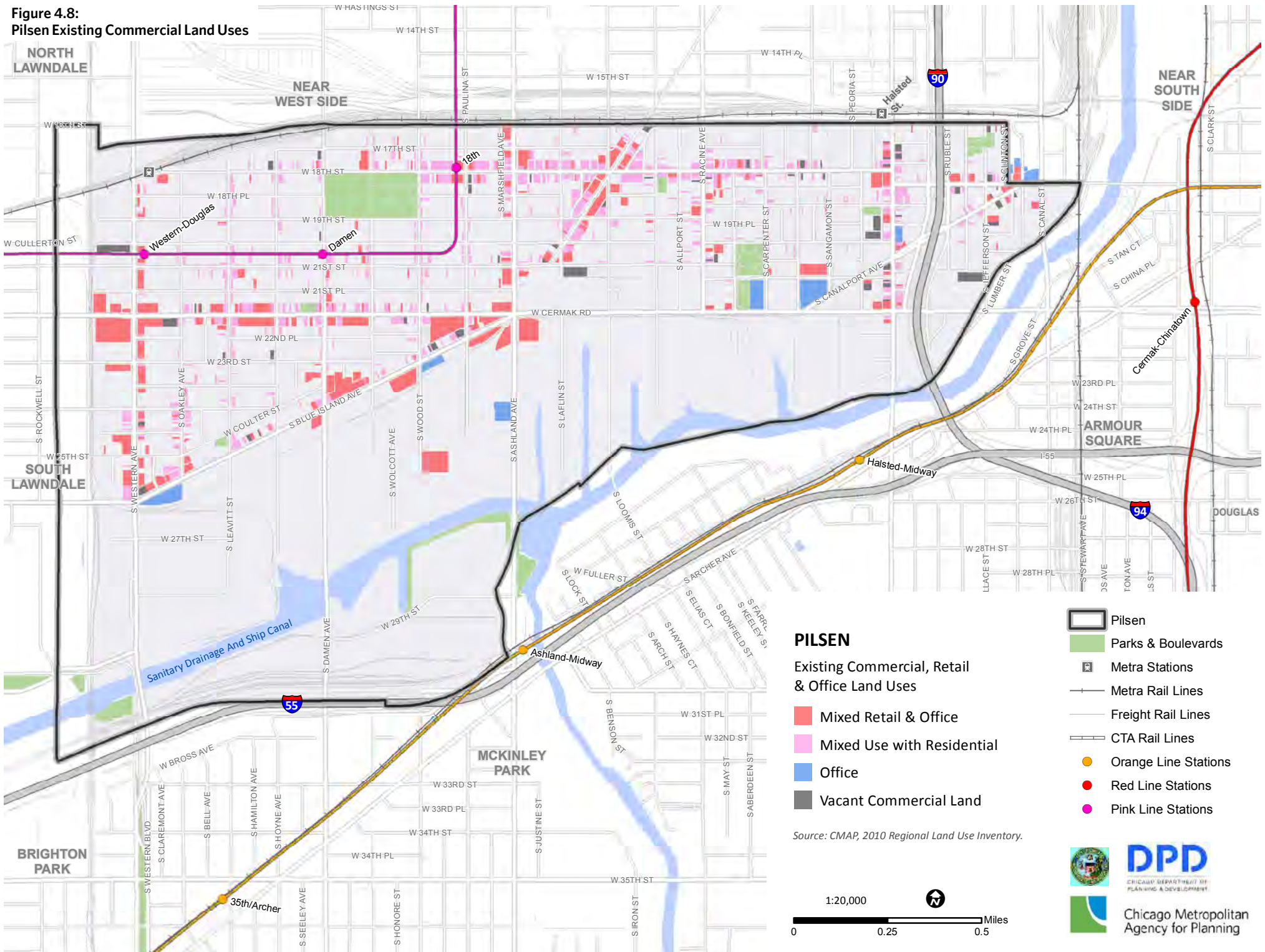
LITTLE VILLAGE

Existing Commercial,
 Retail & Office Land Uses

- Chicago Boundary
- Little Village
- Parks & Boulevards
- Metra Stations
- Metra Rail Lines
- CTA Rail Lines
- Orange Line
- Pink Line
- Retail Center
- Mixed Retail & Office
- Mixed Use with Residential
- Office
- Vacant Commercial Land



**Figure 4.8:
Pilsen Existing Commercial Land Uses**



PILSEN

Existing Commercial, Retail & Office Land Uses

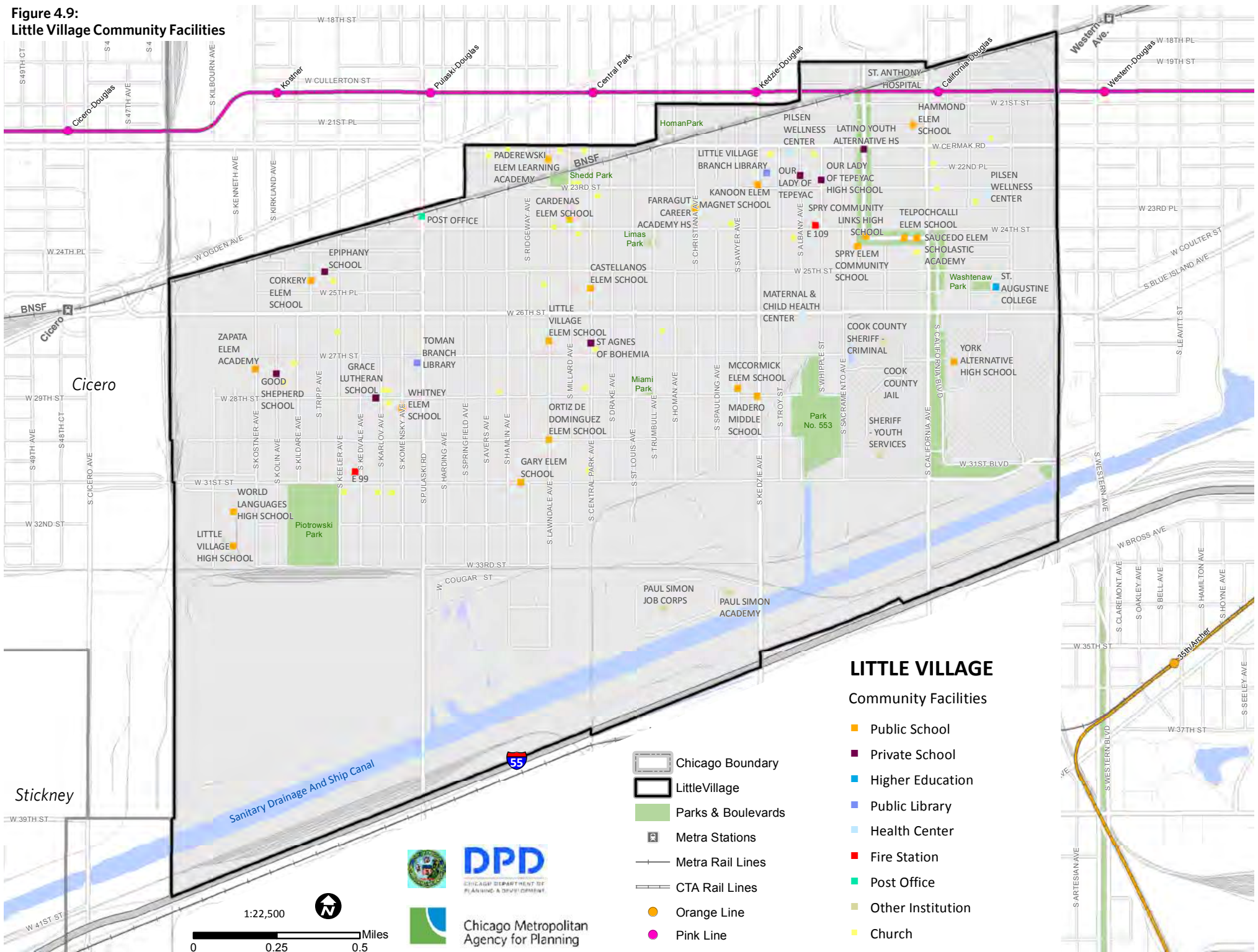
- Mixed Retail & Office
- Mixed Use with Residential
- Office
- Vacant Commercial Land

- Parks & Boulevards
- Metra Stations
- Metra Rail Lines
- Freight Rail Lines
- CTA Rail Lines
- Orange Line Stations
- Red Line Stations
- Pink Line Stations

Source: CMAP, 2010 Regional Land Use Inventory.

1:20,000

Figure 4.9:
Little Village Community Facilities



LITTLE VILLAGE
Community Facilities

- Public School
 - Private School
 - Higher Education
 - Public Library
 - Health Center
 - Fire Station
 - Post Office
 - Other Institution
 - Church
- Chicago Boundary
 - Little Village
 - Parks & Boulevards
 - Metra Stations
 - Metra Rail Lines
 - CTA Rail Lines
 - Orange Line
 - Pink Line

1:22,500
0 0.25 0.5 Miles





Open Space

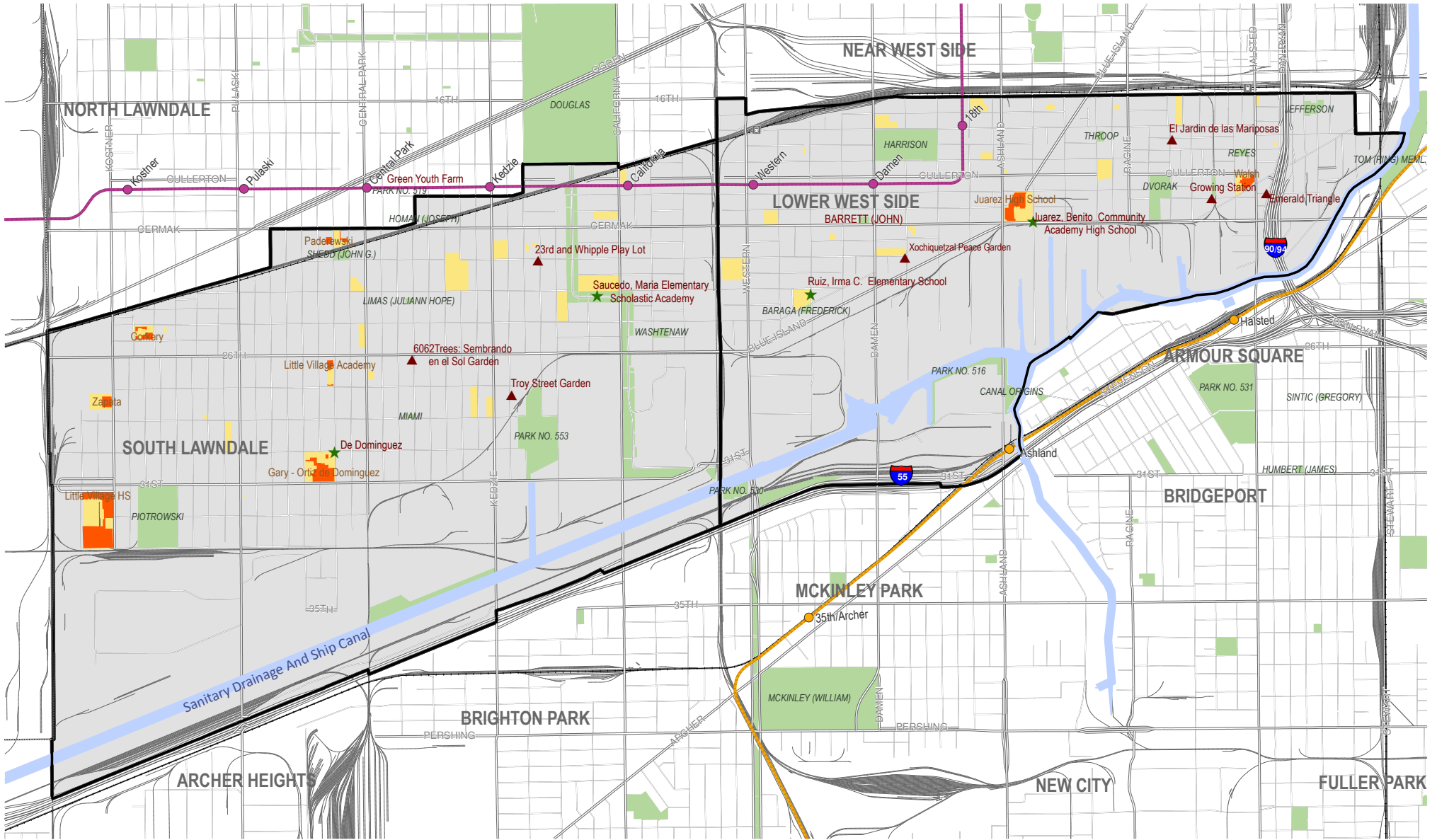
- Pilsen's 34.8 acres of open space, or 2.4 percent of total land use, amounts to only 0.97 acres per 1,000 residents, below CitySpace's suggested threshold, and well below GOTO 2040's. Existing open space in Pilsen is concentrated in Harrison Park (17.4 acres) and Dvorak Park (5.6 acres), and along the Sanitary and Ship Canal where residents have long expressed the desire for an enhanced trail and open space network. The City has made efforts to address this priority, and has developed the Canal Port Riverwalk and Park #571 on the south side of the Canal. Pilsen's remaining open space is spread throughout the community in small parks (under 2 acres).
- Open Space in Little Village is limited to 25.6 acres, and is concentrated in Piotrowski Park and along the boulevards that run throughout the eastern portion of the community. Aside from Piotrowski Park, Shedd Park (1.1 acres) is the only other park larger than 1 acres in the community. The community's existing open space amounts to 0.32 acres per 1,000 Little Village residents, below CitySpace's suggested 2 acres per 1,000 residents, and well below GOTO 2040's suggested 4 acres per 1,000 residents.
- To address the lack of open space and provide a park with recreational amenities for residents living on the eastern side of Little Village, a 21.5-acre park (Park #553) was recently constructed on the former Celotex site adjacent to Cook County Jail south of W 27th Street. The new park, which will be renamed La Villita Park, opened to the public on December 14, 2014, and includes a playground, community garden, two basketball courts, a soccer field, canopy, and skate park. The park increases the amount of open space in Little Village to .59 acres per 1,000 residents.

Above: La Villita Park playground
Photo Credit: Natalia Salazar, CPD

Right: La Villita Park
Photo Credit: Steven Vance via Flickr



Figure 4.11:
Pilsen and Little Village Existing Open Space



- Study Area
- Chicago Boundary
- CTA Rail Line
- Metra Line
- Freight Rail Line
- Pink Line Stations
- Orange Line Stations
- Red Line Stations
- Metra Station

Open Space

- ★ Openlands School Garden
- ▲ NeighborSpace Garden
- Parks & Boulevards
- Campus Park Program
- School Grounds



Industrial

Industry has been an essential element in the histories of both Pilsen and Little Village. As Tables 4.1 and 4.2 show, when coupled with uses related to transportation and utilities, overall industrial uses continue to make up the largest portion of land in both Pilsen (53.5 percent) and Little Village (38.9 percent). Table 4.3 and 4.4, along with Figure 4.12, provide a closer look at the types of industrial uses present throughout both communities.

- General industrial facilities smaller than 100,000 square feet account for the largest share of industrial land in Little Village (45 percent) and Pilsen (33 percent). These facilities house smaller-scale manufacturing and warehousing operations.
- Uses focused on shipping and trade (warehousing/distribution and intermodal transfer) make up more than 20 percent of all industrial uses in Pilsen. This is significantly more than in Little Village, where despite the presence of many freight rail right-of-ways that pass

through and terminate in the community, trade and shipping uses account for only 2.8 percent of industrial land use. Considering the large number of Little Village workers employed in these industries (see Chapter 6), it is likely that much of Little Village’s shipping and trade activity takes place on smaller sites and is included in the “General Industrial” category.

- The 2012 closure of the 72-acre Crawford Coal Plant in Little Village and the 62-acre Fisk Coal Plant in Pilsen has created large redevelopment opportunities for the both communities. The facilities, along with former owner Midwest Generation’s other local assets, were bought by NRG Energy Inc. in March 2014. Future uses have not yet been identified. However, redevelopment planning involving the city, local community, and Midwest Generation began shortly after the closure of the plants, with guiding principles set out by the Fisk-Crawford Reuse Task Force (summarized in Chapter 2).

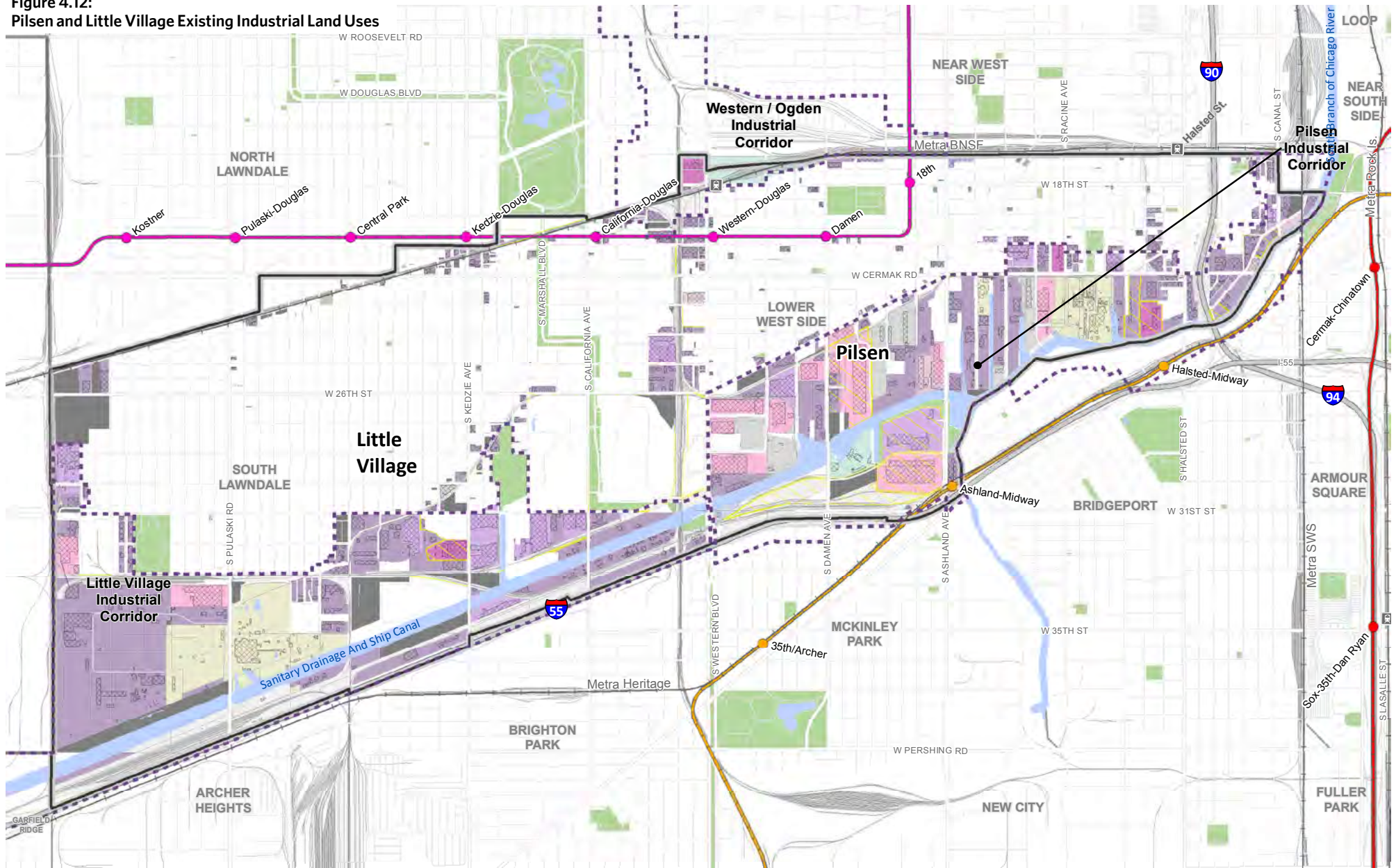
Table 4.3: Pilsen Industrial Land Use Breakdown

Land Use Category	Area (acres)	Share
General Industrial (<100,000 ft ²)	256.0	33.4%
Transportation or Utility Right-of-Way	145.7	19.0%
Warehousing/Distribution (U100,000 ft ²)	123.5	16.1%
Transportation w/ Associated Facilities	64.9	8.5%
Manufacturing/Processing (U100,000 ft ²)	51.7	6.7%
Utility/Waste	48.6	6.3%
Intermodal Transfer	39.5	5.2%
Industrial Flex (U100,000 ft ²)	20.0	2.6%
Storage	14.1	1.8%
Communications	2.9	0.4%
Non-residential Off-street Parking	0.6	0.1%
Total	767.5	100.0%

Table 4.4: Little Village Industrial Land Use Breakdown

Land Use Category	Area (acres)	Share
General Industrial (<100,000 ft ²)	413.4	45.4%
Transportation or Utility Right-of-Way	256.0	28.1%
Utility/Waste	129.1	14.2%
Manufacturing/Processing (U100,000 ft ²)	74.1	8.1%
Warehousing/Distribution (U100,000 ft ²)	25.3	2.8%
Industrial Flex (U100,000 ft ²)	8.5	0.9%
Storage	1.4	0.2%
Transportation w/ Associated Facilities	1.5	0.2%
Communications	1.1	0.1%
Intermodal Transfer	0	0.0%
Non-residential Off-street Parking	0	0.0%
Total	910.5	100.0%

Figure 4.12:
Pilsen and Little Village Existing Industrial Land Uses



<ul style="list-style-type: none"> Study Area Chicago Boundary Buildings Footprints Parcel Parks & Boulevards Industrial Corridors PD, Planned Developments 	<ul style="list-style-type: none"> Freight Rail Lines Orange Line Stations Red Line Stations Pink Line Stations CTA Rail Lines Metra Stations Metra Rail Lines 	<p>Existing Land Use Industrial, Transportation & Utilities</p> <table border="0"> <tr> <td> General Industrial</td> <td> Manufacturing/Processing</td> <td> Warehousing/Distribution</td> <td> Flex</td> <td> Storage</td> <td> Vacant Industrial</td> </tr> <tr> <td> Non-residential off-street parking</td> <td> Transportation with Associated Facilities</td> <td> Transportation or Utility Right-of-Way</td> <td> Utility/Waste</td> <td> Intermodal Transfer</td> <td> Communication</td> </tr> </table>	General Industrial	Manufacturing/Processing	Warehousing/Distribution	Flex	Storage	Vacant Industrial	Non-residential off-street parking	Transportation with Associated Facilities	Transportation or Utility Right-of-Way	Utility/Waste	Intermodal Transfer	Communication	<p> 1:35,000 Miles 0 0.25 0.5 1 </p>
General Industrial	Manufacturing/Processing	Warehousing/Distribution	Flex	Storage	Vacant Industrial										
Non-residential off-street parking	Transportation with Associated Facilities	Transportation or Utility Right-of-Way	Utility/Waste	Intermodal Transfer	Communication										

Source: CMAP, 2010 Regional Land Use Inventory.

Industrial Corridors

Recognizing the importance of preserving land for future industrial use, the City of Chicago designated 24 areas throughout the city, representing 12 percent of city land, as “Industrial Corridors” during the 1990s.¹ During this time, the southern portions of both Pilsen and Little Village were designated as separate Industrial Corridors. The Corridor designation protects lands that are either zoned for industrial activities or are in close proximity to key transportation infrastructure from residential and retail development pressures. All rezoning requests within the Corridors are reviewed by the Chicago Plan Commission for potential conflicts with existing industrial businesses.

- The 1,070-acre Pilsen Corridor contains approximately 41 percent of all industrial land in Pilsen, while 86 percent of industrial land in Little Village is contained within its 1,252-acre Industrial Corridor. A small portion of each community is also located in the Western/Ogden Industrial Corridor.
- The majority (86 percent) of the Pilsen Industrial Corridor, as well as the portion of the Western/Ogden Industrial Corridor that falls within both communities, have been designated as a Planned Manufacturing District (PMD) to further protect their industrial uses. The PMD designation expressly prohibits any residential or large-scale retail developments.

¹ Chicago Sustainable Industries: Phase One: https://www.cityofchicago.org/content/dam/city/depts/zlup/Sustainable_Development/Publications/Chicago_Sustainable_Industries/Chicago_Sustainable_Book.pdf



Vacancy

- Vacant lands, defined as properties with no buildings, account for 8.1 percent and 4.6 percent of total land uses in Little Village and Pilsen, respectively. Figures 4.15 and 4.16 highlight vacant properties in both communities. The residential area in Pilsen between Halsted Street and Blue Island Avenue shows the highest concentration of privately-owned vacant property. While there are not any clear clusters of privately-owned vacant properties in Little Village, city-owned vacant properties are concentrated in the residential and mixed-use area north of Cermak Avenue.
- The Pilsen and Little Village Industrial corridors have multiple vacant properties of varying sizes along the Sanitary and Ship Canal and freight rail corridors.



Above: Fisk Generating Station, Pilsen
Photo Credit: Flickr user Arvell Dorsey Jr.

Right: Sanitary and Ship Canal
Photo Credit: Flickr user Payton Chung

**Figure 4.13:
Chicago Industrial Corridors**

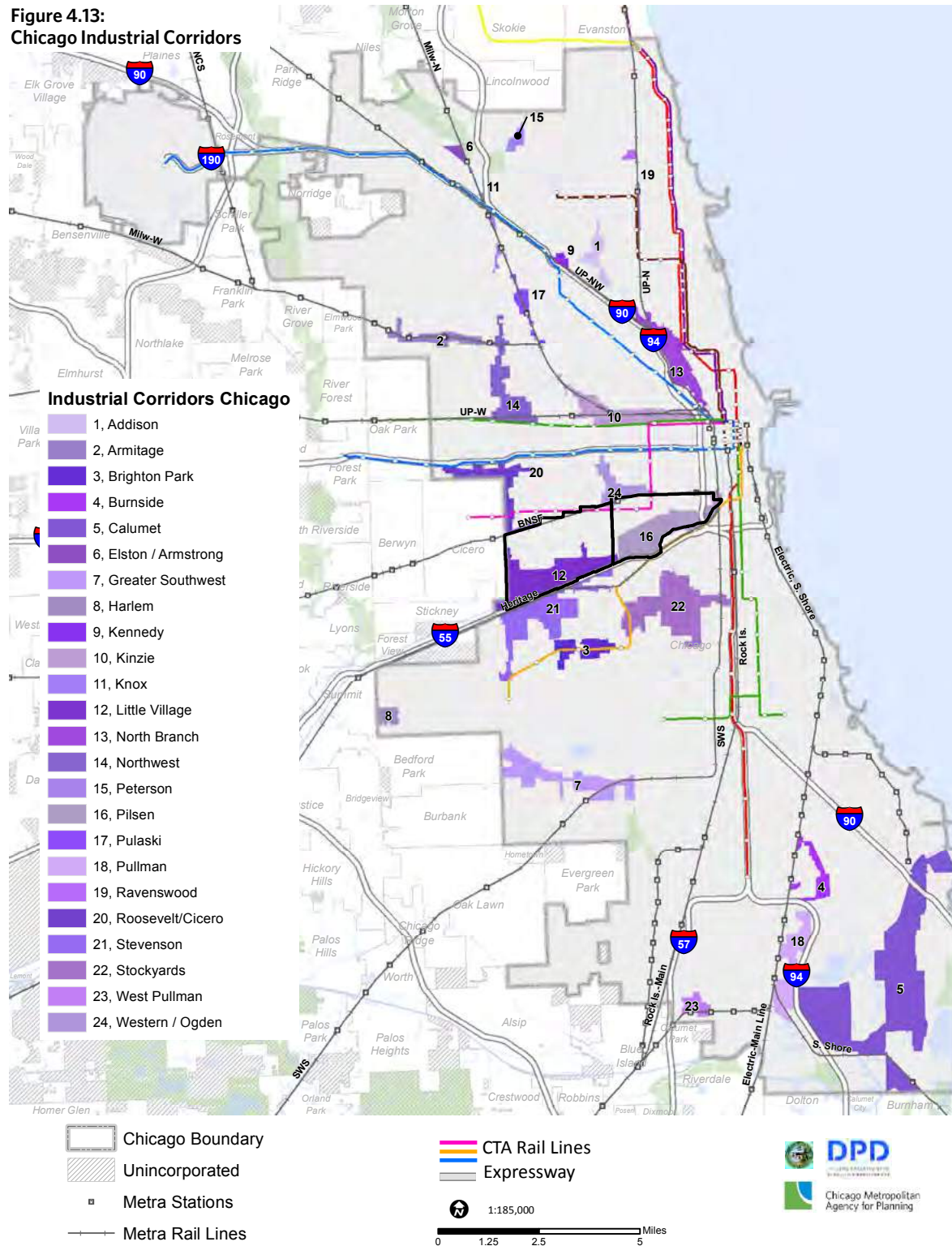
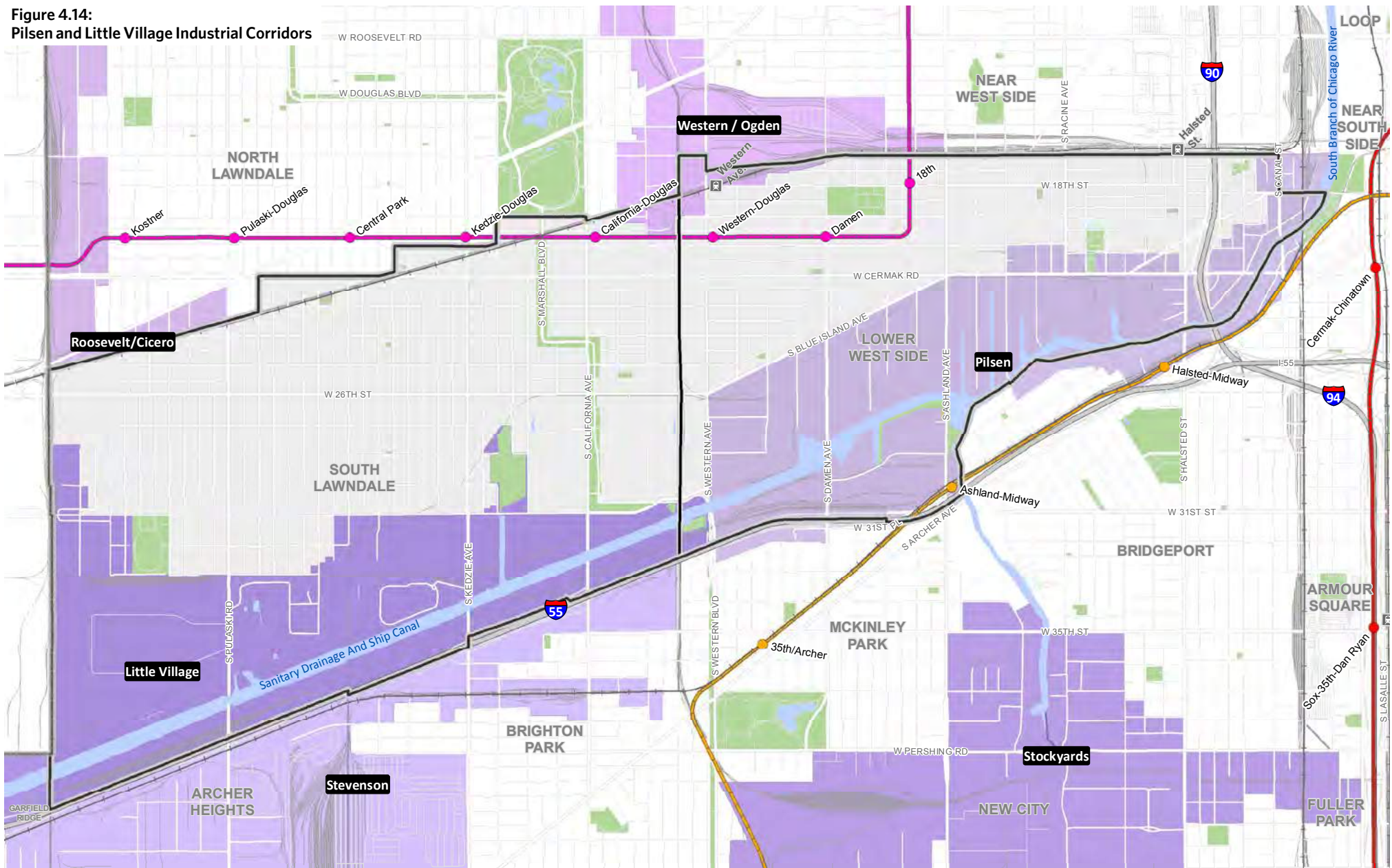


Figure 4.14:
Pilsen and Little Village Industrial Corridors



Industrial Corridors

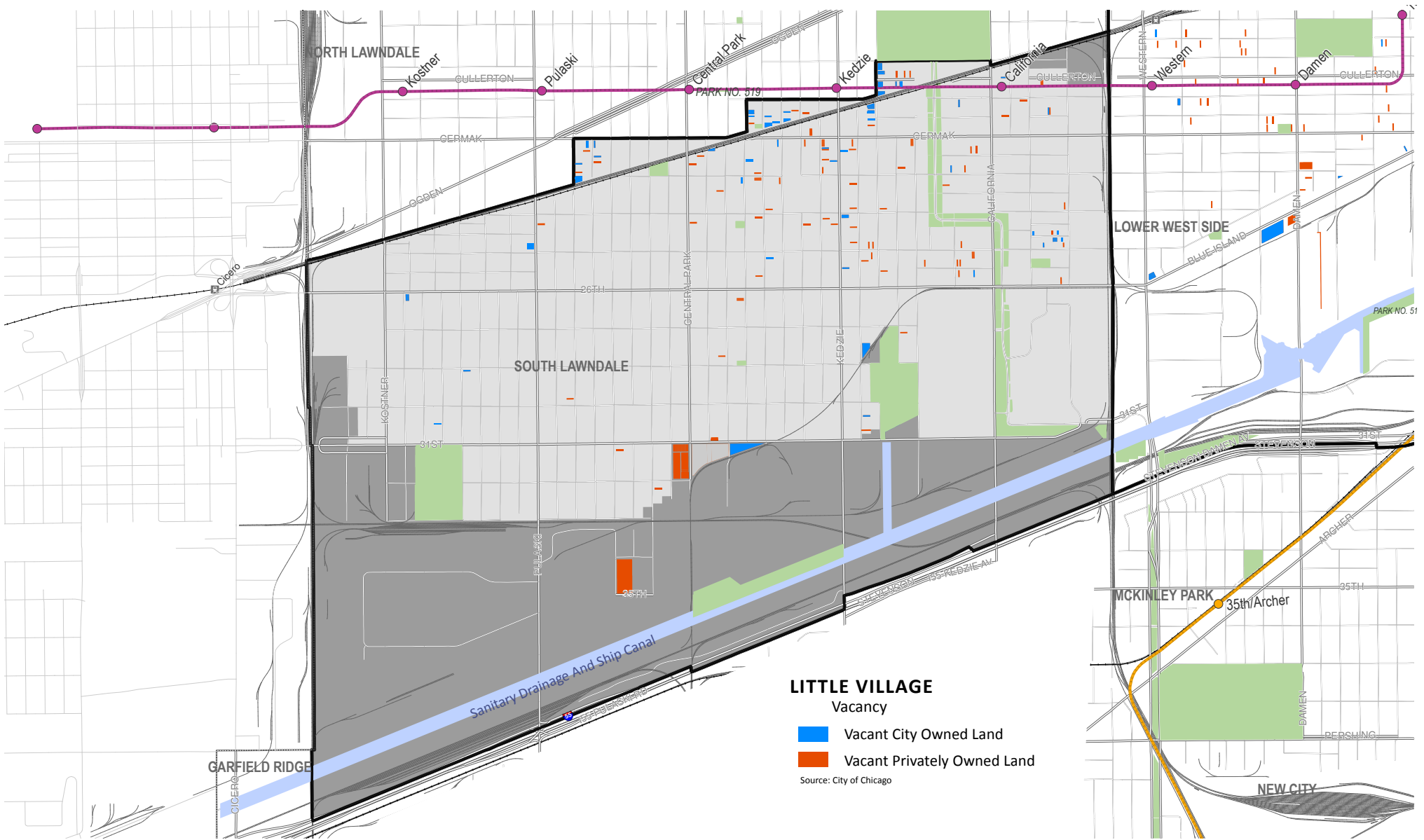
- Study Area
- Chicago Boundary
- Parks & Boulevards
- Metra Stations
- Metra Rail Lines
- CTA Rail Lines
- Orange Line Stations
- Red Line Stations
- Pink Line Stations

- Little Village
- Stevenson
- Pilsen
- Stockyards
- Roosevelt/Cicero
- Western / Ogden

Chicago Metropolitan Agency for Planning

1:35,000

Figure 4.15:
Little Village Vacancy Map

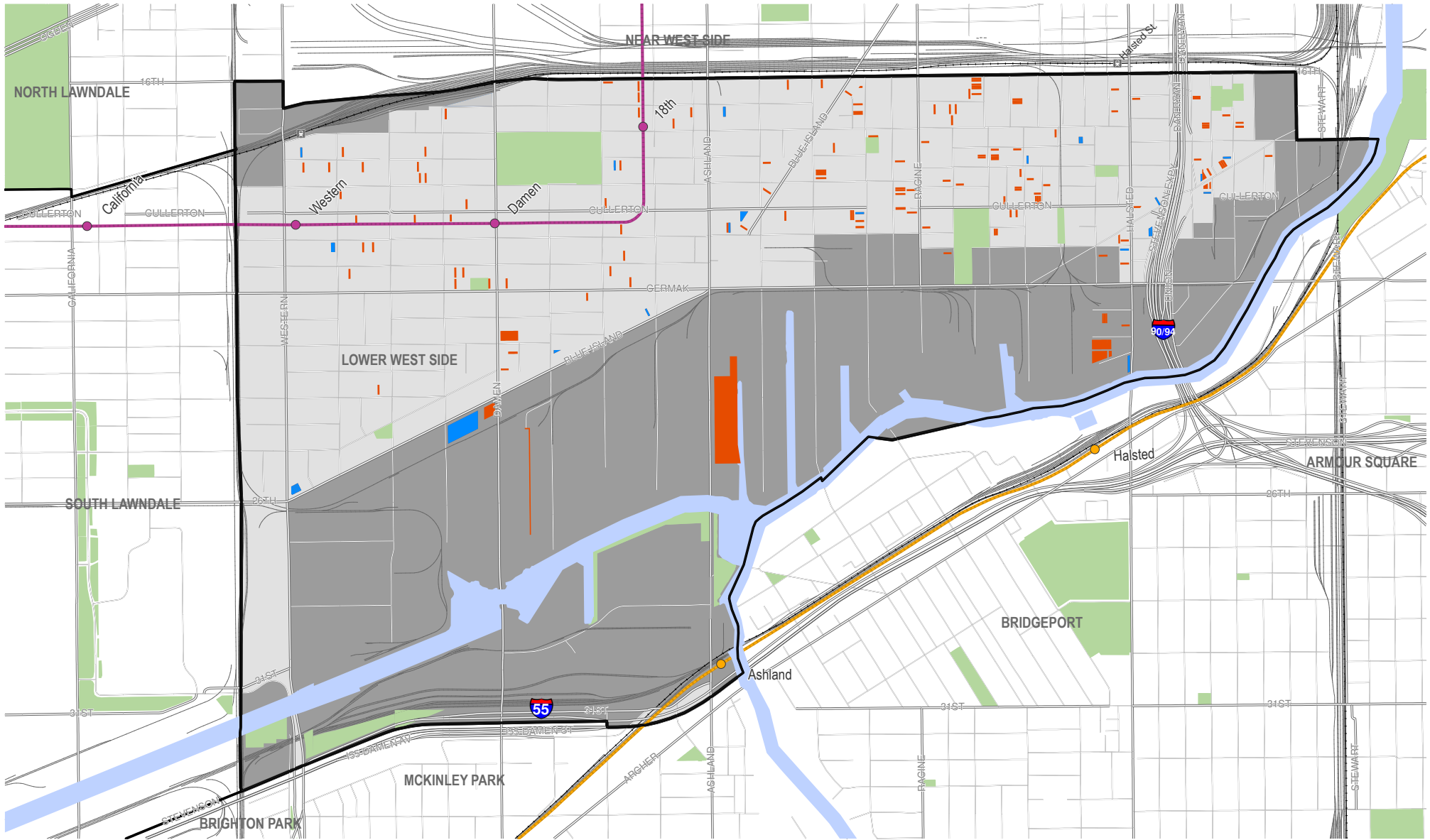


- Study Area
- Chicago Boundary
- Parks & Boulevards

- CTA Rail Line
- Metra Line
- Freight Rail Line
- Industrial Corridors

- Pink Line Stations
- Orange Line Stations
- Red Line Stations
- Metra Station

Figure 4.16:
Pilsen Vacancy Map



**PILSEN
Vacancy**

- Vacant City Owned Land
- Vacant Privately Owned Land

Source: City of Chicago

- Study Area
- Chicago Boundary
- Parks & Boulevards
- Industrial Corridors
- CTA Rail Line
- Metra Line
- Freight Rail Line
- Pink Line Stations
- Orange Line Stations
- Red Line Stations
- M Metra Station



Zoning

Zoning districts in Pilsen and Little Village include Residential (R), Business (B), Commercial (C), Manufacturing (M), Parks and Open Space (POS), and Planned Developments (PD). Zoning districts are further defined by a number indicating the allowable intensity of activities or development, from low intensity and narrow range of uses (1) to higher intensity and broader range of uses (3). For example, a property that is zoned B₃ allows a wider range of uses and larger buildings than a property with B₁ zoning.² Pilsen and Little Village’s zoning designations are described in greater detail below.

Residential Districts

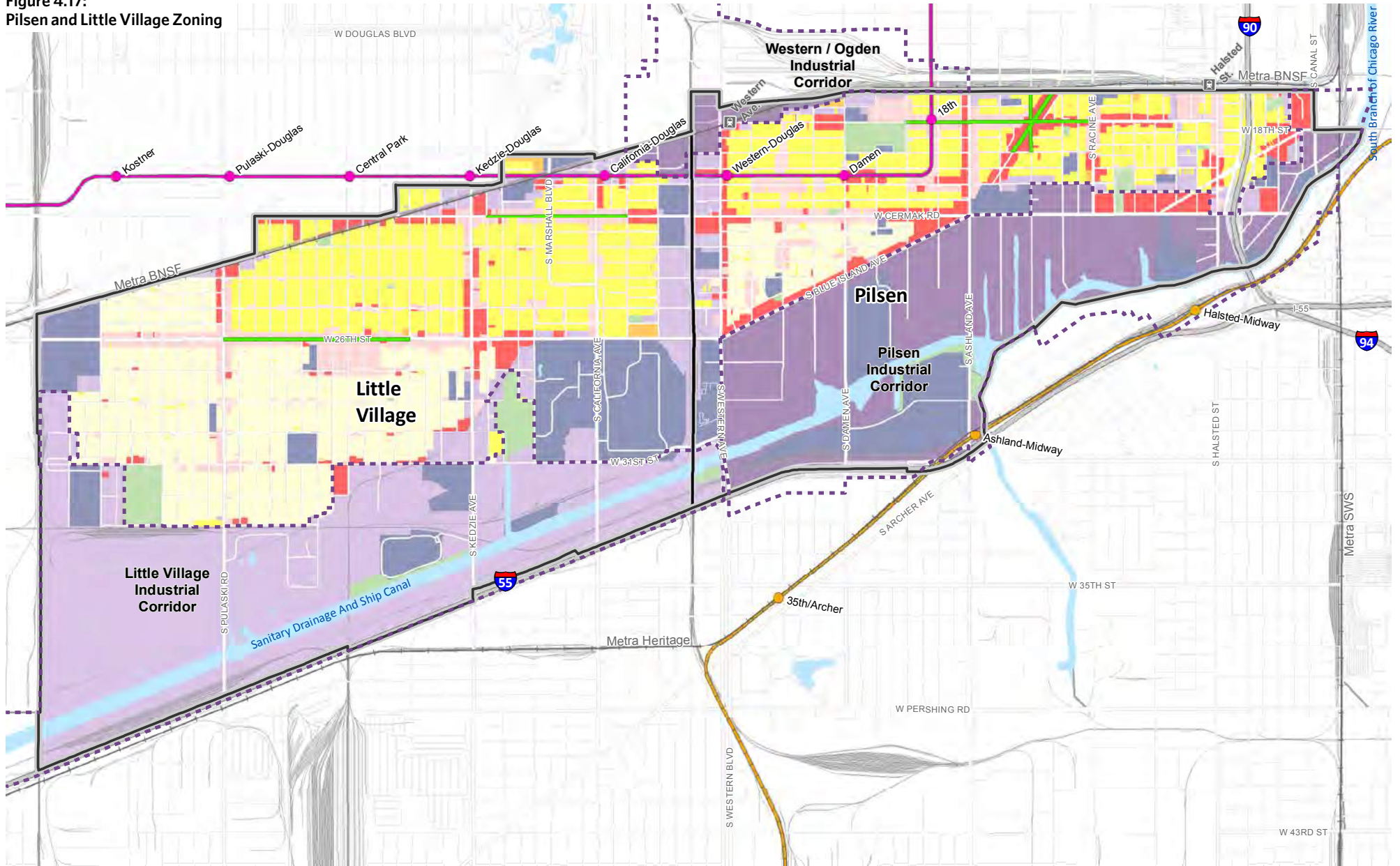
Residential (R) districts promote a variety of housing options and maintain the desired physical character of neighborhoods. Non-residential uses that are compatible with residential neighborhoods are also allowed. Residential districts are generally categorized as follows:

RS	Single-Family Residential	RS accommodates the development of detached houses on individual lots.
RT	Residential Two-flat, Townhouse, and Multi-Unit districts	RT accommodates detached houses, two-flats, townhouses, and low-density multi-unit residential buildings. The density and building scale of RT districts are intended to be compatible with RS districts without noticeable disruption in neighborhood character.
RM	Multi-unit Residential districts	RM accommodates a wide range of housing types, generally where moderate- to high-density development already exists or is desired.

- Single-family residential districts in both Pilsen and Little Village are predominantly designated as RS-3 districts. This designation, which is the most common residential district in Little Village and the second most common in Pilsen, emphasizes detached single-family homes, but also allows for two-flat homes, the dominant building form in this district.
- The RT-4 zoning designation, which allows for lower density multifamily units (up to three flat homes), is the most common residential district in Pilsen and the second-most prevalent in Little Village.

² Zoning designations for individual properties will contain a second number preceded by a dash or a period, which further define the physical dimensions and arrangement of buildings on the property (i.e., bulk and density), including the number of floors, parking spaces, units, building height, and setbacks from property lines. Districts with higher numbers after the dash (i.e., higher intensity and density of development) are typically directed towards retail nodes and transit stations.

Figure 4.17:
Pilsen and Little Village Zoning

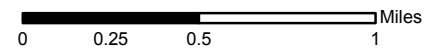


Existing Zoning

- | | | | |
|----------------------|----------------------|--|--|
| Study Area | Orange Line Stations | RS, Residential Single Unit District (allows for two-flat homes) | M, Manufacturing/Business Park & Industry District |
| Chicago Boundary | Red Line Stations | RT, Residential Two-Flat, Townhouse and Multi-Unit District | PMD, Planned Manufacturing District |
| Industrial Corridors | Pink Line Stations | RM, Residential Multi-Unit District | PD, Planned Developments |
| Freight Rail Lines | CTA Rail Lines | B, Neighborhood/Community Shopping & Mix Use District | POS, Public Open Space |
| Metra Rail Lines | Metra Stations | C, Neighborhood Commercial District | Pedestrian Street |

Source: City of Chicago, 2014.

1:35,000



Business and Commercial Districts

Business (B) districts are those that may be described as retail districts and nodes, including those found around transit stations. Commercial (C) districts serve many of the same functions as Business (B) districts, with the main distinction being that Commercial districts are often in areas with higher traffic volumes, including major intersections, require more access to vehicle parking, and allow for a wider range of uses than Business districts.

B1	Neighborhood Shopping district	B1 accommodates a broad range of small-scale retail and service uses, typically occurring in areas with narrow streets and low traffic speed and volume. The physical characteristics of B1 districts are intended to reflect storefront-style shopping areas catering to pedestrians.
B2	Neighborhood Mixed-Use district	B2 provide a greater range of development options than B1 on narrow streets with low traffic speed and volume, but B2 zones can also be found at the intersections of major streets. B2 accommodates storefront-style shopping that caters to pedestrians and allows business or residential use on the first floor with residential units above.
B3	Community Shopping district	B3 accommodates larger-format shops and permits a broader range of retail and service establishments and uses than B1 and B2. Development in B3 districts are generally destination-oriented, with a large percentage of people arriving by vehicle or public transportation. Consequently, the requirement for off-street parking tends to be higher than in B1 and B2.
C1	Neighborhood Commercial district	C1 permits more intense and auto-oriented commercial uses, requiring access to parking. C1 accommodates a broader range of small-scale business, service, and commercial uses than B districts.
C2	Motor Vehicle-Related Commercial district	C2 is intended to accommodate a very broad range of small-scale business, service, and commercial uses. C1 zoning is distinguished from B1 zoning by the range of uses allowed. C1 permits more intensive and more auto-oriented commercial use, meaning that the space will have more access to parking.

- In both Pilsen and Little Village, the B3-2 district is the most prevalent business designation, and accounts for 5.6 percent and 4.5 percent of all zoned lands in each community respectively. These community shopping districts permit a FAR of 2.2 and allow for apartments above the ground floor. They are located near transit stations and along busy corridors in Pilsen, including portions of the 18th Street business district, and along the Cermak Road and 26th Street business corridors in Little Village.
- The C1-2 district is the most common commercial designation in Pilsen and Little Village, and accounts for 6.2 percent and 2.5 percent of all zoned lands in each community respectively. Like the B3-2 district, a FAR of 2.2 and apartments above the ground level are permitted. In Pilsen, this designation covers areas along Western Avenue and Blue Island Avenue and much of the 18th Street business district. For Little Village, this type of district is most is mostly limited to parts of Kedzie Avenue as well as Cermak Road west of Kedzie Avenue.



Manufacturing Districts

Manufacturing (M) districts serve a variety of industrial uses ranging from warehousing to manufacturing to recycling and incineration. Together, manufacturing districts account for more than 40 percent of land in both communities, the most of any zoning district.³

M1	Limited Manufacturing district	M1 accommodates light manufacturing and uses related to industry, such as wholesale and warehousing.
M2	Light Industry district	M2 districts allow more intense manufacturing uses, as well as freight and recycling facilities.
M3	Heavy Industry district	M3 districts permit the most intense manufacturing uses, including waste-disposal

- In both Pilsen and Little Village, the M3-3 district is the most common manufacturing designation. The majority of the Little Village industrial corridor is covered by this designation, as is much of the manufacturing area outside of Pilsen's PMD.

Other Districts

Other zoning districts represented in the study area include Planned Development, Planned Manufacturing Districts, as well as Parks and Open Space.

PD	Planned Development	PD districts are intended to provide flexibility in use and intensity based on negotiation and not necessarily based on existing zoning. Planned Development gives the aldermen and the City planning staff more control in negotiating with developers about how different elements such as dwelling units, infrastructure, parking and streetscape are integrated in a development project
PMD	Planned Manufacturing District	PMDs permit all manufacturing uses and are designated as special service districts intended to protect the city's industrial base
POS	Parks and Open Space	POS accommodates regional and community scale parks, and smaller parks such as neighborhood parks, mini-parks, and play lots.

- Pilsen's Planned Developments are primarily located within the Industrial Corridor and range from just over 1 acre to more than 40 acres in size. Planned Developments in Little Village include the 26th Street and Kostner Avenue site and all Cook County Jail facilities, and range in size from less than 2 acres to more than 80 acres.
- The Pilsen PMD permits all manufacturing uses, and accounts for 86 percent of lands within the Industrial Corridor. Portions of Little Village and Pilsen are also covered by the Western/Ogden Industrial Corridor's PMD.

³ The Pilsen Planned Manufacturing District (PMD) makes up a substantial portion of industrial lands and is included in this figure.



Pedestrian Streets (“P-Streets”)

The City of Chicago Zoning Ordinance provides for a pedestrian street, or P-Street, designation that identifies pedestrian-oriented shopping districts and streets throughout the city in order to preserve and enhance the character and safety of the pedestrian environment along these streets.

More specifically, the P-street designation seeks to improve the pedestrian experience and promote commercial activity through design standards and regulations that encourage interaction between businesses and pedestrian traffic, such as street wall transparency requirements and outdoor seating/display allowances. In regards to vehicle access and off-street parking, all curb cuts and driveways are prohibited along P-streets, and parking, where necessary, must be enclosed or in the rear of the building. Finally, the P-street designation works in tandem with the TOD ordinance by expanding the radius of eligible properties around transit stations to 1,200’ from 600’.

- In Pilsen, the segment of 18th Street between Wood Street and Racine Avenue as well as the area emanating from the six-point intersection at W 18th Street, S Loomis Street, and W Blue Island Avenue have been designated as pedestrian streets.
- In Little Village, the segment of 26th Street from Kedzie to Pulaski and the segment of Cermak Avenue between Troy Street and Washtenaw Avenue have been designated as pedestrian streets.

⁶ For more information on these regulations see <http://chicagocode.org/17-3-0500/>



Historic Preservation

Pilsen and Little Village have rich social and industrial histories, which are manifest in the built environments of each community. Recognizing this, local and national historic preservation programs have identified resources in both communities worthy of preservation. There are three general tiers of historic resources: Chicago Landmarks, National Register of Historic Places, and Chicago Historic Resources Survey.

- At time of writing, nine properties and one district have been officially designated as Chicago Landmarks, and these historic resources should be the first priority for historic preservation. As Chicago Landmarks these resources are afforded legal protection under the City of Chicago's Landmarks Ordinance and are also eligible for economic incentives for repair and rehabilitation. Incentives include the Class-L Property Tax Incentive, Federal Rehabilitation Tax Credits, and a State Property Tax Assessment Freeze Program for owner-occupied residential buildings. Finally, Chicago Landmarks are eligible for special allowances from certain building code requirements and for side-yard exceptions from the zoning ordinance.

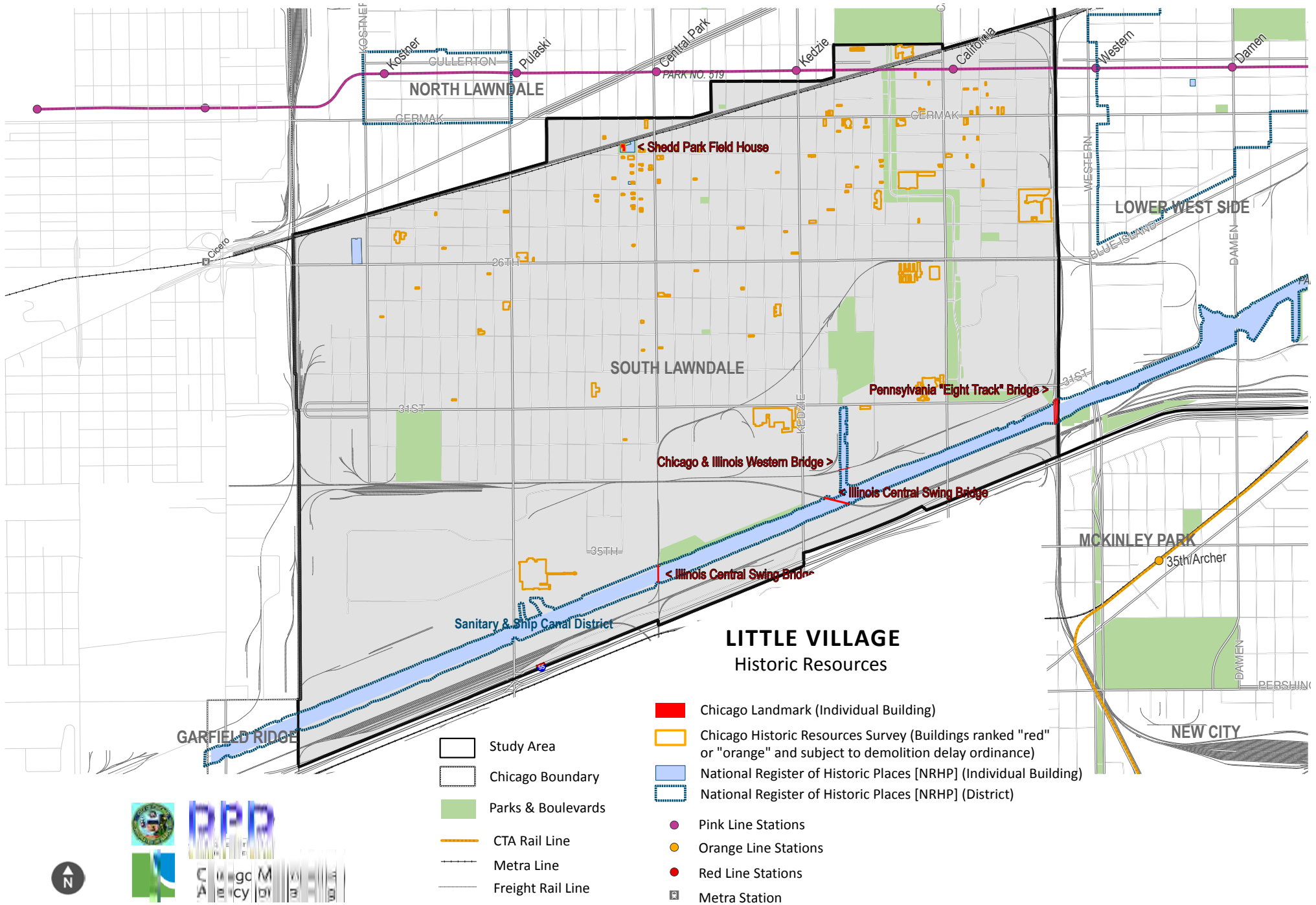
Designated Chicago Landmarks include: the Schoenhofen Brewery, the Site of the Origin of the Illinois and Michigan Canal, Six Historic Chicago Railroad Bridges, the Shedd Park Fieldhouse, Thalia Hall and the Cermak Rd. Bridge District. (Some of these are also listed on the NRHP.)

- A second tier of historic resources in Pilsen and Little Village includes buildings and sites listed on the National Register of Historic Places (NRHP). Unlike Chicago Landmarks, NRHP listing is mostly honorary. NRHP properties may be altered or demolished, however in cases where federal or state funding is used to alter or demolish a NRHP property, the proposed work may be subject to separate federal or state reviews. NRHP listing also offers financial benefits for qualified building rehabilitations, such as eligibility for Federal Historic Rehabilitation Tax Credits and the State Property Tax Assessment Freeze Program.

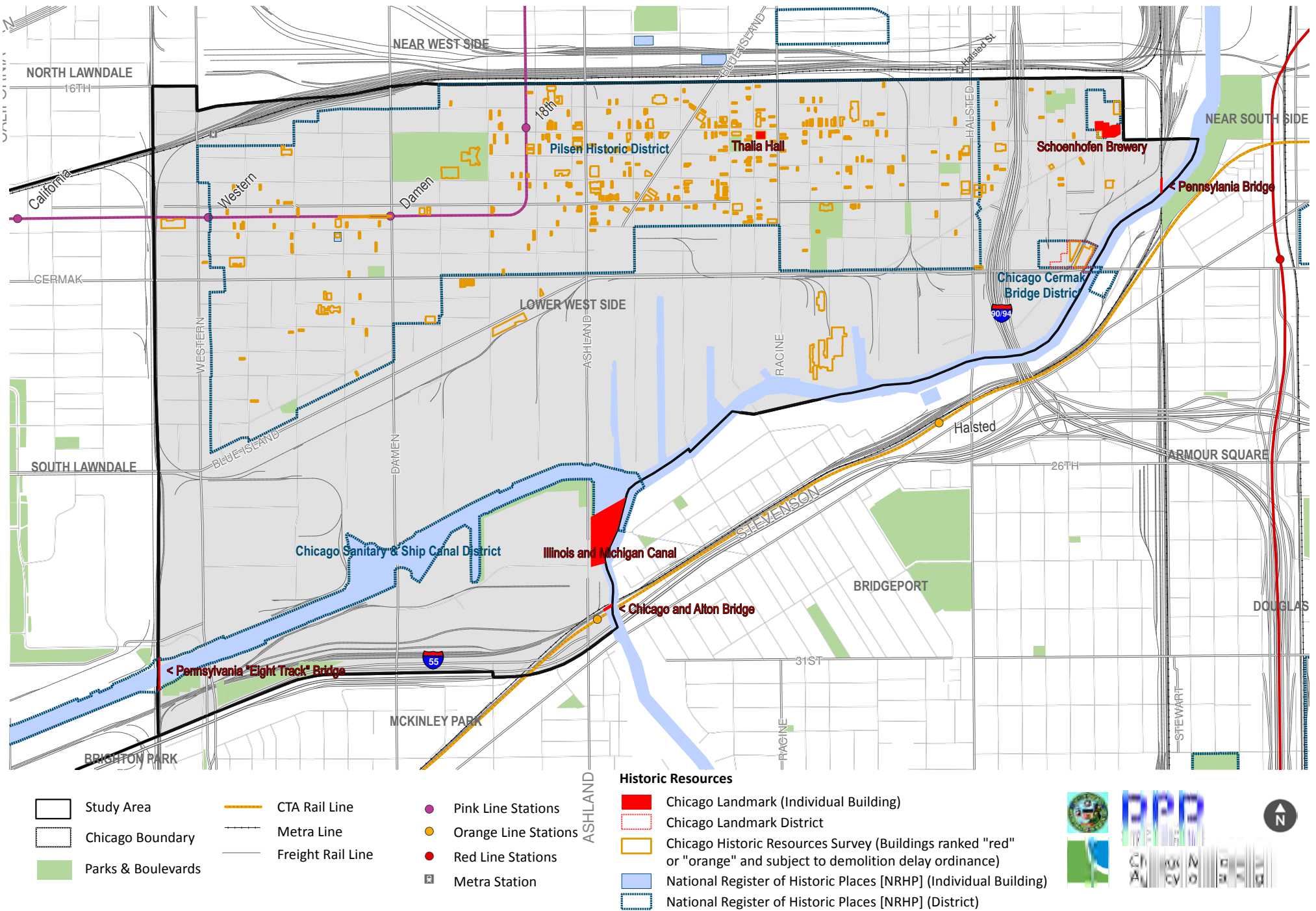
The NRHP includes the large Pilsen Historic District, which covers nearly all of the residential and mixed-use areas in Pilsen north of the industrial corridor. The building styles rooted in the community's Bohemian and Mexican heritage have been preserved over time, creating a unique urban environment and experience. Other NRHP resources include the Anton Cermak House, the St. Matthew Evangelical Lutheran School, the Storkline Furniture Corporation Factory and the Chicago Sanitary and Ship Canal Historic District.

- A third tier of historic resources in Pilsen and Little Village were identified in the Chicago Historic Resources Survey (CHRS), a city-wide survey of historic resources. Hundreds of properties in Pilsen and Little Village, including portions of the recently decommissioned Crawford and Fisk Generating Stations, were rated "orange" in the CHRS, which means they possess some significance in the context of the surrounding community. Demolition of these buildings should be avoided, and new development projects should promote reuse of these structures, especially in cases where public funds are used.

Figure 4.18:
Little Village Historic Resources



**Figure 4.19:
Pilsen Historic Resources**



- Study Area
- Chicago Boundary
- Parks & Boulevards
- CTA Rail Line
- Metra Line
- Freight Rail Line
- Pink Line Stations
- Orange Line Stations
- Red Line Stations
- Metra Station

- Historic Resources**
- Chicago Landmark (Individual Building)
 - Chicago Landmark District
 - Chicago Historic Resources Survey (Buildings ranked "red" or "orange" and subject to demolition delay ordinance)
 - National Register of Historic Places [NRHP] (Individual Building)
 - National Register of Historic Places [NRHP] (District)

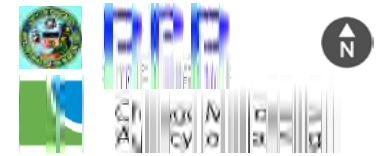
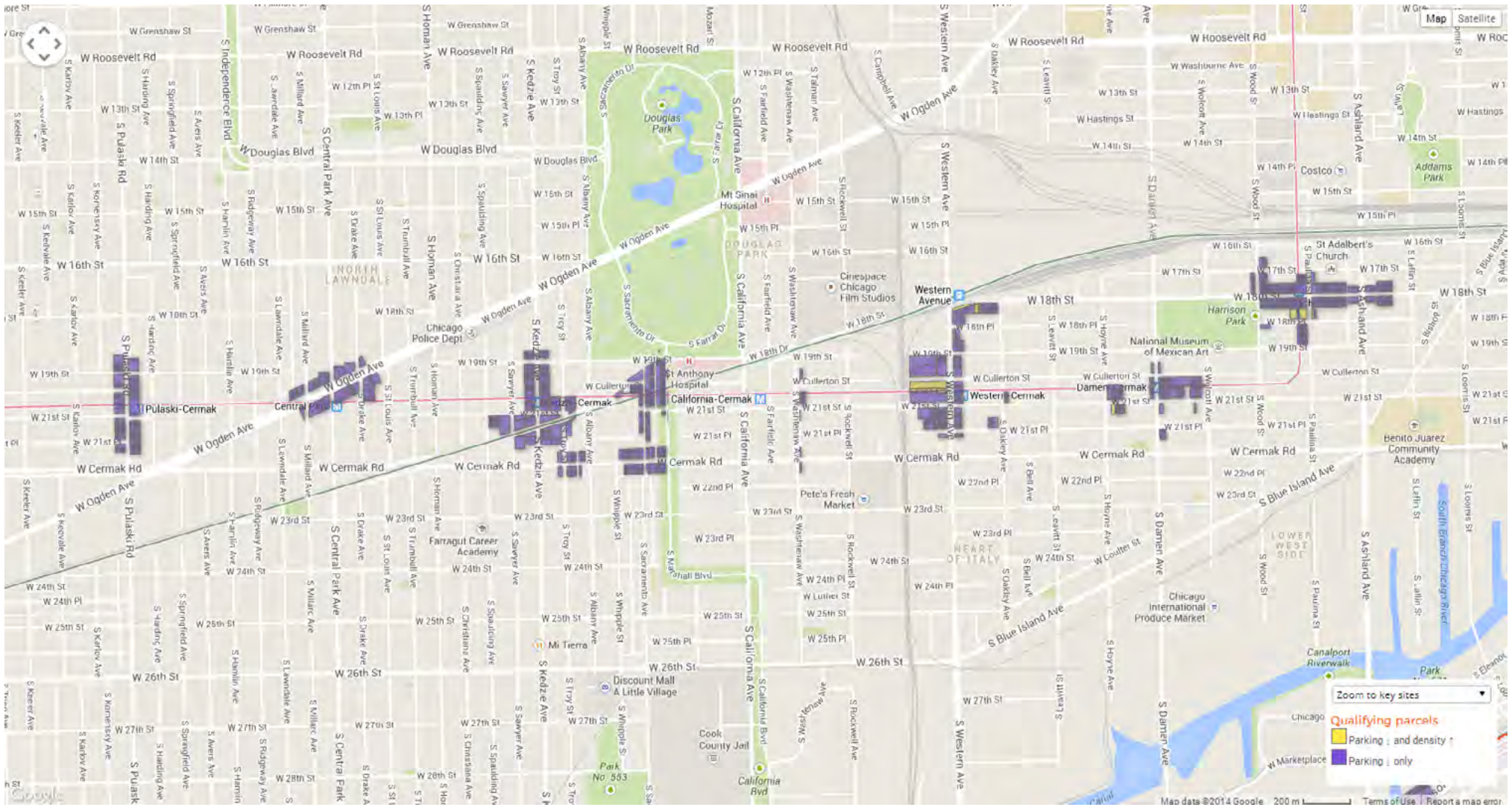


Figure 4.20:
Parcels Eligible for Reduced Parking Requirements or Density Bonuses under the TOD Ordinance



Source: Metropolitan Planning Council



Transit-Oriented Development Ordinance

Transit-oriented development (TOD) concentrates residential and commercial development close to transit infrastructure in order to create activity centers around transit and provide convenient alternatives to automobile travel. To catalyze this type of development, the City of Chicago's TOD zoning ordinance allows for density increases and the relaxation of minimum parking requirements for developments within 600'-1,200' of transit stations and in specific business and commercial districts.

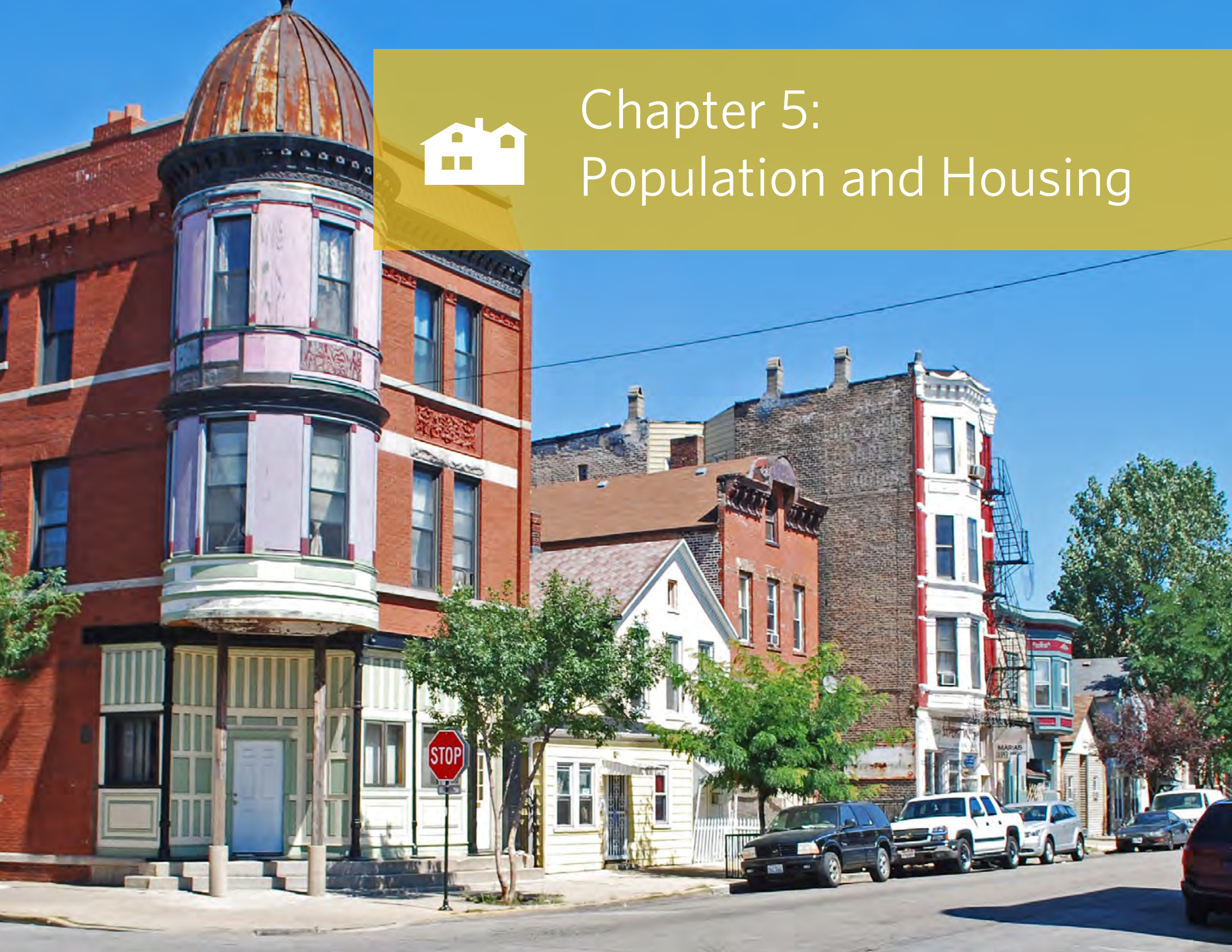
More specifically, non-residential developments in areas designated as business, commercial, or manufacturing districts and within 600' of transit stations are eligible for up to a 100 percent decrease in the minimum parking requirements.⁴ Residential developments in these areas are eligible for a 50 percent decrease. Additional incentives that apply to developments in B-3 or C-3 districts (e.g. B3-3 or C3-3) are oriented towards increasing density and leasable space. These include an FAR increase up to a 17 percent, as well as allowances related to maximum building height and minimum lot area (MLA) per dwelling unit.

- The vast majority of parcels in Pilsen and Little Village that are eligible for any of these development incentives would only qualify for the parking minimum decreases since they are outside of B-3 or C-3 districts. While zoning designations allowing for higher intensity of development (FAR of 3) are scarce in both communities, there are a small number of parcels near the 18th Street and Western Pink Line stations and the Halsted and Western Metra stations that do qualify. Eligible parcels are shown in Figure 4.20.⁵

- 4 Any reduction in spaces greater than 50 percent must be approved under Administrative Adjustment procedures.
- 5 The Metropolitan Planning Council (MPC) has developed a tool to identify parcels throughout the city that may qualify for TOD ordinance incentives. The tool and additional details can be found at <http://www.metroplanning.org/work/project/30/subpage/4>



Chapter 5: Population and Housing





Population and Housing

The population and housing chapter describes the key characteristics of Pilsen and Little Village's resident population and housing stock, as well as projections regarding the areas' demographic and housing profile in 2040. The information in this chapter was obtained from the U.S. Census Bureau, the American Community Survey, U.S. Census Bureau Longitudinal Employment-Household Dynamics (LEHD), and CMAP.

Key Findings

- Pilsen, and particularly Little Village, are very high density communities, with many blocks having densities of 25,000 to 50,000 people per square mile. In Little Village, this density is partially due to the large average household size—3.79 as compared to 2.92 in Pilsen and 2.52 in Chicago. Both communities' density is especially striking considering that housing stock in the study area tends to be low-rise, with two to four unit buildings being most prevalent.
 - Between 2000 and 2010 Pilsen and Little Village experienced significant population loss, losing 19 percent and 13 percent of their population, respectively. The majority of this population loss was among Latino residents. In both communities, a more significant factor in the population loss was the decline in household size, rather than the loss of households.
 - Both Pilsen and Little Village are young communities; approximately a third of their population is under 19 years. The high proportion of children and youth makes the lack of open space in the communities particularly challenging.
 - Both Pilsen and Little Village struggle with low education achievement rates and higher unemployment as compared to the city, but Little Village faces greater challenges in these areas. Only 45.2 percent of Little Village residents have a high school diploma or higher, and only 5.8 percent of Little Village residents have a bachelor's degree or higher.
- Additionally, while the unemployment rate in both communities is 15.8 percent—three percentage points higher than the city rate—Pilsen has a high labor force participation rate (74 percent), while only 55 percent of Little Village's population 16 and over is in the labor force.
- The manufacturing industry is the dominant employer of Little Village residents, while in Pilsen employment is more diverse; manufacturing, health care and social assistance, accommodation and food services, and educational services all employ a significant number of Pilsen residents.
 - The housing stock in both Pilsen and Little Village is significantly older than the City's, with over 70 percent of the housing stock built before 1940, and a median housing age of 1903 and 1908, respectively. Both communities are majority renter-occupied—76 percent and 67 percent in Pilsen and Little Village, respectively—and residents have cited the poor building condition of buildings and the need for costly rehabilitation, combined with low median incomes, as barriers to homeownership.
 - At least 50 percent of owners and renters in both Pilsen and Little Village are cost-burdened (spending more than 30 percent of their income on housing costs), and at least 25 percent are severely cost-burdened (spending more than 50 percent of their income on housing costs). Since 2000, the share of cost-burdened owners and renters has increased in both neighborhoods as well as in the City, but Pilsen had the highest rate of increase among owners, and Little Village had the highest rate of increase among renters.
 - Both Pilsen and Little Village are projected to grow over the next several decades. According to CMAP's projections, Pilsen could gain approximately 2,200 households and Little Village could gain approximately 3,000 households by 2040. In both neighborhoods, low-to-moderate income seniors are expected to drive the rental and owner housing markets.

Pilsen Historic District
Photo Credit: Andrew Jameson
via Wikimedia Commons

Demographic Profile and Analysis

- Both Pilsen and Little Village are denser than Chicago. Little Village is a particularly dense neighborhood, a result of the area’s large average household size. Density figures for both neighborhoods are significantly higher when calculated by block and when non-residential land is excluded. As Figure 5.1 shows, over 50 percent of residential blocks in the study area have densities of 25,000-50,000 people per square mile, and over 15 percent have even higher densities.

Table 5.1: Population, Households, and Household Size, 2010

	Pilsen	Little Village	Chicago	Region
Population	35,769	79,288	2,695,598	8,431,386
Households	12,110	18,131	1,045,560	3,088,156
Average Household Size*	2.92	3.79	2.52	2.73
Population Density	13,000	18,000	11,841	N/A

Source: 2010 Census

*Average household size is calculated using total household population, not total population.

- Both Pilsen and Little Village experienced significant population loss between 2000 and 2010. Pilsen lost over 8,000 residents, while Little Village lost over 11,000 residents, percent changes of -18.8 percent and -12.9 percent, respectively. The City of Chicago saw a lower rate of population loss, while the region technically grew due to the inclusion of 2 additional townships.
- Average household sizes in Pilsen and Little Village have declined significantly. From 2000 to 2010, the average size of a household shrank from 3.43 to 2.92 persons in Pilsen and from 4.15 to 3.79 in Little Village. Though each community lost actual households as well, declining household sizes explain the majority of the population loss in both Pilsen and Little Village between 2000 and 2010.

Table 5.2: Change in Population, Households, and Household Size, 2000-2010

	Pilsen	Little Village	Chicago	Region**
Population, 2000	44,031	91,071	2,896,016	8,146,264
Population, 2010	35,769	79,288	2,695,598	8,431,386
Percent Change, 2000-2010	-18.8%	-12.9%	-6.9%	3.5%
Households, 2000	12,797	19,213	1,061,928	2,925,723
Households, 2010	12,110	18,131	1,045,560	3,088,156
Percent Change, 2000-2010	-5.4%	-5.6%	-1.5%	5.6%
Average Household Size, 2000*	3.43	4.14	2.67	2.73
Average Household Size, 2010*	2.92	3.79	2.52	2.73
Percent Change, 2000-2010	-14.8%	-8.5%	-5.7%	-0.1%

Source: 2000 and 2010 Census

*Average household size is calculated using total household population, not total population.

**CMAP’s regional boundary was enlarged between 2000 and 2010 to include portions of Grundy County.

- Both Pilsen and Little Village are predominantly Latino neighborhoods, with over 80 percent of residents in both neighborhoods identifying as Latino. In Pilsen, whites are the second largest ethnic group and represent 12.4 percent of the population, while in Little Village African-Americans are the second largest ethnic group, representing 13.1 percent of the population.
- The proportion of Latino residents in Pilsen declined between 2000 and 2010, dropping from 88.9 percent to 82.4 percent. This shift is a result of the significant loss of Latino residents, and the small increase in residents from other ethnic groups. Between 2000 and 2010, Pilsen lost over 9,000 Latino residents, a change of -24.7 percent, and gained 860 white residents, 334 African-American residents, and 250 Asian residents. Again, declining average household sizes played a larger factor in Pilsen’s population decline than net loss of households.



- In the same time period, the proportion of Latino residents in Little Village stayed virtually the same, despite the loss of more than 10,000 Latino residents, as the area also lost residents from all ethnic groups, including more than 1,000 African-American residents.

Table 5.3: Race and Ethnicity, 2010

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
White	4,447	12.4%	3,056	3.9%	854,717	31.7%	4,486,557	53.2%
Hispanic or Latino*	29,486	82.4%	65,457	82.6%	778,862	28.9%	1,823,609	21.6%
Black or African American	1,108	3.1%	10,374	13.1%	872,286	32.4%	1,465,417	17.4%
Asian	371	1.0%	113	0.1%	144,903	5.4%	513,694	6.1%
Other**	357	1.0%	288	0.4%	44,830	1.7%	142,109	1.7%
Total Population	35,769	100.0%	79,288	100.0%	2,695,598	100.0%	8,431,386	100.0%

Source: 2010 Census

* Includes Hispanic or Latino residents of any race

** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races

Table 5.4: Race and Ethnicity, 2000

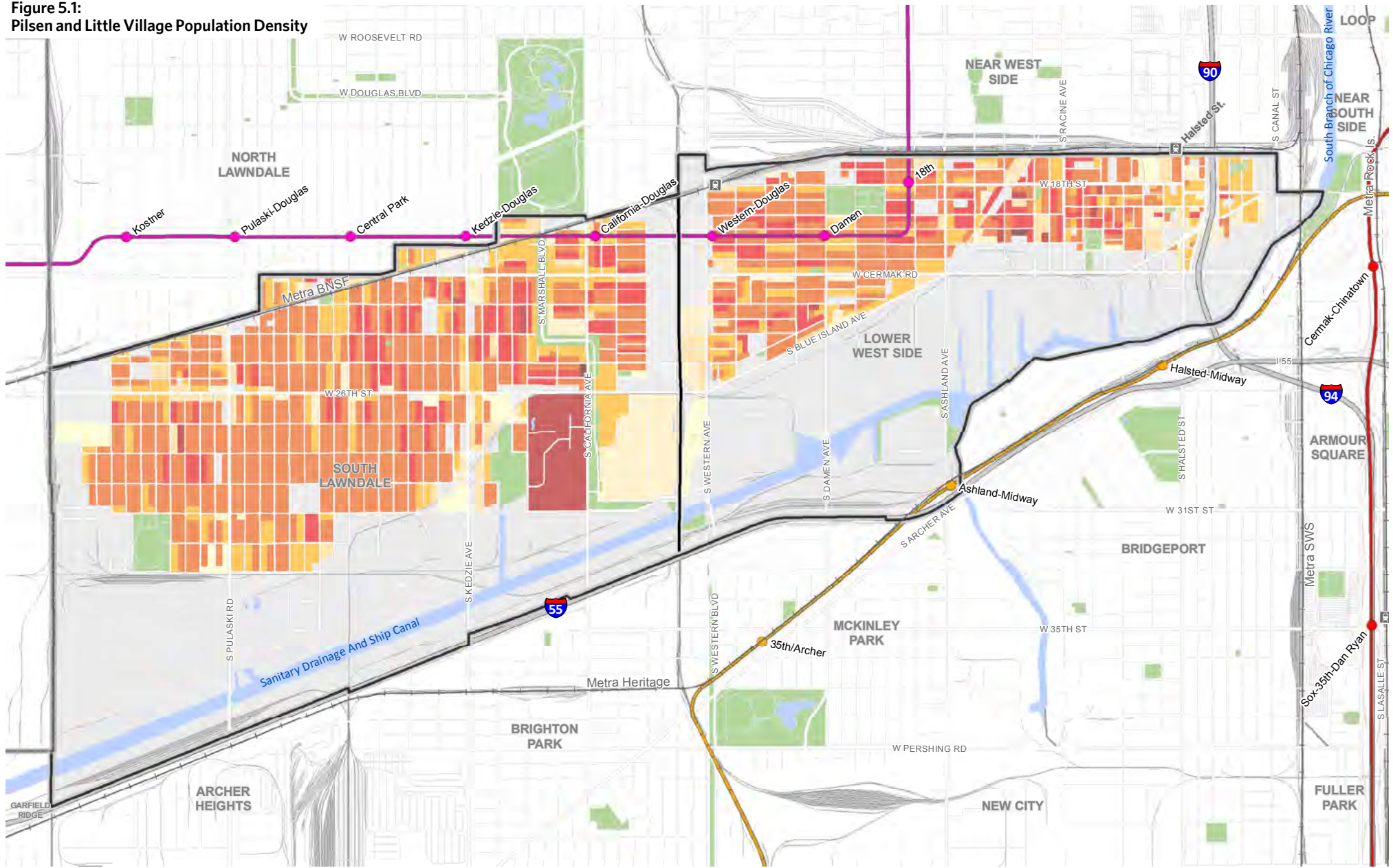
	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
White	3,587	8.1%	3,210	3.5%	907,166	31.3%	4,687,259	57.5%
Hispanic or Latino*	39,144	88.9%	75,613	83.0%	753,644	26.0%	1,409,202	17.3%
Black or African American	774	1.8%	11,759	12.9%	1,053,739	36.4%	1,537,534	18.9%
Asian	121	0.3%	116	0.1%	124,437	4.3%	375,993	4.6%
Other**	405	0.9%	373	0.4%	57,030	2.0%	136,276	1.7%
Total Population	44,031	100.0%	91,071	100.0%	2,896,016	100.0%	8,146,264	100.0%

Source: 2000 Census

* Includes Hispanic or Latino residents of any race

** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races

**Figure 5.1:
Pilsen and Little Village Population Density**



**Population Density (By Census Block)
Persons Per Square Mile**

0 (338)	25,001 - 50,000 (556)
1 - 1,000 (20)	50,001 - 75,000 (152)
1,001 - 5,000 (56)	75,001 - 100,000 (12)
5,001 - 10,000 (54)	> 100,000 (2)
10,001 - 25,000 (192)	

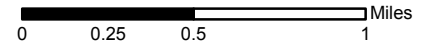
Source: US Census, 2010.

- Study Area
- Chicago Boundary
- Parks & Boulevards
- Freight Rail Lines
- Metra Rail Lines

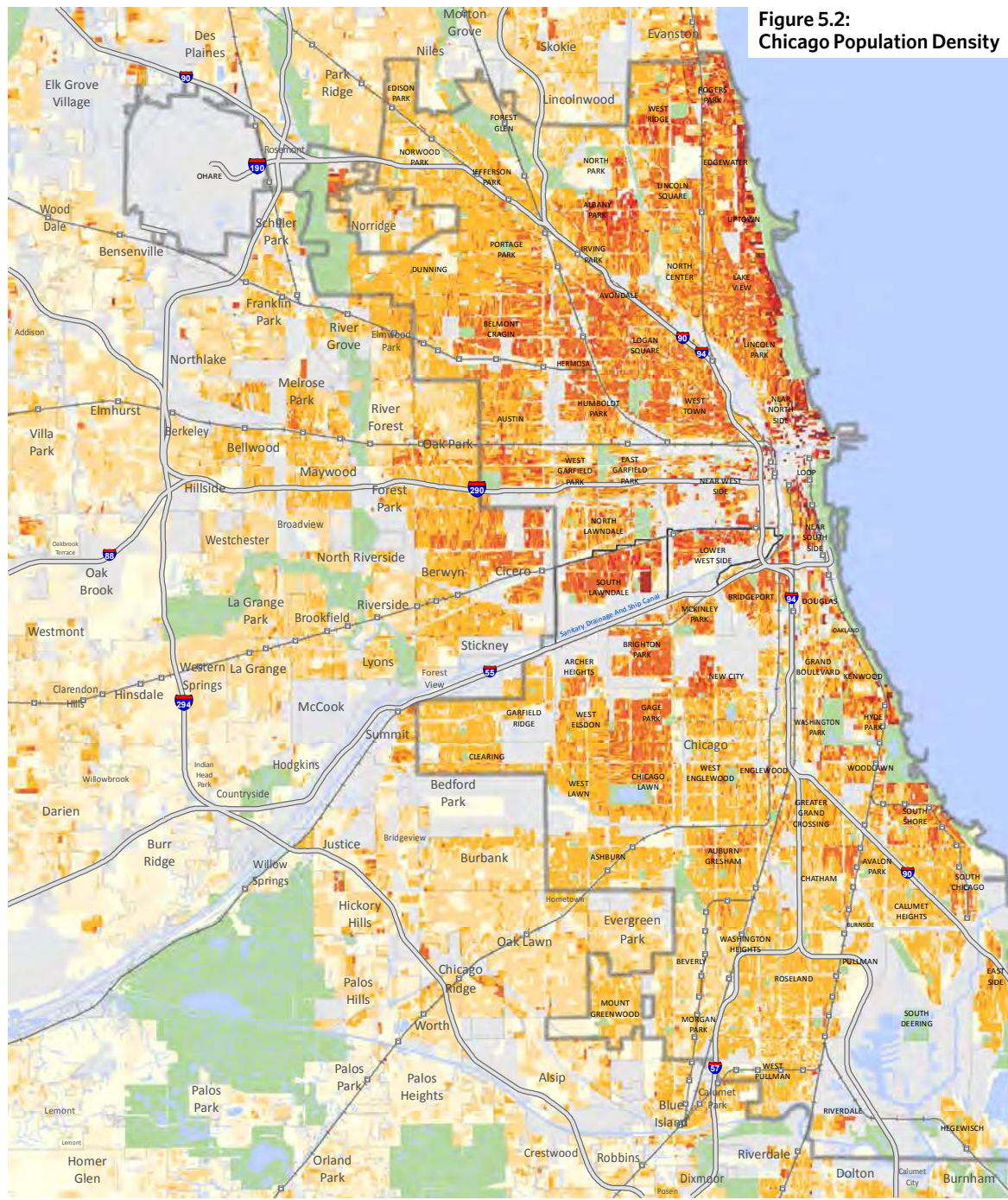
- CTA Rail Lines
- Orange Line Stations
- Red Line Stations
- Pink Line Stations
- Metra Stations








1:35,000













**Figure 5.2:
Chicago Population Density**



-  Chicago Boundary
-  Open Space
-  Water
-  Metra Rail Lines
-  Metra Stations

Population Density, Persons Per Square Mile (By Census Block)

 0	 5,001 - 10,000	 50,001 - 75,000
 1 - 1,000	 10,001 - 25,000	 75,001 - 100,000
 1,001 - 5,000	 25,001 - 50,000	 100,001 - 1,500,000
		 >1,500,001

Source: U.S. Census, 2010.



Chicago Metropolitan Agency for Planning

1:190,000



- Pilsen and Little Village have very similar rates of citizenship. In both communities, over 56% of residents are U.S. citizens born in the United States, close to 10% are naturalized citizens, and approximately one third are non-citizens. The communities have a much higher percentage of non-citizens as compared to Chicago.

Table 5.5: Change in Race and Ethnicity, 2000-2010

	Pilsen		Little Village		Chicago		Region	
	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change
White	860	24.0%	-154	-4.8%	-52,449	-5.8%	-200,702	-4.3%
Hispanic or Latino*	-9,658	-24.7%	-10,156	-13.4%	25,218	3.3%	414,407	29.4%
Black or African American	334	32.3%	-1,385	0.0%	-181,453	-17.2%	-72,117	-4.7%
Asian	250	206.6%	-3	-2.6%	20,466	16.4%	137,701	36.6%
Other**	-48	-11.9%	-85	-22.8%	-12,200	-21.4%	5,833	4.3%
Total	-8,262	-18.8%	-11,783	-12.9%	-200,418	-6.9%	285,122	3.5%

Source: 2000 and 2010 Census

* Includes Hispanic or Latino residents of any race

** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races

Table 5.6: Nativity and Citizenship Status

	Pilsen		Little Village		Chicago	
	Count	Percent	Count	Percent	Count	Percent
Total population	36,577	100%	72,317	100%	2,702,471	100%
U.S. citizen born in the United States	20,483	56.0%	40,633	56.2%	2,081,075	77.0%
U.S. citizen, born in Puerto Rico or U.S. Island Areas	379	1.0%	440	0.6%	31,737	1.2%
U.S. citizen, born abroad of American parent(s)	238	0.7%	244	0.3%	17,243	0.6%
U.S. citizen by naturalization	4,240	11.6%	6,689	9.2%	231,191	8.6%
Not a U.S. citizen	11,237	30.7%	24,311	33.6%	341,225	12.6%

Source: 2008-2012 ACS 5-Year Estimates



- Pilsen and Little Village also have very similar profiles in terms of their residents' ability to speak English. In both communities, a little over 20 percent of residents speak only English, and Spanish speaking residents are split relatively closely between those who do and do not “speak English very well.” As compared to Chicago, both communities have much higher rates of residents who do not speak English well.

- Both Pilsen and Little Village are young communities, with median ages of 28.6 and 27.6, respectively, as compared to the City and region, which have median ages of 32.9 and 35.5, respectively. The lower median age is a result of the large proportion of residents under 19 years of age—30 percent in Pilsen, and 33.7 percent in Little Village.

Table 5.7: Language Spoken at Home by Ability to Speak English (Population 5 Years and Over)

	Pilsen		Little Village		Chicago	
	Count	Percent	Count	Percent	Count	Percent
Total population 5 years and older	33,635	100%	65,882	100%	2,515,668	100%
Speak only English	8,004	23.8%	14,314	21.7%	1,614,865	64.2%
Spanish or Spanish Creole speakers who speak English "very well"	11,541	34.3%	23,059	35.0%	328,661	13.1%
Spanish or Spanish Creole speakers who speak English less than "very well"	13,416	39.9%	28,190	42.8%	285,386	11.3%

Source: 2008-2012 ACS 5-Year Estimates

Table 5.8: Age Cohorts and Median Age, 2010

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Under 19 years	10,718	30.0%	26,739	33.7%	699,363	25.9%	2,346,937	27.8%
20 to 34 years	11,009	30.8%	22,984	29.0%	738,578	27.4%	1,790,049	21.2%
35 to 49 years	7,138	20.0%	16,353	20.6%	550,001	20.4%	1,807,886	21.4%
50 to 64 years	4,455	12.5%	9,215	11.6%	429,724	15.9%	1,534,488	18.2%
65 to 79 years	1,851	5.2%	3,150	4.0%	201,795	7.5%	679,470	8.1%
80 years and over	598	1.7%	847	1.1%	76,137	2.8%	272,556	3.2%
Total Population	35,769	100.0%	79,288	100.0%	2,695,598	100.0%	8,431,386	100.0%
Median Age	28.6		27.6		32.9		35.5	

Source: 2000 Census

* Includes Hispanic or Latino residents of any race

** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races

- Both Pilsen and Little Village are moderate-income communities, and have median incomes that are significantly lower than the City and region; however Pilsen’s median income is slightly higher than Little Village’s.
- Educational achievement levels in both Pilsen and Little Village are low; Little Village has especially significant achievement gaps. While

in the City and region over 80 percent of residents have a high school diploma or higher and over 30 percent have a bachelor’s degree or higher, only 59.3 percent of Pilsen residents and 45.2 percent of Little Village residents have a high school diploma or higher, and only 17.8 percent of Pilsen resident and 5.8 percent of Little Village residents have a bachelor’s degree or higher.

Table 5.9: Household Income

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	4,170	34.0%	6,382	38.8%	297,189	28.9%	599,075	19.6%
\$25,000 to \$49,999	4,071	33.2%	5,717	34.7%	238,461	23.1%	640,942	21.0%
\$50,000 to \$74,999	2,035	16.6%	2,498	15.2%	170,615	16.6%	537,114	17.6%
\$75,000 to \$99,999	935	7.6%	1,102	6.7%	111,743	10.8%	402,300	13.2%
\$100,000 to \$149,000	748	6.1%	592	3.6%	113,238	11.0%	468,043	15.4%
\$150,000 and over	296	2.4%	163	1.0%	98,830	9.6%	401,400	13.2%
Total Households	12,255	100.0%	16,454	100.0%	1,030,076	100.0%	3,048,874	100.0%
Median Household Income	\$36,210		\$32,837		\$47,408		\$71,198	

Source: 2008-2012 ACS 5-Year Estimates

Table 5.10: Education Levels

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Population, 25 years and over	22,500	100.0%	39,881	100.0%	1,782,006	100.0%	5,538,499	100.0%
High school diploma or higher	13,342	59.3%	18,008	45.2%	1,434,962	80.5%	4,771,543	86.2%
Bachelor’s degree or higher	4,002	17.8%	2,320	5.8%	598,780	33.6%	1,982,346	35.8%

Source: 2008-2012 ACS 5-Year Estimates



- The percentage of population in the labor force is significantly different in Pilsen and Little Village, despite their nearly identical age cohorts. While in Pilsen 73.7 percent of residents are in the labor force, a figure higher than the city rate of 66.3 percent, the rate in Little Village is only 55.1 percent.
- Pilsen and Little Village have the same unemployment rate of 15.8 percent, which is higher than rate in the City and region.
- Pilsen residents work in a variety of industries, with no single industry standing out as the major employer. While manufacturing employs the greatest share of Pilsen residents (12.4 percent), administration and support, waste management and remediation, retail trade, health care and social assistance, accommodation and food services, and

educational services are also very well represented, each employing approximately 10 percent of residents.

- Manufacturing stands out as the dominant employer of Little Village residents (19.3 percent). As in Pilsen, administration and support, waste management and remediation, retail trade, health care and social assistance, and accommodation and food services are also significant employers, whereas educational services are less represented.

Table 5.11: Employment Status

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Population, 16 years and over	28,268	100.0%	52,898	100.0%	2,149,198	100.0%	6,573,191	100.0%
In labor force	20,836	73.7%	29,169	55.1%	1,425,903	66.3%	4,498,245	68.4%
Employed*	17,540	84.2%	24,549	84.2%	1,242,056	87.1%	4,013,150	89.2%
Unemployed	3,296	15.8%	4,603	15.8%	183,189	12.8%	471,447	10.5%
Not in labor force	7,432	26.3%	23,729	44.9%	723,295	33.7%	2,074,946	31.6%

Source: 2008-2012 ACS 5-Year Estimates

Table 5.12: Employment of Residents by Industry Sector, 2011

	Pilsen		Little Village		Chicago	
	Count	Percent	Count	Percent	Count	Percent
Manufacturing	1,282	12.4%	2,904	19.3%	73,901	7.5%
Administration & Support, Waste Management and Remediation	1,070	10.4%	1,892	12.5%	77,737	7.9%
Retail Trade	987	9.6%	1,536	10.2%	88,218	8.9%
Health Care and Social Assistance	1,120	10.9%	1,545	10.2%	136,565	13.8%
Accommodation and Food Services	1,054	10.2%	1,469	9.7%	83,120	8.4%
Educational Services	1,056	10.2%	1,044	6.9%	102,768	10.4%
Wholesale Trade	632	6.1%	786	5.2%	40,607	4.1%
Transportation and Warehousing	350	3.4%	652	4.3%	43,104	4.4%
Professional, Scientific, and Technical Services	601	5.8%	592	3.9%	85,755	8.7%
Finance and Insurance	454	4.4%	535	3.5%	67,537	6.8%
Other Services (excluding Public Administration)	423	4.1%	533	3.5%	40,696	4.1%
Public Administration	391	3.8%	413	2.7%	53,561	5.4%
Construction	212	2.1%	382	2.5%	17,904	1.8%
Information	184	1.8%	202	1.3%	24,714	2.5%
Arts, Entertainment, and Recreation	206	2.0%	199	1.3%	16,454	1.7%
Real Estate and Rental and Leasing	155	1.5%	182	1.2%	17,854	1.8%
Management of Companies and Enterprises	91	0.9%	137	0.9%	15,525	1.6%
Utilities	34	0.3%	56	0.4%	3,244	0.3%
Agriculture, Forestry, Fishing and Hunting	4	0.0%	13	0.1%	491	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	5	0.0%	201	0.0%
Total Employed Population	10,306	100%	15,077	100%	989,956	100.0%

Source: 2008-2012 ACS 5-Year Estimates



Housing Analysis and Projections

- The majority of residents in Pilsen and Little Village are renters—approximately 76 percent and 67 percent, respectively. Compared to Chicago and the region, where approximately 55 percent and 35 percent of units are renter-occupied, the rate of renters in both areas is high.
- Vacancy in both neighborhoods is slightly higher than the City-wide rate.
- Multifamily units make up the majority of both areas' housing stock. While Little Village has a higher percentage of single-family detached units than Pilsen—17.2 percent as compared to 11.9 percent—the share

of single-family detached homes in both areas is significantly smaller than in the City and region, where about 25 percent and 50 percent of all units, respectively, are single-family detached homes. Single-family attached units are uncommon in both community areas, as well as in the City and region.

- Multifamily buildings tend to be smaller in Little Village than in Pilsen. Little Village has a significantly smaller share of large multifamily buildings (5+ units) than Pilsen—13.1 percent compared to 26.9 percent. Smaller buildings of 2-4 units make up the majority of the housing stock in both areas—nearly 70 percent in Little Village, and nearly 60 percent in Pilsen.

Table 5.13: Housing Occupancy and Tenure, 2010

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Occupied	12,110	86.6%	18,131	85.9%	1,045,560	87.5%	3,088,156	91.6%
Owner-Occupied	2,938	24.3%	5,960	32.9%	469,562	44.9%	2,022,176	65.5%
Renter-Occupied	9,172	75.7%	12,171	67.1%	575,998	55.1%	1,065,980	34.5%
Vacant	1,873	13.4%	2,977	14.1%	148,777	12.5%	284,601	8.4%
Total Housing Units	13,983	100.0%	21,108	100.0%	1,194,337	100.0%	3,372,757	100.0%

Source: 2010 Census

Table 5.14: Housing Type

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Single, detached	1,702	11.9%	3,559	17.2%	306,706	25.7%	1,679,254	50.2%
Single, attached	174	1.2%	312	1.5%	42,714	3.6%	257,910	7.7%
2 Units	3,731	26.0%	7,339	35.4%	180,727	15.1%	242,900	7.3%
3 to 4 Units	4,861	33.9%	6,816	32.9%	197,380	16.5%	286,137	8.6%
5+ Units	3,855	26.9%	2,721	13.1%	466,855	39.1%	876,492	26.2%
Total Housing Units*	14,323	100.0%	20,747	100.0%	1,194,382	100.0%	3,342,693	100.0%

Source: 2008-2012 ACS 5-Year Estimates

*Total, excluding mobile, boat, RV, van, etc.

Housing Size, Age, and Value

- The majority of housing units in Pilsen, Little Village, and Chicago are 2 and 3 bedroom units. Little Village has a very low share of 0-1 to bedroom units, and while Pilsen has a higher share, both neighborhoods have a smaller share of 0-1 bedrooms compared to Chicago.
- Pilsen and Little Village’s housing stock is significantly older than the City’s. Over 70 percent of units in both areas were built before 1940
- Residents and stakeholders have mentioned a particularly high rate of illegal conversions in Little Village. These conversions commonly

involve the addition of basement or attic units in 2-flat or 3-flat buildings, and can result in concerns about safety and code violations.

- While housing values in Pilsen are slightly higher than those in Chicago, housing values in Little Village are significantly lower. Over 60 percent of housing in Little Village is valued between \$100,000 and \$250,000, leading to a median housing value of \$171,423. In contrast, over 50 percent of Pilsen’s housing stock is valued over \$250,000, leading to a higher median housing value of \$252,958. Chicago’s median housing value is \$247,800.

Table 5.15: Housing Size (Number of Bedrooms)

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
0-1 Bedroom	2,921	20.4%	2,369	11.4%	323,534	27.0%	547,556	16%
2 Bedrooms	6,575	45.9%	10,532	50.8%	407,486	34.0%	962,848	29%
3 Bedrooms	3,704	25.9%	6,060	29.2%	328,823	27.5%	1,136,361	34%
4 Bedrooms	650	4.5%	1,110	5.4%	94,969	7.9%	570,895	16.9%
5 Bedrooms	473	3.3%	676	3.3%	42,436	3.5%	152,248	4.5%
Total Housing Units	14,323	100%	20,747	100%	1,197,248	100.0%	3,369,908	100.0%

Source: 2008-2012 ACS 5-Year Estimates

Table 5.16: Housing Age

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Built 2000 and after	520	3.6%	184	0.9%	98,584	8.2%	388,157	11.5%
Built 1980 to 1999	582	4.1%	496	2.4%	95,512	8.0%	653,018	19.4%
Built 1960 to 1979	709	5.0%	1,203	5.8%	197,083	16.5%	867,250	25.7%
Built 1940 to 1959	1,336	9.3%	3,856	18.6%	262,684	21.9%	671,560	19.9%
Built 1939 or earlier	11,176	78.0%	15,008	72.3%	543,385	45.4%	789,923	23.4%
Total Housing Units	14,323	100.0%	20,747	100.0%	1,197,248	100.0%	3,369,908	100.0%
Median age	1903		1908		1945		1965	

Source: 2008-2012 ACS 5-Year Estimates



Household Income

- While both Pilsen and Little Village are home to residents in a variety of income brackets, both areas are primarily moderate and low income neighborhoods, with over 65 percent of households in both areas earning less than \$50,000 annually. The high distribution of moderate

to low income residents is reflected in the areas' median household incomes. While the median household income is higher in Pilsen (\$36,210) than in Little Village (\$32,837), both are lower than City median of \$47,408.

Table 5.17: Housing Value

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$100,000	220	6.7%	891	15.1%	44,878	9.5%	158,890	7.9%
\$100,000 to \$249,999	1,382	42.1%	3,631	61.4%	195,441	41.2%	852,414	42.3%
\$250,000 to \$399,999	1,274	38.8%	1,250	21.1%	135,799	28.6%	594,859	29.5%
\$400,000 to \$749,999	334	10.2%	121	2.0%	73,544	15.5%	312,703	15.5%
\$750,000 or more	76	2.3%	22	0.4%	24,940	5.3%	95,014	4.7%
Total*	3,286	100.0%	5,915	100.0%	474,602	100.0%	2,013,880	100.0%
Median value	\$252,958		\$171,423		\$247,800		N/A	

Source: 2008-2012 ACS 5-Year Estimates

*Total owner-occupied housing units

Table 5.18: Household Income

	Pilsen		Little Village		Chicago		Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	4,170	34.0%	6,382	38.8%	297,189	28.9%	599,075	19.6%
\$25,000 to \$49,999	4,071	33.2%	5,717	34.7%	238,461	23.1%	640,942	21.0%
\$50,000 to \$74,999	2,035	16.6%	2,498	15.2%	170,615	16.6%	537,114	17.6%
\$75,000 to \$99,999	935	7.6%	1,102	6.7%	111,743	10.8%	402,300	13.2%
\$100,000 to \$149,000	748	6.1%	592	3.6%	113,238	11.0%	468,043	15.4%
\$150,000 and over	296	2.4%	163	1.0%	98,830	9.6%	401,400	13.2%
Total Households	12,255	100.0%	16,454	100.0%	1,030,076	100.0%	3,048,874	100.0%
Median HH Income	\$36,210		\$32,837		\$47,408		\$71,198	

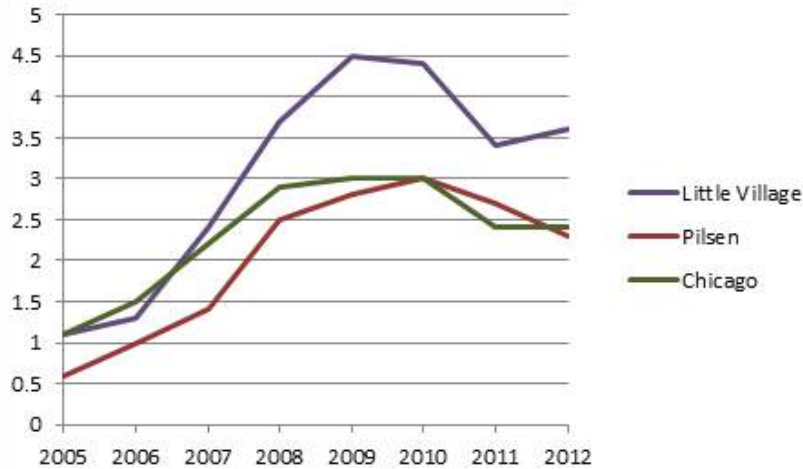
Source: 2008-2012 ACS 5-Year Estimates

Foreclosures

- Foreclosure poses a bigger challenge in Little Village than in Pilsen. Little Village has had significantly more foreclosure filings than Pilsen, and Chicago as a whole, and has also had a greater number of properties entering real estate owned (REO) status. REO status is when a property is owned by a lender (such as a bank, government agency, or government loan insurer) following an unsuccessful sale at a foreclosure auction.
- The number of foreclosure filings per 100 residential parcels has decreased in both Pilsen and Little Village since the peak of the housing

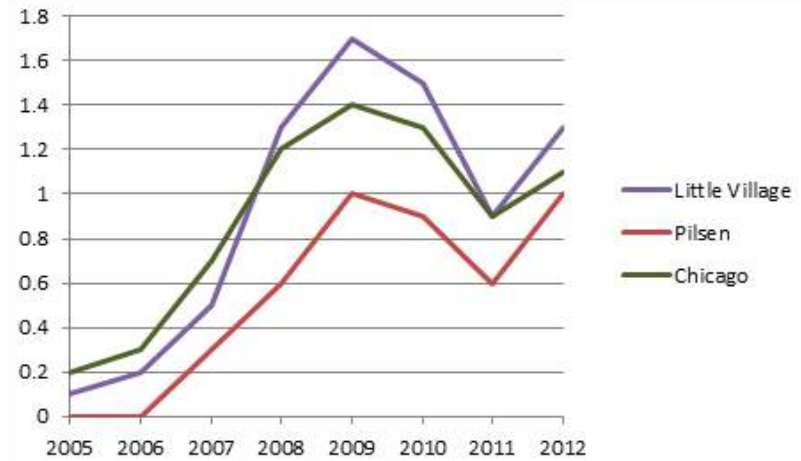
crisis. In 2011, there was a dramatic one-year decline in the number of properties entering REO status per 100 residential parcels. This decline was likely due to investigations into the robo-signing controversy, in which fraudulent practices in the execution of foreclosure documents were discovered. While robo-signing was being investigated, foreclosure processing was temporarily paused, leading to a decline in foreclosure filing. Similarly, the 2012 increase in both the number of properties entering REO status and in foreclosure filings was likely due to the resumption of foreclosure processing following the conclusion of the investigation.

Figure 5.3: Foreclosure Filings per 100 Residential Parcels, 2005 to 2012



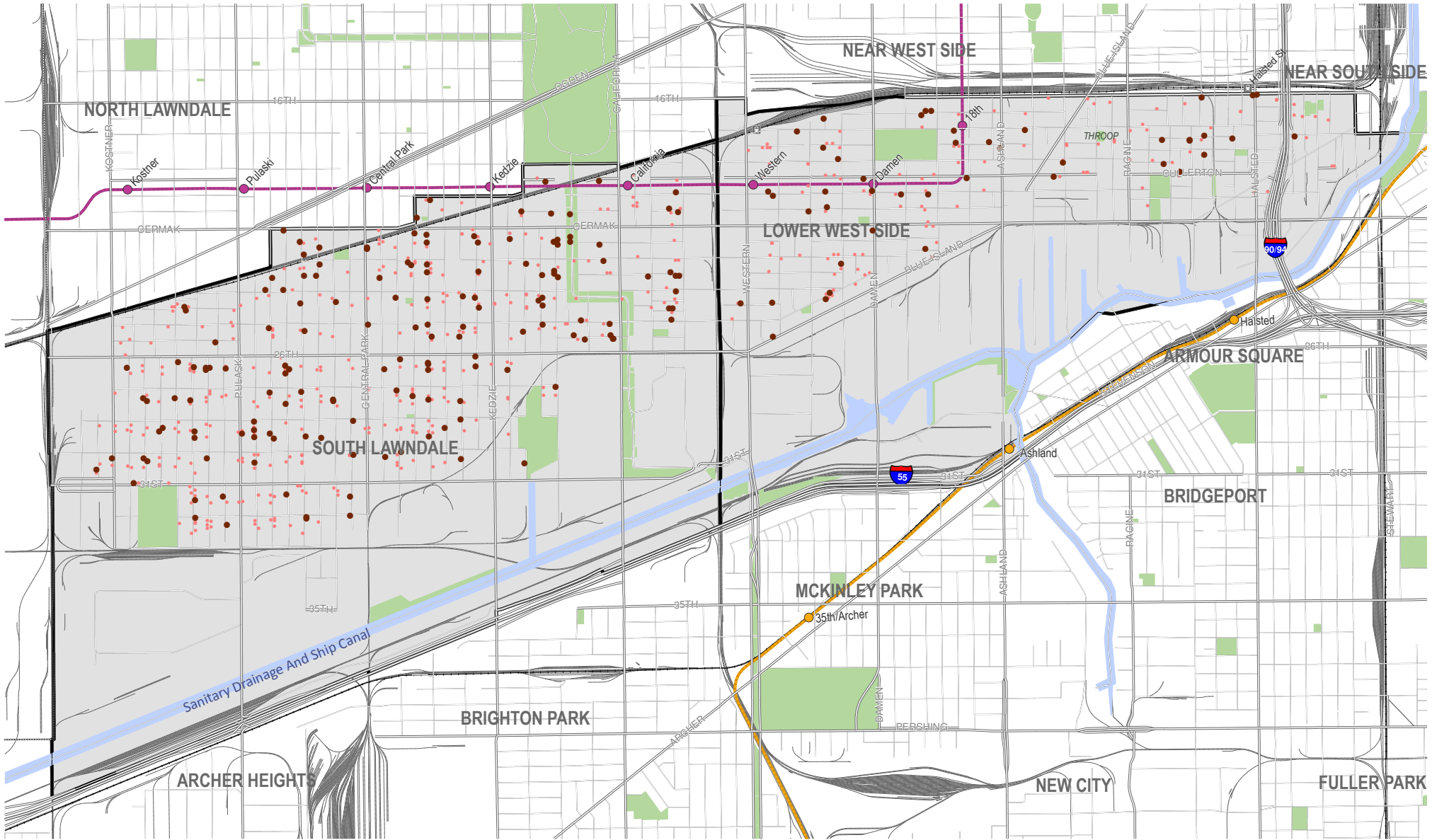
Source: Institute of Housing Studies calculations of data from Cook County Recorder of Deeds via Property Insight, Cook County Assessor.

Figure 5.4: Number of Properties entering REO status





Source: Institute of Housing Studies calculations of data from Cook County Recorder of Deeds via Property Insight, Cook County Assessor.

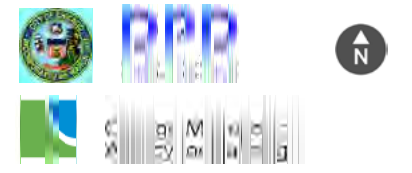
Figure 5.5:
Pilsen and Little Village Foreclosure Map



-  Study Area
-  Chicago Boundary
-  CTA Rail Line
-  Metra Line
-  Freight Rail Line
-  Pink Line Stations
-  Orange Line Stations
-  Red Line Stations
-  Metra Station

- Foreclosures**
-  Completed
 -  Filed

*2010 Woodstock Institute



Affordability

Defining Affordability

“Affordable housing” is housing that costs no more than 30 percent of household income (including utilities, insurance, and taxes).

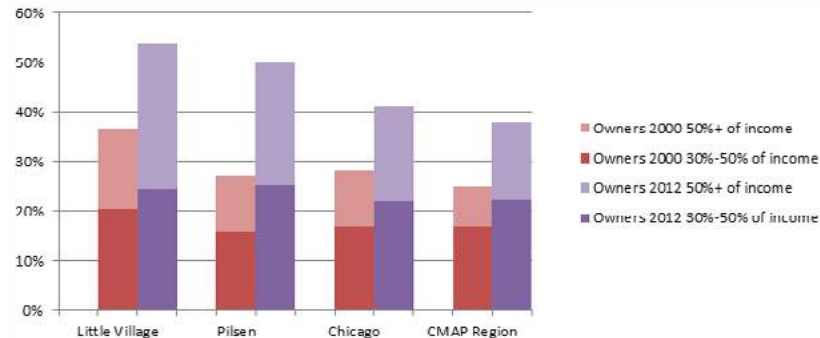
“Unaffordable housing” is housing that costs between 30 percent and 50 percent of household income.

“Severely unaffordable housing” is housing that costs more than 50 percent of household income.

Owner Affordability

- Over the past 12 years, the share of cost-burdened homeowners, or homeowners spending over 30 percent of their income on housing costs, increased in Pilsen and Little Village. At least 50 percent of all owners in both communities are cost burdened, a significant increase since 2000 when 28 percent of Pilsen owners and 37 percent of Little Village owners were cost-burdened. This represents a 79 percent increase in cost-burdened owners in Pilsen, and a 46 percent increase in Little Village. The increases in Pilsen greatly outpaced Chicago and the region, which saw 46 percent and 52 percent increases in cost-burdened owners, respectively.
- In both neighborhoods, the greatest increase was among severely

Figure 5.6: Percent of owner-occupied households paying more than 30 percent of income on monthly owner costs



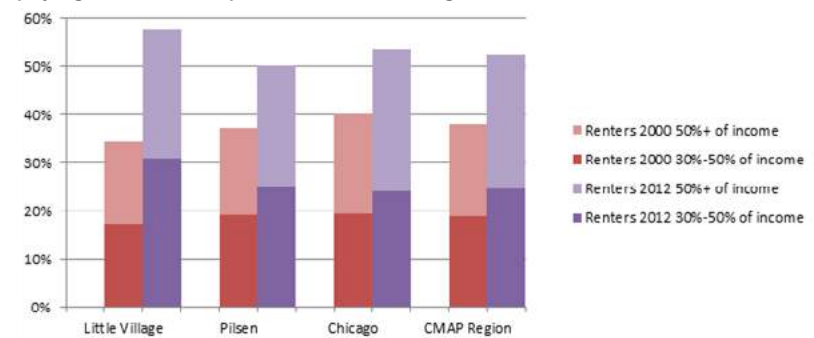
Source: U.S. Census 2000 and American Community Survey 2008-12.

cost-burdened owners, or owners paying more than 50 percent of their income on monthly owner costs. Since 2000, the number of homeowners in this group doubled in both areas, and currently approximately 25 percent and 30 percent of Pilsen and Little Village homeowners are severely cost-burdened.

Rental Affordability

- Similarly, the share of Pilsen and Little Village renters paying more than 30 percent of their income on gross rent also increased over the last 12 years. Again, at least 50 percent of all renters in both communities are cost burdened, a significant increase since 2000 when 34 percent of Little Village owners and 37 percent of Pilsen owners were cost-burdened. This represents a 35 percent increase in cost-burdened renters in Pilsen, and a 71 percent increase in Little Village. The increases in Little Village greatly outpaced the increases in Chicago and the region, which saw a 35 percent and 39 percent increase in cost-burdened renters, respectively.
- Again, the greatest increase in both neighborhoods was among severely cost-burdened renters. Since 2000, the percentage of renters in this group approximately doubled, to over 25 percent.

Figure 5.6: Percent of renter-occupied households paying more than 30 percent of income on gross rent



Source: U.S. Census 2000 and American Community Survey 2008-12.



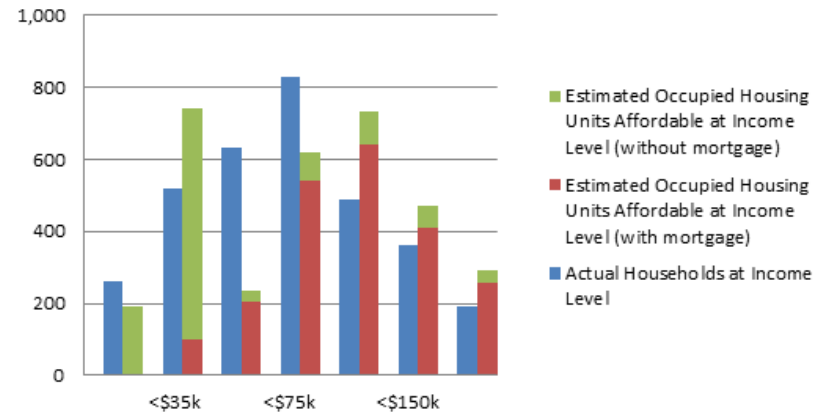
Current Owner and Renter Markets

The charts below compare the number of occupied housing units affordable at various income levels with the number of households at each income level. Again, a unit is affordable if no more than 30 percent of a household's income goes toward housing costs. It is important to note that these comparisons do not indicate the actual number of households living in units affordable for them. Even in cases where the number of occupied units and the number of households at a certain income level match, there may be higher income households spending less than 30 percent of their income on housing costs and living in lower cost units, potentially creating a shortage of units affordable for households at lower income levels.

Current Owner Market

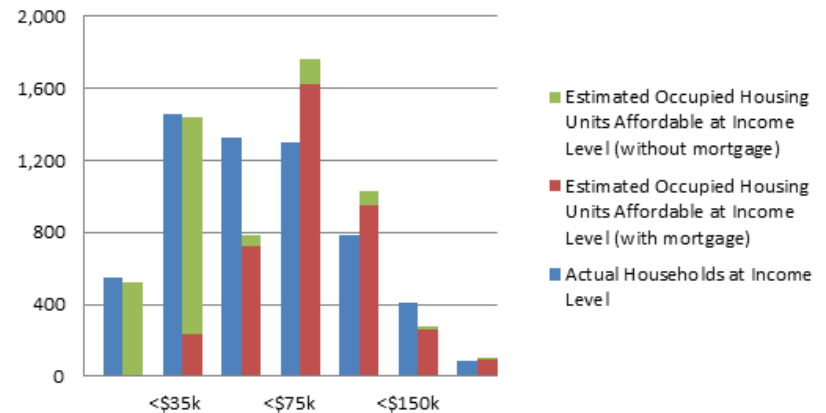
- Most of Pilsen and Little Village's owner stock affordable to households earning less than \$35,000 comprises units that do not carry a mortgage. As these units are sold in the future, and likely mortgaged, they may no longer be affordable to households earning less than \$35,000 due to the increased housing costs associated with mortgage payments.
- In Pilsen and Little Village, there are far more owner households earning between \$35,000 and \$50,000 than occupied units affordable at this income level. In Pilsen, there is also a shortage of occupied units affordable to owner households earning between \$50,000 and \$75,000. These shortages, along with the data on the high percentage of cost-burdened households in both neighborhoods, suggest that many of these households are living in higher cost units and are spending more than 30 percent of their income on monthly owner costs.

Figure 5.8: Pilsen comparison of owner household incomes with occupied units affordable at each income level



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12.

Figure 5.9: Little Village comparison of owner household incomes with occupied units affordable at each income level



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12.

Current Renter Market

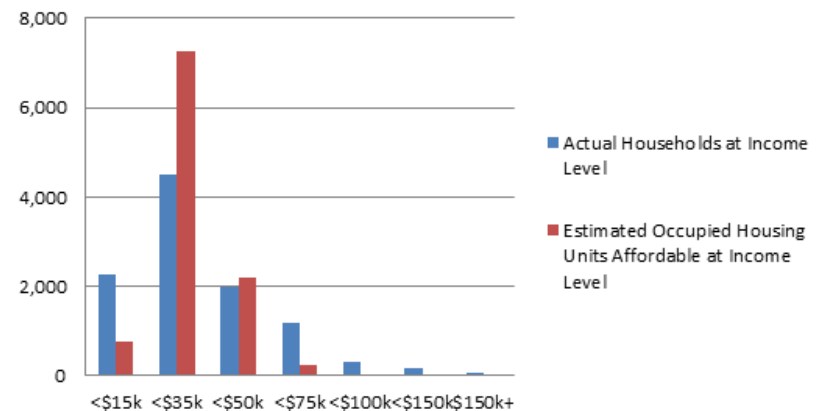
- The majority of both Pilsen and Little Village’s rental housing stock— over 90 percent and 95 percent of rental units, respectively— is affordable to households earning less than \$50,000. That said, the availability of occupied units affordable to renters at certain income brackets does not indicate the actual income level of renters living in these units. In both neighborhoods, there are a greater number of households earning more than \$50,000 than the number of higher cost units affordable at this income level. This indicates that some of these more affluent renters are paying less than 30 percent of their income on housing costs and are living in units that would be affordable to households in lower income brackets. This may be creating shortages in affordable units and contributing to cost-burden issues for less affluent renters.
- In both Pilsen and Little Village, there is a shortage of occupied units affordable for renter households earning less than \$15,000. It is likely that many of the households in this income bracket are paying more than 30 percent of their income on housing costs.

Figure 5.8: Pilsen comparison of owner household incomes with occupied units affordable at each income level



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12.

Figure 5.9: Little Village comparison of owner household incomes with occupied units affordable at each income level



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12.



Housing and Demographic Projections

- CMAP projects that between 2010 and 2040, both Pilsen and Little Village will gain additional households and grow in population. Both areas are expected to grow at a slightly faster rate than Chicago overall, but not as fast as the region.

Table 5.19: Projections for 2040

	2010			2040			Projected change	
	Households	Population in Households	Average Household Size	Households	Population in Households	Average Household Size	Households	Population
Pilsen	12,177	35,610	2.92	14,343	41,202	2.87	+2,166 (+18%)	+5,592 (+16%)
Little Village	17,947	67,592	3.77	21,189	79,568	3.76	+3,242 (+18%)	+11,976 (+18%)
Chicago	1,052,891	2,654,078	2.52	1,220,388	3,054,654	2.50	+167,497 (+16%)	+400,575 (+15%)
Region	3,095,325	8,304,113	2.69	3,946,835	10,662,633	2.70	+859,525 (+28%)	+2,373,301 (+29%)

Source: Chicago Metropolitan Agency for Planning forecast analysis

*Note that 2010 household numbers vary slightly from those in Table 5.1 and 5.2 because modeling geography approximates but does not correspond exactly with community area, municipal, and regional boundaries. Also note that this table does not look at "total population," but rather "population in households," a figure which does not include population in institutionalized group quarters.

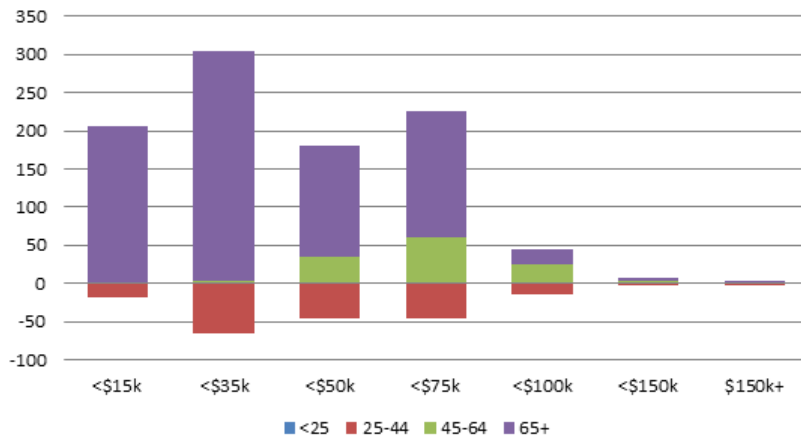
Future Demand by Income and Age

Future Owner Demand

- In both Pilsen and Little Village, there is expected to be an increase in the number of households across all income brackets that are looking for homeownership opportunities. The largest increase is expected among owner households earning between \$15,000 and \$35,000 annually.
- As discussed earlier, Pilsen and Little Village are currently outliers in terms of their age cohorts: at least 30 percent of their population is under 19 and less than 20 percent of the population is over 50, whereas

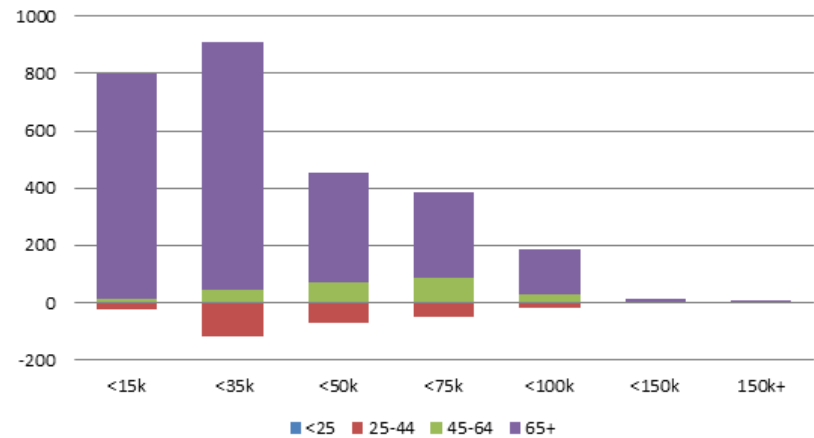
in the City and region, 26 percent and 28 percent of population is under 19, respectively, and over 25 percent of the population is 50 or older. In keeping with national and regional aging population trends, however, it is expected that Pilsen and Little Village will become more like the rest of the region over time, with a greater proportion of their population being 50 and older, and decreasing proportion of their population being under 50. This demographic shift is reflected in the projected change in the age of owners: Seniors are expected to drive the majority of future demand, while demand among homeowners ages 25-44 is expected to decrease in both neighborhoods.

Figure 5.12: Pilsen 2012-2040 Change in Owner Demand by Income and Age



Source: Chicago Metropolitan Agency for Planning analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12 and CMAP GO TO 2040 forecast inputs.

Figure 5.13: Little Village 2012-2040 Change in Owner Demand by Income and Age



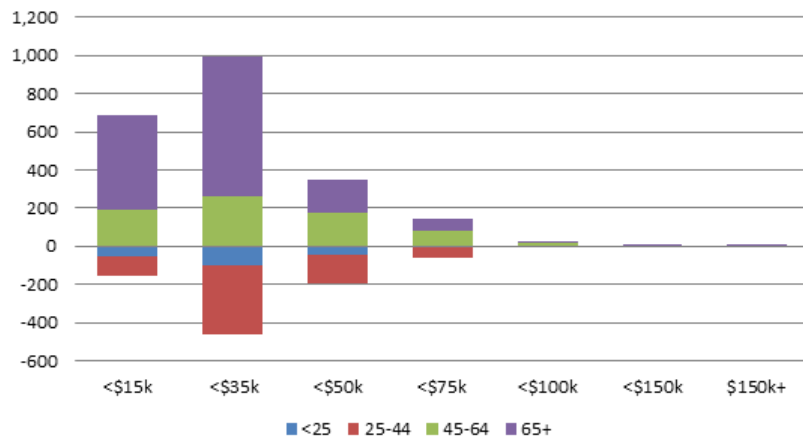
Source: Chicago Metropolitan Agency for Planning analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12 and CMAP GO TO 2040 forecast inputs.



Future Renter Demand

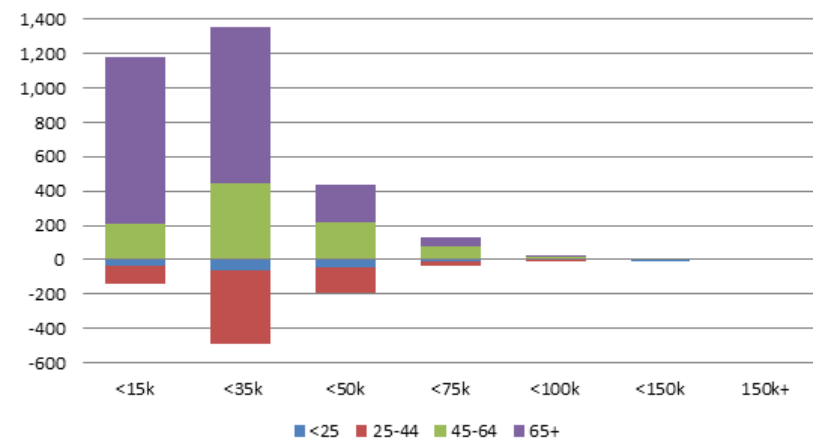
- There is also expected to be an increase in the number of households looking for rental opportunities in both Pilsen and Little Village. Again, the largest increase is expected among renter households earning between \$15,000 and \$35,000 annually, and in keeping with the demographic shifts discussed above, future demand is expected to be driven by senior and younger baby boomer (ages 45-64) households, while demand among renters 44 and younger is expected to decline.

Figure 5.14: Pilsen 2012-2040 Change in Renter Demand by Income and Age



Source: Chicago Metropolitan Agency for Planning analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12 and CMAP GO TO 2040 forecast inputs.

Figure 5.15: Little Village 2012-2040 Change in Renter Demand by Income and Age



Source: Chicago Metropolitan Agency for Planning analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2008-12 and CMAP GO TO 2040 forecast inputs.

Overall Future Demand

- Both Pilsen and Little Village currently have above-healthy numbers of unoccupied units, a category that includes both vacant units and units in the market. Assuming a healthy overall vacancy rate⁷, it is projected that by 2040, excess unoccupied units will be filled and additional units will be needed if projected population growth is to be accommodated.

Normal long-term vacancy rates for a strong community are 7.4% among rental units and 1.5% among owner-occupied units. Belsky, E., Bogardus Drew, R., McCue, D., *Projecting the Underlying Demand for New Housing Units: Inferences from the Past, Assumptions about the Future*. (November, 2007). Joint Center for Housing Studies, Harvard University. <http://tinyurl.com/mlwyddq>.

Figure 5.16: Units and Households in Pilsen

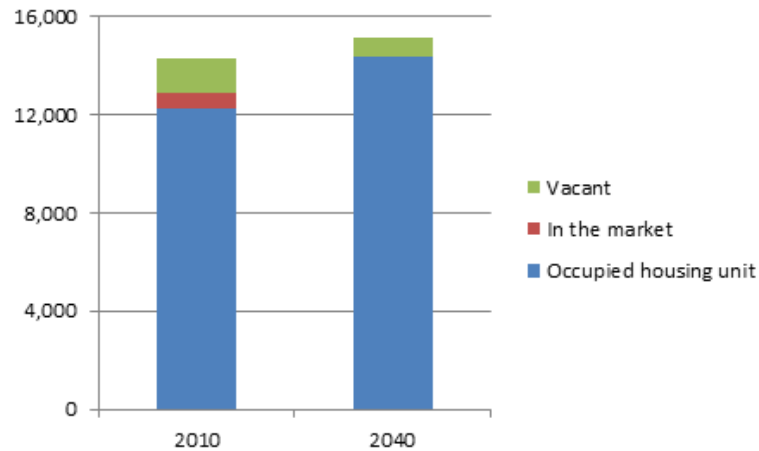
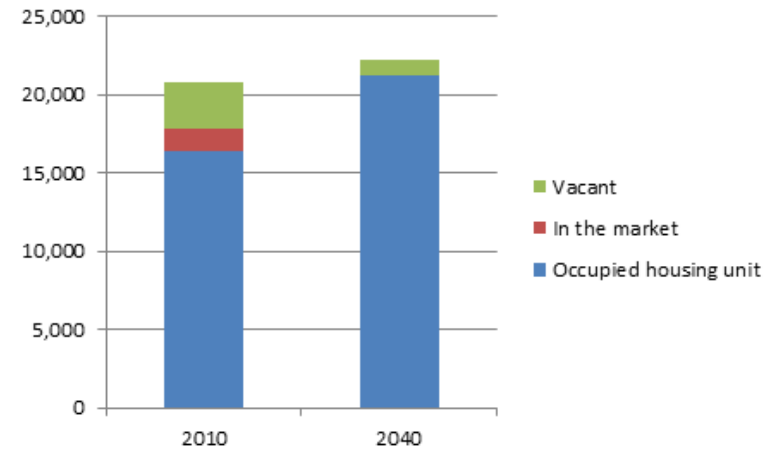


Figure 5.17: Units and Households in Little Village



Fruite Seller in Little Village
Photo Credit: Flickr user yooperann



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Chapter 6: Economic Development

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Economic Development

This chapter examines key economic and market indicators in Pilsen and Little Village such as employment trends, dominant industries, and commercial property trends. Various data resources were utilized and analyzed in assembling this assessment including the Illinois Department of Employment Security, U.S. Census Bureau Longitudinal Employment-Household Dynamics (LEHD), Illinois Department of Revenue, and CoStar Data.

Key Findings

- Despite the economic downturn of the last decade, private sector job growth between 2002 and 2012 was strong in both Pilsen and Little Village. Growth was particularly strong in Pilsen, where there was a 20 percent increase in private sector employment.
- Pilsen and Little Village have similar industry strengths, with some key differences:
 - Health care and social assistance is strong in both communities, but is particularly dominant in Pilsen, where it employs over 24 percent of all private sector workers. Conversely, manufacturing is an important employer in both communities, but is stronger in Little Village, where it employs close to 20 percent of workers.
 - The biggest differences between the communities are in wholesale trade—which employs over 18 percent of Pilsen workers, but just about 3 percent of Little Village workers—and transportation and warehousing—which employs over 15 percent of workers in Little Village, but just 5 percent in Pilsen.
- Industry employment data trends highlight particular strengths and vulnerabilities in both communities:
 - Manufacturing in both communities, as in Chicago, experienced sustained and significant losses between 2002 and 2010. Counter to citywide trends, however, there was a manufacturing resurgence in both Pilsen and Little Village, with the industry growing by more than 20 percent between 2010 and 2011.
 - Health care and social assistance is a particular strength in Pilsen. The industry experienced small but steady growth since 2004, and significant growth since 2010, even amid a citywide decline.
 - While the information industry is not currently a major employer in Pilsen, it is a growing industry in the community and experienced dramatic growth of 180 percent between 2002 and 2011, despite losses and fluctuation early in the decade and contrary to citywide trends.
 - Transportation and warehousing has become Little Village's fastest growing industry, with a 580 percent increase in employment between 2002 and 2011.
- While both Pilsen and Little Village are built-out, there is a significant amount of vacancy in commercial buildings. Both communities have industrial vacancy rates over 10 percent, and office space, which is considerably limited in both communities, has particularly high vacancy rates—32 percent and 16 percent in Pilsen and Little Village, respectively. Pilsen's high vacancy rates are particularly striking considering that between 2003 and 2013, the communities lost commercial space in all categories.
- Of the four TIF districts in the study area, all but the Kostner Avenue district are made up primarily of lands zoned for industrial activity.

Little Village's 26th Street commercial corridor.

Employment

Between 2002 and 2011, overall private sector employment in both Pilsen and Little Village grew at a far greater and steadier rate than Chicago and the region. While each community experienced significant employment losses between 2008 and 2009 (-4.6 percent in Pilsen and -7.7 percent in Little Village; see Appendix tables A1 and A2), both communities have since experienced employment gains. Pilsen’s private sector employment experienced especially significant gains and added over 2,500 jobs, an increase of 20 percent since 2002. Table 6.1 shows overall change in private sector employment from 2002 to 2011.

Table 6.1 Private Sector Employment, 2002-2011

	Pilsen	Little Village	Chicago	Region
Employment, 2002	13,390	11,389	1,101,470	3,409,568
Employment, 2011	16,062	12,665	1,098,443	3,461,583
Change, 2002-2011	2,672	1,276	-3,027	52,015
Percent Change, 2002-2011	20.0%	11.2%	-0.3%	1.5%

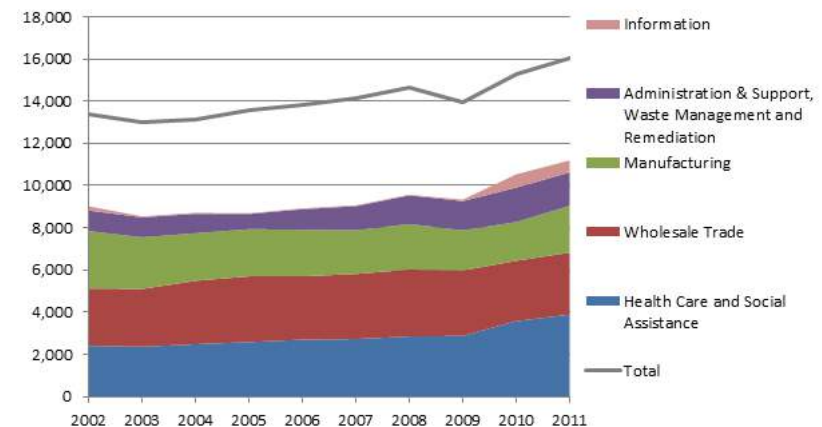
Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics Key Industries-Pilsen

Key Industries - Pilsen

- Pilsen’s three largest industries are health care and social assistance, wholesale trade, and manufacturing. These industries account for 24.2 percent, 18.3 percent, and 13.8 percent of Pilsen’s total jobs, respectively, and are represented at much higher rates in Pilsen than in the city overall. The prevalence of manufacturing and related jobs in the neighborhood underlines the significance of the Pilsen Industrial Corridor as a major employment center.

- Pilsen’s job losses between 2008 and 2009 included a decline in manufacturing employment, as occurred in Chicago and in Little Village. However, Pilsen’s manufacturing industry rebounded by more than 20 percent between 2010 and 2011, recovering to 2006 levels and contributing to the city’s first increase in overall manufacturing employment in over 10 years.
- Pilsen’s recovery from losses in 2009 was aided by substantial increases in the healthcare and social assistance industry, which has grown by nearly 35 percent since then. Meanwhile, healthcare employment actually declined citywide over the same period.
- The information industry saw the most dramatic employment shifts in Pilsen between 2002 and 2011, experiencing a cumulative increase of 186.8 percent in this time period and now accounting for more than 550 employees in the community. This growth runs counter to the trend of Chicago’s information industry, which recorded a -18.7 percent decrease over the same time period.

Figure 6.1: Pilsen Key Industries Annual Change in Employment, 2002-2011



Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

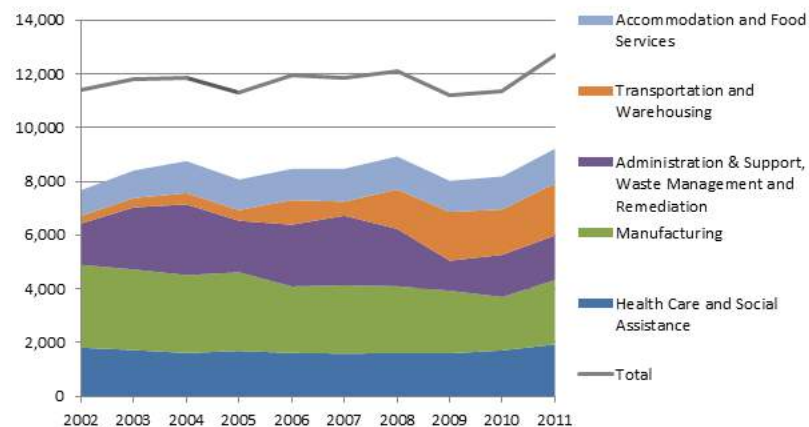


Key Industries - Little Village

- Little Village's largest industries are manufacturing (18.9 percent), transportation and warehousing (15.3 percent), and health care and social assistance (15.3 percent). Again, each of these industries is more concentrated in Little Village than in the city overall. The neighborhood's high rates of manufacturing and transportation employment are supported by excellent freight transportation connections, including along the Western Avenue rail corridor and within the Little Village Industrial Corridor.
- Little Village experienced a 7.7 percent employment loss in 2009, but has recovered since then. Declines in manufacturing (-6.4 percent),

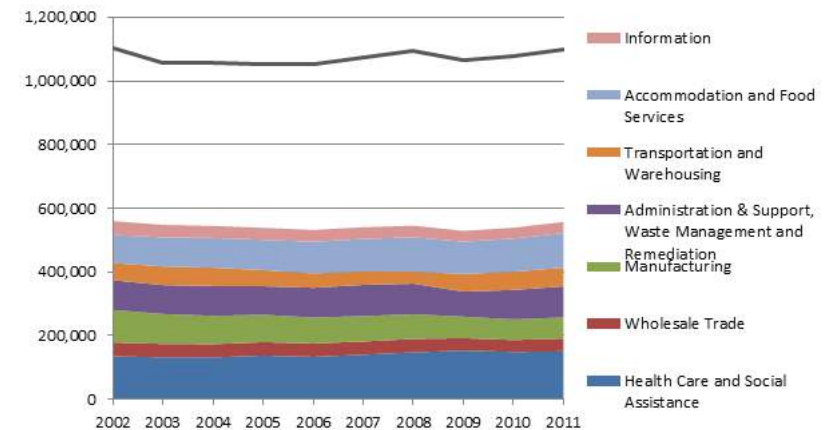
accommodation and food service (-5.2 percent), and the administrative/support and waste management and remediation industry (-47.7 percent), have been offset by growth in transportation and warehousing, which grew by more than 580 percent from 2002 to 2011. During the same period, this industry grew by only 8 percent in Chicago as a whole, suggesting particular strength and resilience of this industry in the community. The community's employment was also bolstered by a renewal of manufacturing, which after a period of sustained losses from 2002 through 2010, grew by 20 percent in 2011.

Figure 6.2: Little Village Key Industries Annual Change in Employment, 2002-2011



Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Figure 6.3: Corresponding Annual Change in Employment in Chicago, 2002-2011



Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Table 6.2: Employment of Private Sector Workers by Industry Sector, 2011

	Pilsen		Little Village		Chicago	
	Count	Percent	Count	Percent	Count	Percent
Health Care and Social Assistance	3,885	24.2%	1,937	15.3%	150,746	13.7%
Wholesale Trade	2,941	18.3%	370	2.9%	40,034	3.6%
Manufacturing	2,217	13.8%	2,393	18.9%	66,244	6.0%
Administration & Support, Waste Management and Remediation	1,589	9.9%	1,657	13.1%	97,934	8.9%
Retail Trade	1,089	6.8%	1,219	9.6%	95,696	8.7%
Transportation and Warehousing	777	4.8%	1,936	15.3%	58,586	5.3%
Accommodation and Food Services	775	4.8%	1,289	10.2%	108,641	9.9%
Information	565	3.5%	37	0.3%	35,250	3.2%
Other Services (excluding Public Administration)	455	2.8%	376	3.0%	57,071	5.2%
Educational Services	434	2.7%	259	2.0%	57,935	5.3%
Construction	401	2.5%	349	2.8%	20,473	1.9%
Professional, Scientific, and Technical Services	278	1.7%	171	1.4%	137,093	12.5%
Arts, Entertainment, and Recreation	209	1.3%	75	0.6%	17,552	1.6%
Finance and Insurance	206	1.3%	531	4.2%	111,366	10.1%
Real Estate and Rental and Leasing	170	1.1%	28	0.2%	26,116	2.4%
Management of Companies and Enterprises	38	0.2%	2	0.0%	14,046	1.3%
Utilities	28	0.2%	34	0.3%	3,373	0.3%
Agriculture, Forestry, Fishing and Hunting	4	0.0%	2	0.0%	105	0.0%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%	0	0.0%	174	0.0%
Public Administration	0	0.0%	0	0.0%	8	0.0%
Total Employed Population	16,062	100.0%	12,665	100.00%	1,098,443	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics
 Note: This table shows employment by industry for people who work in Pilsen, Little Village, and Chicago.
 For employment by industry for community residents, please see Table 5.12.
 For more detailed, year-by-year employment data, please see the Appendix.



Major Employers

- In Pilsen, the largest employers are primarily in the private sector. These employers are mostly oriented towards transportation and warehousing, as well as light industrial and food processing activities.
- In Little Village, the two largest employers in are in the healthcare and social assistance industry. The Cook County Department of Corrections is the largest employer by a wide margin.

Table 6.3: Top Ten Employers in Pilsen, April 2014

Employer	Count
Chicago Sun-Times Distribution	1,000
Chicago Electricity Bureau	320
El Milagro Tortillas	300
Sims Metal Management Midwest	300
Pacella Trucking Express Inc	300
Alsco Inc	260
V & V Supremo Foods Inc	215
Temple-Inland	213
Dearborn Rack Svc Co	200
Anthony Marano Co Inc	200

Source: Dun and Bradstreet, Market Insight

*Note: data for some employers may include workers in other locations.

Table 6.4: Top Ten Employers in Little Village, April 2014

Employer	Count
Cook County Dept Of Correction	3,077
St Anthony Hospital	600
State Attorney	500
Kellogg Co	400
Cook County Adult Probation	400
Lagrou Distribution Inc	341
David G Farragut High School	300
Recycling Systems Inc	270
Home Run Inn	250
Cook County Public Defender	250

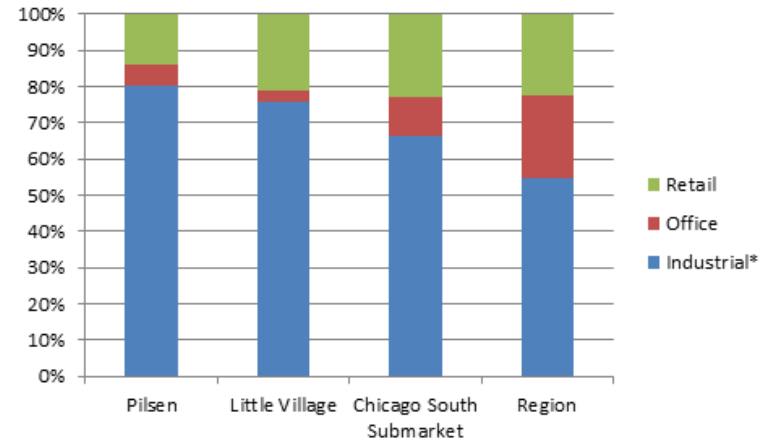
Source: Dun and Bradstreet, Market Insight

*Note: data for some employers may include workers in other locations.

Existing Retail, Industrial, and Office Development

- At the end of 2013, approximately 17 percent of the more than 14.7 million square feet of commercial space in Pilsen was vacant, as compared to 11 percent of Little Village’s 8.1 million square feet of commercial space. Compared to the south Chicago Submarket and the region as a whole, Little Village’s commercial vacancy rate is in line with local trends; however Pilsen has a higher concentration of vacant commercial area.
- Breaking commercial space down into industrial, office, and retail uses, it can be seen that the presence of the Pilsen and Little Village Industrial Corridors in the study areas shift the balance of commercial uses heavily towards industrial activities, while office and retail serve secondary and tertiary roles in the local commercial real estate market. This breakdown is similar to the breakdown in the South Chicago Submarket, but differs substantially from the regional breakdown, which is much more evenly distributed between the three categories.

Figure 6.4: Commercial Real Estate Breakdown (Q4 2013)



Source: CMAP Analysis of CoStar data

Table 6.5: Commercial Real Estate Square Footage and Vacancy by Type, Q4 2013

	Pilsen		Little Village		South Chicago Submarket		Region	
	Total Rentable Building Area (SF)	Vacancy Rate	Total Rentable Building Area (SF)	Vacancy Rate	Total Rentable Building Area (SF)	Vacancy Rate	Total Rentable Building Area (SF)	Vacancy Rate
Industrial*	11,802,440	11.7%	6,162,275	10.7%	118,551,923	10.3%	1,066,974,725	8.8%
Office	878,504	32.4%	267,904	15.7%	19,152,705	13.2%	442,771,617	13.3%
Retail	2,036,343	5.6%	1,707,499	7.4%	40,656,704	7.5%	441,407,969	8.2%
Total	14,717,287	16.6%	8,137,678	11.3%	178,361,332	10%	1,951,154,311	9.7%

Source: CMAP Analysis of CoStar data

*Includes flex properties.



- Between 2003 and 2013, both Pilsen and Little Village lost more than 5 percent of their industrial space while maintaining an industrial vacancy rate greater than 10 percent. Over the same period, office vacancy in Pilsen increased dramatically from 13.2 percent to 32.4 percent, even as the community lost 3.1 percent of its office space. Although there was no change in the amount of office space available in Little Village from 2003-2013, the overall vacancy rate decreased by 10 percentage points to 15.7 percent, approaching the rate for the South Chicago Submarket.

- Between 2006 and 2013, Pilsen lost 1.5 percent of its retail space, while Little Village gained an additional 8.3 percent. At the same time, retail vacancies in Pilsen and Little Village decreased by approximately 5 percent and 3 percent, respectively.

Table 6.6: Trends in Commercial Square Footage and Vacancy

	Pilsen		Little Village		South Chicago Submarket	
	Total Rentable Building Area (SF)	Vacancy Rate	Total Rentable Building Area (SF)	Vacancy Rate	Total Rentable Building Area (SF)	Vacancy Rate
Industrial*						
2003	12,532,619	10.2%	6,560,488	12.2%	131,751,052	10.9%
2013	11,802,440	11.7%	6,162,275	10.7%	118,551,923	10.3%
Percent Change	-5.8%	-	-6.1%	-	-10.0%	-
Office						
2003	906,326	13.2%	267,904	25.1%	18,302,422	12.6%
2013	878,504	32.4%	267,904	15.7%	19,152,705	13.2%
Percent Change	-3.1%	-	0.0%	-	4.6%	-
Retail						
2006	2,067,102	10.4%	1,576,299	10.8%	39,054,594	9.2%
2013	2,036,343	5.6%	1,707,499	7.4%	40,656,704	7.5%
Percent Change	-1.5%	-	8.3%	-	4.1%	-

Source: CMAP Analysis of CoStar data

*Includes flex properties.

Economic Development Tools

TIF Districts

- As of 2014, there were three active tax increment financing (TIF) districts located in Little Village and one active TIF district located in Pilsen. Each of the four TIFs, with the exception of the Kostner Avenue district, are made up primarily of lands zoned for industrial activity, and therefore, have the purpose of providing funds for the redevelopment of outdated and obsolete industrial properties for future industrial uses. Funds are also often used for land assembly and remediation in order to aid and attract public and private investment in the areas. The Kostner Avenue TIF is comprised mostly of lands zoned for commercial uses and was established with the purpose of promoting commercial redevelopment of existing properties as well as mixed-income residential development.
- Each of the TIF districts include some residential and commercial areas that have received benefits from the TIF designation, including funding support for the expansion of Benito Juarez High School in Pilsen.
- Figure 6.6 shows that Little Village contains small portions of three additional TIF districts and that one of these districts (Western/Ogden Industrial Corridor) also crosses into Pilsen on the north.

Table 6.7: TIF Districts, Pilsen and Little Village

	Size (acres)	Start Year	Cumulative Tax Increment Revenue	Council-Approved TIF Investment
Pilsen				
Pilsen Industrial Corridor	907	1998	\$91.3 million	\$21.5 million
Little Village				
Little Village TIF	656	2007	\$2.1 million	\$1 million
Little Village East TIF	165	2009	\$472,000	\$0
Kostner Avenue TIF	51	2008	\$4,300	\$0

Source: City of Chicago Data Portal—TIF Portal (2014), <http://webapps.cityofchicago.org/ChicagoTif/>

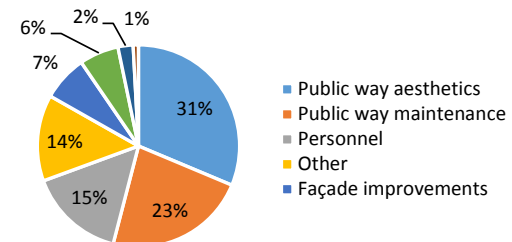
Small Business Improvement Funds (SBIF)

- The City’s Small Business Improvement Fund program provides grants to businesses in TIF districts, including the Little Village and Pilsen Industrial Corridor TIF districts, to make physical improvements to their facilities. Between 2008 and 2013, approximately \$450,000 was distributed to six businesses in the Pilsen Industrial Corridor district to make improvements that aided the continued performance and lifetime of their facilities.
- Since 2011, 8 businesses in the Little Village TIF district, primarily located on W 31st Street and S Kolin Avenue, have received a combined \$375,000 in grants to make similar improvements, including new HVAC systems, façade improvements, and structural enhancements.

Special Service Areas (SSAs)

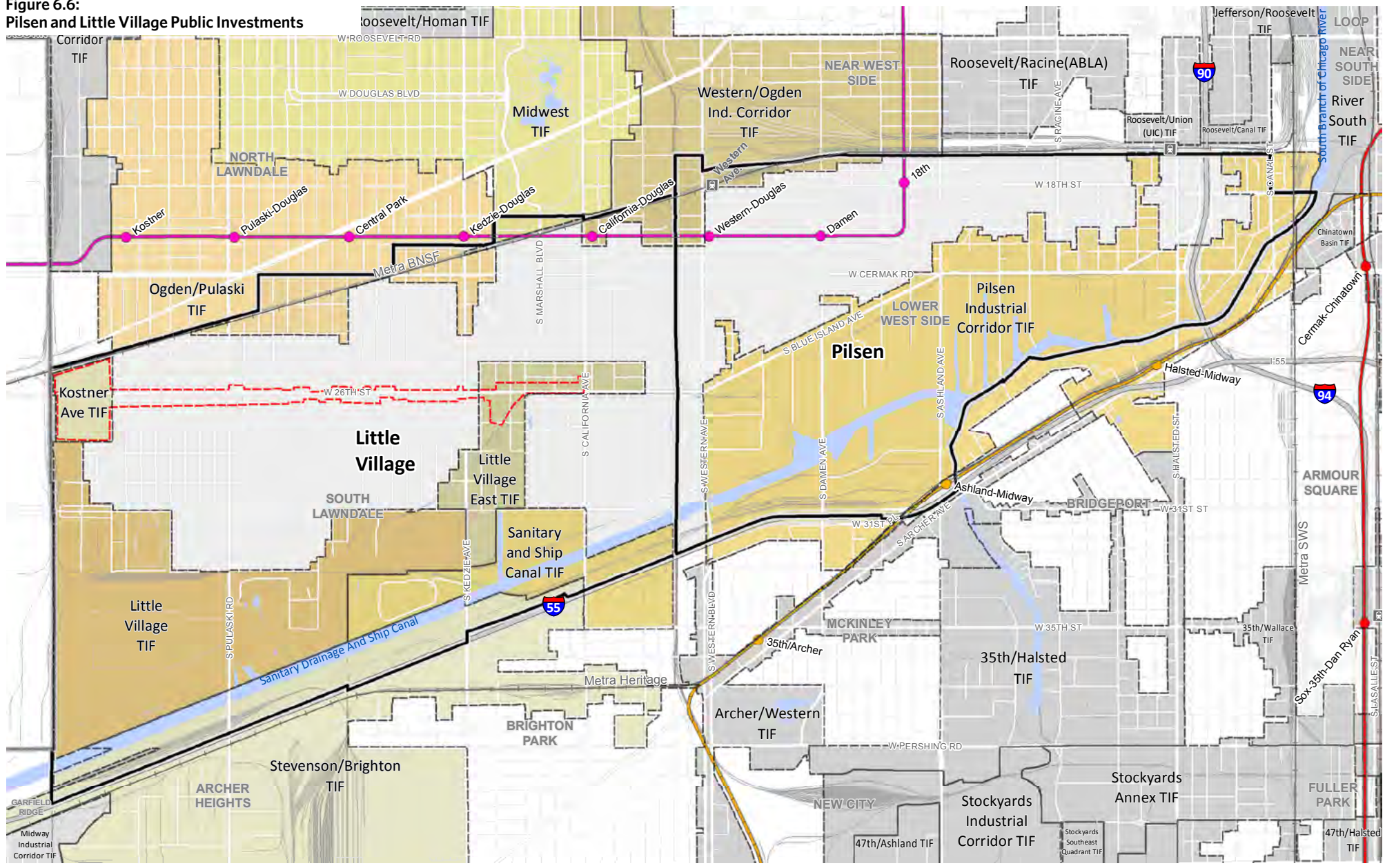
- The Little Village commercial district along 26th Street between California and Kostner Avenue is designated as Special Service Area (SSA) #25. This designation provides the Little Village Chamber of Commerce with a dedicated funding source, in the form of an additional property tax levy on properties in the defined area, to provide services to the district focusing on its visual appearance, safety, and commercial competitiveness. Figure 6.5 highlights the eight services funded by the SSA and the funding share that each received in 2011.

Figure 6.5: SSA-Funded Services in Little Village



Source: Little Village SSA #25, <http://littlevillagechamber.org/ssa-25>

Figure 6.6:
Pilsen and Little Village Public Investments



- Study Area
- Chicago Boundary
- Freight Rail Lines

- CTA Rail Lines
- Metra Rail Lines
- Metra Stations

- Orange Line Stations
- Red Line Stations
- Pink Line Stations

- Public Investments**
- TIF Districts in the Study Area (2009)
 - TIF Districts outside of the study area (2009)
 - Special Service Area

Source: City of Chicago

Chicago Metropolitan Agency for Planning

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Chapter 7: Transportation





Transportation

This section provides information on the existing transportation system within Pilsen and Little Village with a focus on streets, public transit, and pedestrian and bicycle infrastructure. The information in this section was obtained from the Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT) Regional Transportation Authority (RTA), Metra, Pace, and based upon a visual assessment of existing conditions.

Key Findings

- While the city's uniform grid network is well preserved throughout the residential and commercial portions of Pilsen and Little Village, the street grid is interrupted by the Pilsen and Little Village Industrial Corridors, as well as the Cook County Jail's 96-acre facility. This limits connectivity throughout both neighborhoods and restricts access to the river. Other factors—such as poor condition of sidewalks, few bicycle lanes, unpleasant and unsafe conditions of the viaducts, high-traffic corridors such as Western Avenue, and the presence of street gangs—also limit connectivity within and between both communities. These challenges make it difficult for residents to access facilities and amenities, such as open spaces, in other parts of their communities and in other neighborhoods.
- Despite the high number of Pilsen and Little Village residents employed in industries that are robustly represented in the communities—namely manufacturing and health care and social assistance, as discussed in Chapters 5 and 6—only about 700 residents from each community both live and work in their community. On a percentage basis, this comes out to just 5 percent and 6 percent of Pilsen and Little Village workers, respectively, or just 7 percent and 5 percent of employed Pilsen and Little Village residents, respectively.
- A greater percentage of Pilsen residents working outside the community work elsewhere in Chicago (61 percent), as compared to Little Village (51 percent). Conversely, a greater number of Little Village residents working outside the community commute out of the city, with suburban Cook County being the most popular destination and drawing 25 percent of the community's employed residents.
- A significant percentage of Pilsen and Little Village workers commute in from other parts of Chicago—50 percent and 43 percent, respectively—and approximately a quarter commute in from suburban Cook County. Chicago neighborhoods and suburban communities south and southwest of Pilsen and Little Village are the most common origins for workers.
- While a similar percentage of Pilsen and Little Village residents drive alone to work (42 percent and 49 percent, respectively), a far greater percentage of Pilsen resident use public transit or active transportation (29 percent and 12.7 percent, respectively), as compared to Little Village residents (16 percent and 9 percent, respectively). Conversely, a far greater number of Little Village residents carpool (26 percent) as compared to Pilsen residents (16 percent). Little Village's high rates of carpooling and low rates of public transit and active transportation suggest both transit access issues and a mismatch between employment locations of Little Village residents and the transit network's reach.

Damen Pink Line Station
Photo Credit: Flickr user Eric Allix Rogers

Roadways

Centrally located in the City of Chicago, Pilsen and Little Village are connected to the city and the Chicago region through the city's grid network of streets and the regional interstate system. The city's uniform grid network is well preserved throughout the residential and commercial portions of Pilsen and Little Village, and these roads provide space for community mobility, access, commerce, and civic life. Outside of these areas, the Pilsen and Little Village Industrial Corridors, as well as Cook County Jail's 96-acre facility, interrupt the street grid, limiting connectivity throughout both neighborhoods.

IDOT's functional classification system recognizes the differences in roadway design, character, and intended level of service. Table 7.1 provides a breakdown of Pilsen and Little Village roadways based on IDOT's functional classification designations.

Interstates

- The southern portions of both Pilsen and Little Village are bordered by the Stevenson Expressway (I-55) while Pilsen is bordered on the east by the Dan Ryan Expressway (I-94). These expressways are designed for high-speed, long-distance or interstate travel and have high traffic volume.

Principal Arterials

- S Western Avenue separates Pilsen and Little Village and serves as an important thoroughfare for both communities and the city overall. It experiences the highest average daily traffic (ADT) within the study area. Made up of two traffic lanes in each direction, a turning lane at intersections, and on-street parking, Western is designed to accommodate high volumes of traffic travelling at speeds greater than those on the road types described below.

Minor Arterials

- Several minor arterials intersect the study area. Of these, S Ashland Avenue in Pilsen and S Pulaski Road in Little Village experience the highest volumes of traffic, with higher traffic volumes along street segments that cross the canal and serve the adjacent industrial uses. While traffic volumes are overall lower along W 31st Street and W Cermak Avenue, these roadways serve the Little Village and Pilsen Industrial corridors, respectively, in terms of freight access and egress.

Collectors

- Excluding local roads that primarily serve traffic along residential streets, collectors make up the majority of roadways in Pilsen and Little Village. Generally, commercial and mixed-use buildings line these roadways, as is the case along W 18th Street in Pilsen and W 26th Street in Little Village.

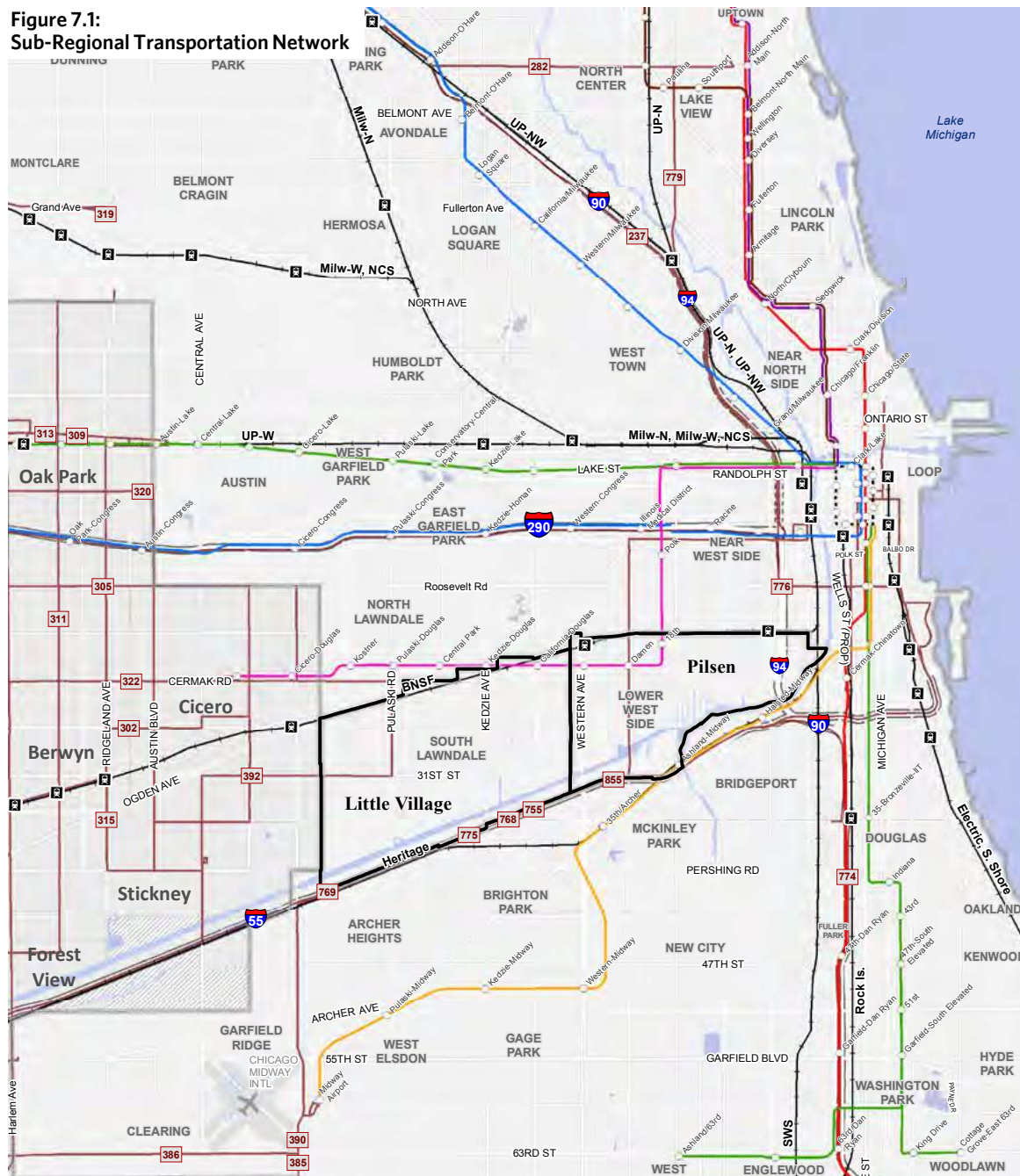


Table 7.1: Roadway Classification and Jurisdiction

Road Name	Location	AADT	Width (max)	Classification	Jurisdiction
Dan Ryan Expwy	Pilsen	152,800	-	Interstate	IDOT
Stevenson Expwy	Both	178,800	-	Interstate	IDOT
Western Ave	Both	29,000	56'	Principal Arterial	Cook County DOT
Ashland Ave	Pilsen	25,500	72'	Minor Arterial	Cook County DOT (IDOT south of Cermak)
Pulaski Rd	Little Village	21,600	60'	Minor Arterial	IDOT (Cook Cty. between W Cermak and W 31st)
Kedzie Ave	Little Village	17,900	40'	Minor Arterial	CDOT
Cermak Rd	Both	16,300	54'	Minor Arterial	IDOT
Trumbull Ave	Little Village	16,300	54'	Minor Arterial	CDOT
Halsted St	Pilsen	15,700	48'	Minor Arterial	CDOT
31st St	Little Village	15,400	48'	Minor Arterial	CDOT
Canal St	Pilsen	14,700	64'	Minor Arterial	IDOT
31st Blvd	Little Village	19,800	50'	Collector	CDOT
California Ave	Little Village	19,000	56'	Collector	IDOT
Damen Ave	Pilsen	16,000	42'	Collector	CDOT
26th St	Little Village	14,200	48'	Collector	CDOT
Blue Island Ave	Pilsen	14,200	56'	Collector	CDOT
Marshall Blvd	Little Village	11,600	50'	Collector	CDOT
24th Blvd	Little Village	11,100	48'	Collector	CDOT
California Blvd	Little Village	11,100	48'	Collector	CDOT
18th St	Pilsen	10,900	44'	Collector	CDOT
Kostner Ave	Little Village	10,100	40'	Collector	CDOT
Central Park Ave	Little Village	7,400	42'	Collector	CDOT
Loomis St	Pilsen	6,200	48'	Collector	CDOT
16th St	Pilsen	5,500	40'	Collector	CDOT
Canalport Ave	Pilsen	5,100	60'	Collector	CDOT

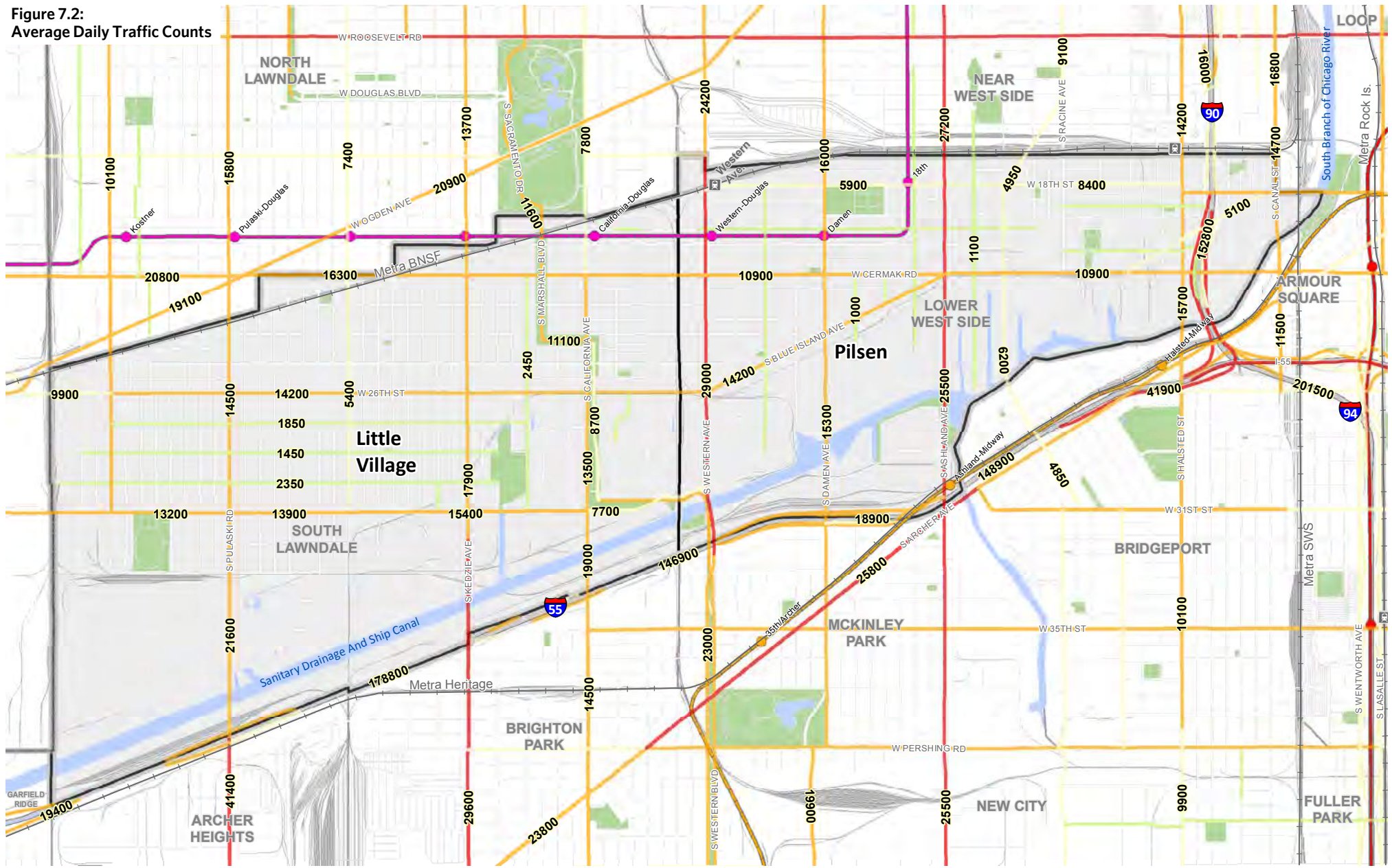
Source: IDOT

Figure 7.1:
Sub-Regional Transportation Network



Study Area	Metra Stations	CTA Rail Lines	
Chicago Boundary	Metra Rail Lines	Major Roads	
Unincorporated	Pace Bus Routes		
Airport Runways	Miles 0 0.5 1 2		

**Figure 7.2:
Average Daily Traffic Counts**



Study Area

Chicago Boundary

Parks & Boulevards

Water

Metra Rail Lines

Orange Line Stations

Red Line Stations

Pink Line Stations

CTA Rail Lines

Metra Stations

Average Daily Traffic

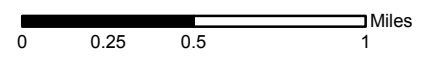
- 1,000 - 2,500
- 2,501 - 10,000
- 10,001 - 25,000
- >25,000

7800 Average Daily Traffic Count

Source: IRIS, 2011.



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Transit

Pilsen and Little Village are served by CTA, Metra, and Pace transit routes that provide connections to the rest of Chicago as well as other communities. The following section discusses the transit conditions, issues, and opportunities in both neighborhoods.

CTA Rail Service

- Between 2009 and 2013, each rail station in the study area experienced annual ridership growth greater than 15 percent.
- The Pink Line stations at California Avenue in Little Village and 18th Street in Pilsen saw the largest ridership increases between 2009 and 2013, 26 percent and 24 percent respectively.

Table 7.2: Annual Rail Ridership

Station	Rail Line	2009	2010	2011	2012	2013	Percent Change
California	Pink	361,801	389,646	418,657	452,047	454,844	26%
18th	Pink	483,374	505,379	554,439	579,674	598,654	24%
Damen	Pink	382,685	387,172	423,991	451,930	456,516	19%
Western	Pink	312,413	328,071	340,890	355,914	368,410	18%
Ashland	Orange	451,768	454,633	486,547	515,561	529,450	17%

Source: RTAMS, 2014

CTA Bus Service

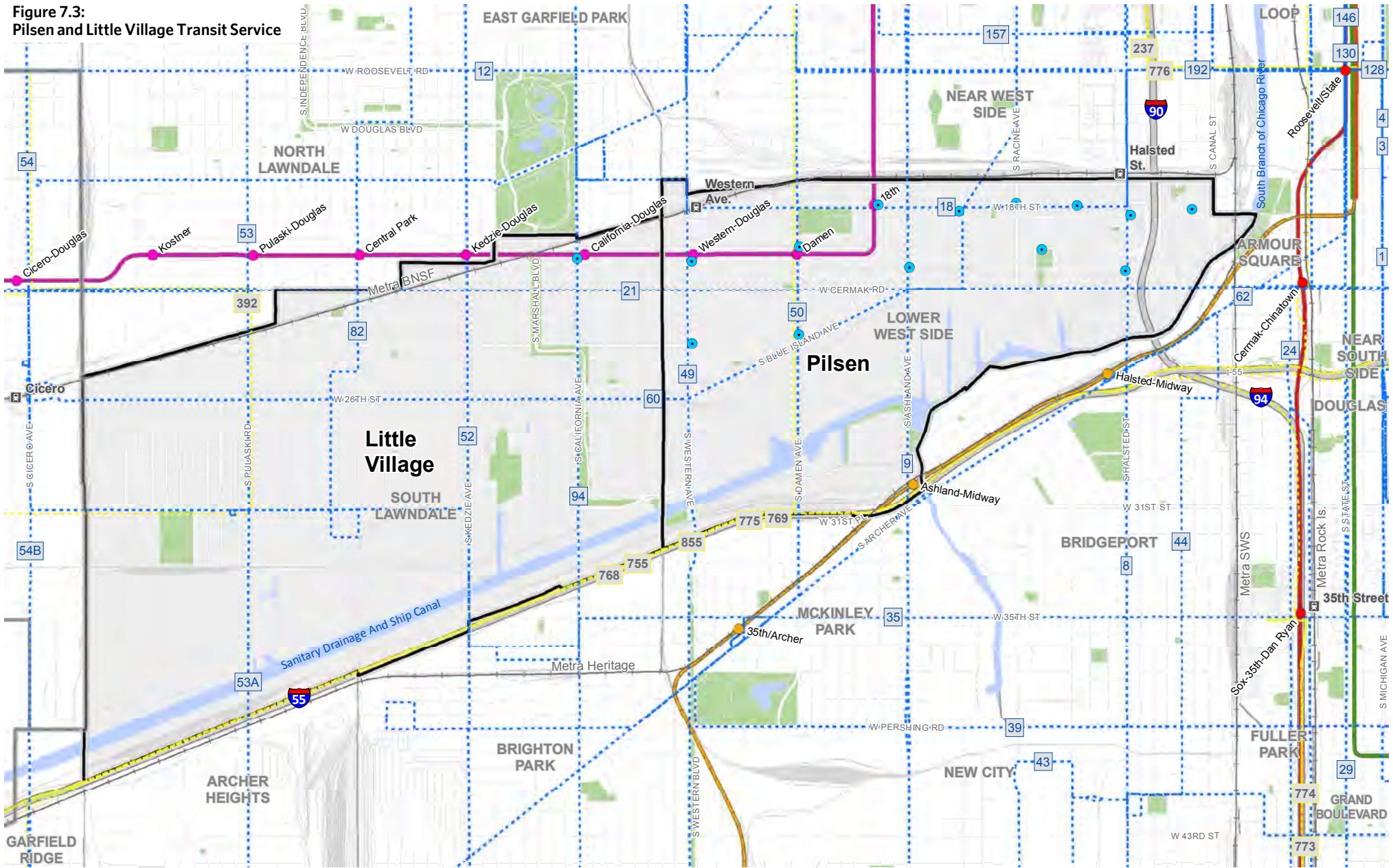
- The study area is directly served by 13 CTA bus routes that align with the area’s major corridors. All of the major north-south roadways discussed in the previous section are served by CTA buses.
- Route 60 (Blue Island/26th) runs directly through both Pilsen and Little Village, connecting both communities to downtown Chicago. Along with the Ashland and Western Avenue bus routes, Route 60 provides 24/7 (“Night Owl”) service.
- Route 53 (Pulaski) also provides Night Owl service, but only north of Harrison Street (outside the Pilsen/Little Village study area).

Table 7.3: CTA Bus Service

Route Number	Route Name	Direction	Location
35	35TH	E-W	Little Village
52	KEDZIE/CALIFORNIA	N-S	Pilsen
53A	SOUTH PULASKI	N-S	Little Village
53	PULASKI	N-S	Little Village
82	KIMBALL/HOMAN	N-S	Little Village
94	SOUTH CALIFORNIA	N-S	Little Village
8	HALSTED	N-S	Pilsen
9	ASHLAND	N-S	Pilsen
18	16TH/18TH	E-W	Pilsen
49	WESTERN	N-S	Pilsen
50	DAMEN	N-S	Pilsen
21	CERMAK	E-W	Both
60	BLUE ISLAND/26th	E-W	Both

Source: RTAMS

Figure 7.3:
Pilsen and Little Village Transit Service



- Study Area
- Chicago Boundary
- Parks & Boulevards
- Freight Rail Lines
- Metra Stations
- Metra Rail Lines
- CTA Rail Lines
- CTA Bus Routes
- Pace Bus Routes
- Orange Line Stations
- Red Line Stations
- Pink Line Stations
- Divvy Stations

DPD
 CHICAGO DEPARTMENT OF
 PLANNING & DEVELOPMENT

Chicago Metropolitan Agency for Planning

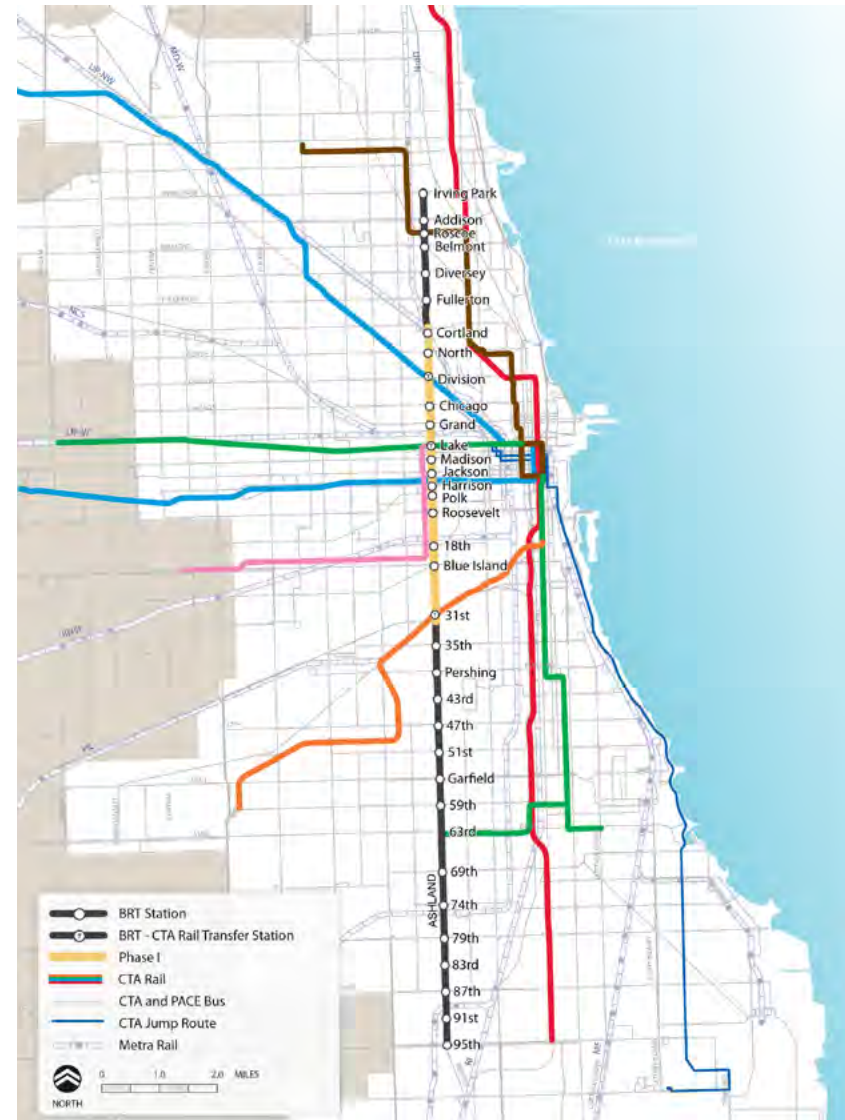
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Miles
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Bus Rapid Transit (BRT)

- The Chicago Transit Authority has selected a 16-mile segment of Ashland Avenue to implement a new Bus Rapid Transit corridor (BRT). The proposed 16-mile corridor runs from N Irving Park Road to S 95th Street and is designed to improve the speed, convenience, and reliability of service along this critical corridor. While project details have not yet been finalized, phase one of the project is set for the segment of Ashland Avenue between 31st Street and Cortland Avenue, which would include stops at 18th Street, Blue Island Avenue, and 31st Street in Pilsen. In addition to new BRT service, the existing number 9 Ashland bus route and stops will be maintained.

Figure 7.4: Proposed CTA Ashland BRT Map



Source: CTA



Metra Rail Service

- Metra’s Burlington Northern Santa Fe (BNSF) line, which runs through the western suburbs from Aurora to downtown Chicago, serves the study area at its Western and Halsted stops. The BNSF Cicero station is also located just west of Little Village.
- Metra’s Heritage Corridor line passes just south of Pilsen and Little Village but does not stop in either community.

Table 7.4: Metra Rail Service

Station	Rail Line	Daily Boardings, 2006	Parking Capacity, 2006	Parking Utilization, 2006
Halsted Street	BNSF	70	0	-
Western Avenue	BNSF	110	0	-
Cicero Avenue	BNSF	246	170	35%

Source: RTAMS

PACE Bus Service

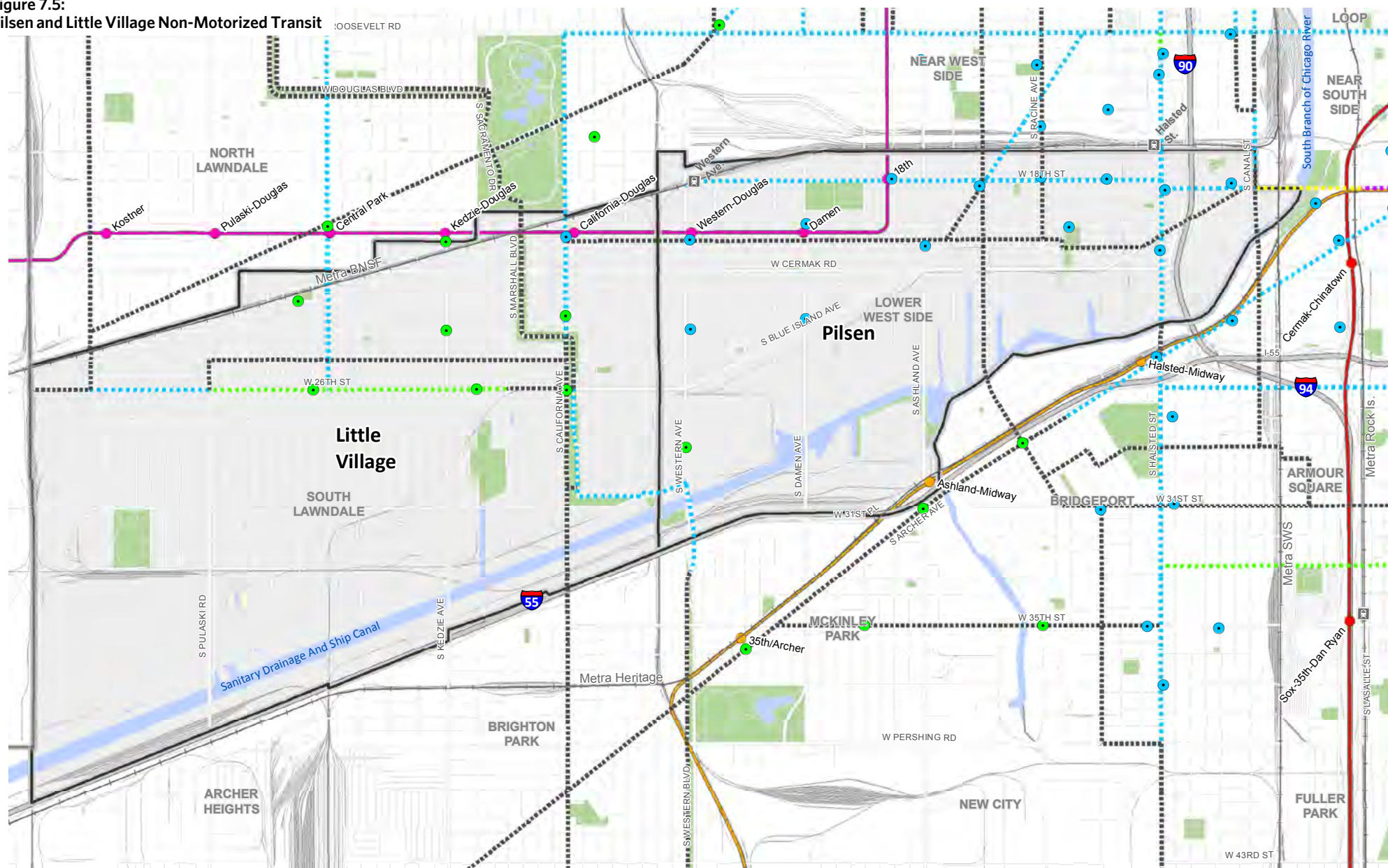
- Pace Route 755 offers I-55 Express Bus-On-Shoulder service from Plainfield to Union Station via the Illinois Medical District. It features one station stop in Pilsen, adjacent to the Damen Pink Line.
- In Little Village, Route 392, with service to the near southwest suburbs and the UPS facility in Hodgkins, IL, has a major stop at W 26th Street and S Pulaski Road.



Above: Metra BNSF at 16th Street
Photo Credit: Flickr user vxla

Right: Pace expands Express Bus-On-Shoulder Service, August 2014
Photo Credit: IDOT

Figure 7.5:
Pilsen and Little Village Non-Motorized Transit



- Study Area
- Chicago Boundary
- Parks & Boulevards
- Freight Rail Lines
- Metra Rail Lines
- CTA Rail Lines

- Existing Divvy Bike Stations (Oct 2014)
- Divvy Stations Planned for Spring 2015
- Orange Line Stations
- Red Line Stations
- Pink Line Stations
- Metra Stations

- Chicago Bikeways**
- Existing Buffered Bike Lane
- Existing Cycle Track
- Existing Bike Lane
- Existing Shared Lane
- Recommended Bike Route

Source: Streets for Cycling Plan, 2012.

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0 0.25 0.5 1 Miles



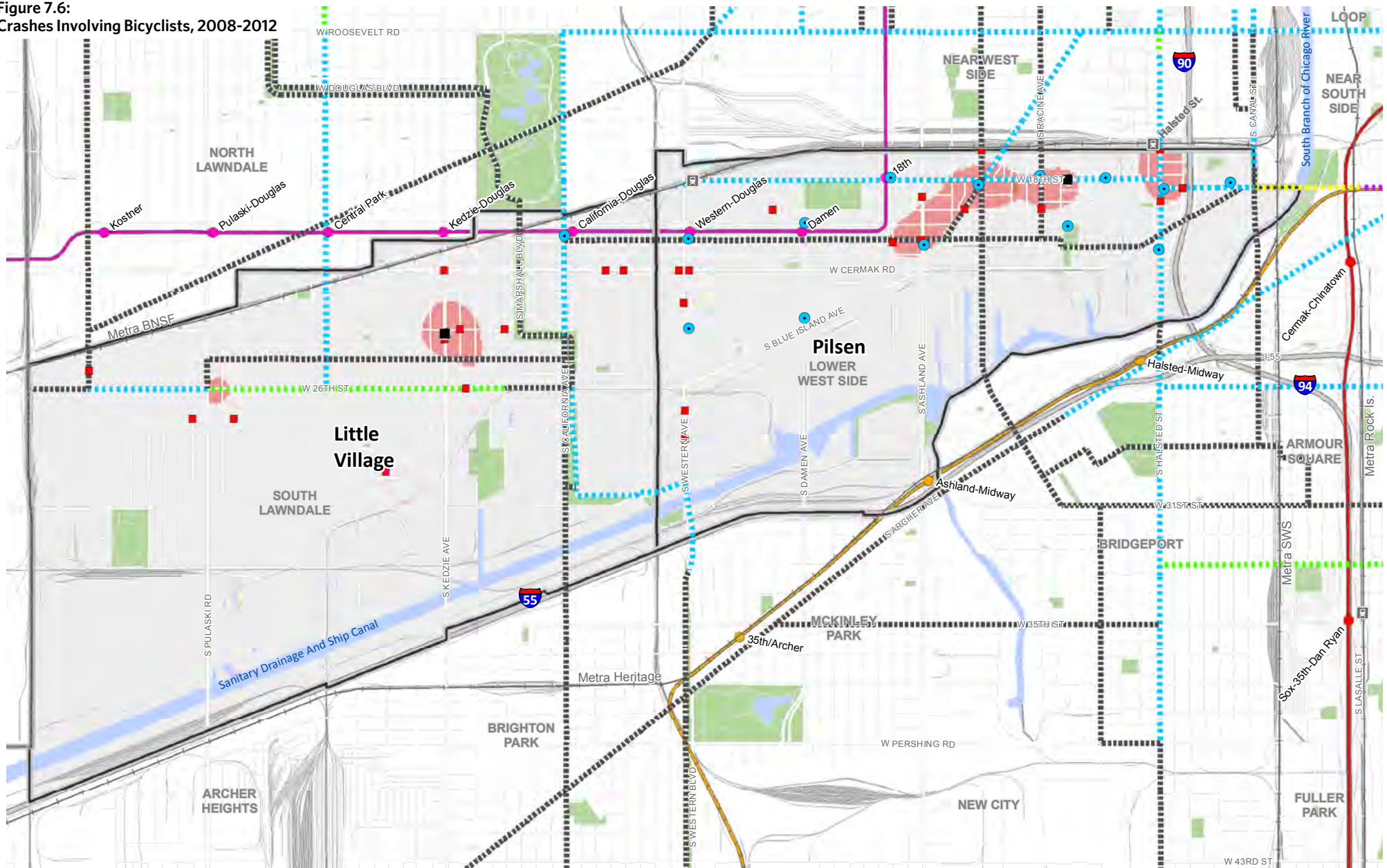
Bicycle and Pedestrian Network

Non-motorized transportation is a unique component of a community's transportation infrastructure. Bicycle and pedestrian circulation plays an essential role in improving the community's urban character, physical and mental health, and perception of safety; it also offers an important, and often equally efficient, alternative to motorized transportation.

Bicycle

- As of Spring 2014, designated bike lanes and routes were found on 18th Street, Blue Island Avenue, Damen Avenue, Halsted Street, Loomis Street, and Racine Avenue in Pilsen, and on 24th Street, 26th Street, California Avenue, Central Park Avenue, and Marshall Boulevard in Little Village. Bike lanes are generally 4'-6' wide striped lanes of travel placed between car traffic and on-street parking, while bike routes are streets open to both bicycle and car travel identified as routes suitable for bicycle use and often signed with bicycle guide signs. Marshall Boulevard is a barrier-protected bike lane, which provides physical separation of bicyclists from adjacent travel or parking lanes.
 - Future routes and lane designations in Little Village include north-south connectivity improvements along Kostner Avenue. East-west bike traffic will also be encouraged along W 25th Street which has been designated as a Chicago bike route. This will provide an alternative to the shared lane accommodations along W 26th Street.
 - North-south connectivity in Pilsen will be greatly enhanced along Racine Avenue, improving access to the University of Illinois at Chicago (UIC) and Illinois Medical District campuses. Additionally, a bike route along W 21st Street will provide a new east-west route alternative to the busy segment of W 18th Street.
 - Divvy, Chicago's citywide bikeshare program introduced in 2013, provides 13 stations in Pilsen and one in Little Village. Pilsen stations are located along W 18th Street, W 21st Street, and near CTA Pink Line stations. The Little Village Divvy is located at the California Pink Line stop. Continued expansion of the network is expected in 2015 and will likely coincide with the growth of the City's designated bike routes.
- CDOT's "Go Pilsen" Transportation Demand Management (TDM) program ran from June 1 to September 30, 2014, and was taken over by the community in October 2014. The goals of the program are to reduce drive-alone trips; to increase trips made by foot, bicycle, transit, and carpool; to increase the use of bike share; to foster a sense of community around walking and bicycling activities; and to support local businesses and community efforts. To achieve these goals, "Go Pilsen" distributes information on safe walking, biking, and driving as well as customized neighborhood maps of transportation options and local landmarks. The program also sponsors group walks, bike rides, and other events, and will conduct a survey on the travel habits and active transportation interests of Pilsen residents.
 - Figure 7.6 illustrates the locations of the most severe automobile crashes involving bicyclists between 2008 and 2012. The map also shows the overall density of crashes, weighted by severity, and the locations where multiple crashes occurred. In Pilsen, the busy commercial corridor along 18th Street from Halsted to the six-point intersection at 18th, Loomis, and Blue Island down to Cermak had the highest concentration of bicycle crashes. Outside of this area, many severe crashes have occurred along busy roadways such as Western Avenue and Halsted Street. New bike routes along S Racine and S Loomis and W 21st Street should provide quality alternatives to the aforementioned busy roadways, alleviating some of the on-road stresses and conflicts between bicyclists and drivers.
 - Little Village had fewer severe accidents involving bicyclists during the same time frame. Nevertheless, the area around S Kedzie Avenue and W 24th Street saw an unusually high volume of severe crashes. This signalized intersection of collector streets is adjacent to a fire station, abuts one block of 2-way traffic on W 24th Street, and experiences a high volume of traffic. The congested 26th Street commercial corridor also experienced a high volume of crashes at Pulaski Road.

Figure 7.6:
Crashes Involving Bicyclists, 2008-2012



- Study Area
- Chicago Boundary
- Parks & Boulevards
- Freight Rail Lines
- Metra Rail Lines
- CTA Rail Lines

- Divvy Bike Stations
- Orange Line Stations
- Red Line Stations
- Pink Line Stations
- Metra Stations

- Chicago Bikeroutes (2012)**
- Existing Bike Lane
 - Existing Shared Lane
 - Recommended Bike Route
 - Existing Buffered Bike Lane
 - Existing Cycle Track

Bicycle Crashes Reported during 2008 - 2012

- Severe Crash Locations**
- Serious Injury
 - Fatal Crash
 - Bicycle Crash Hot Spots

Source: Chicago Police Department, 2013.



Chicago Metropolitan Agency for Planning



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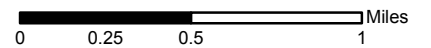
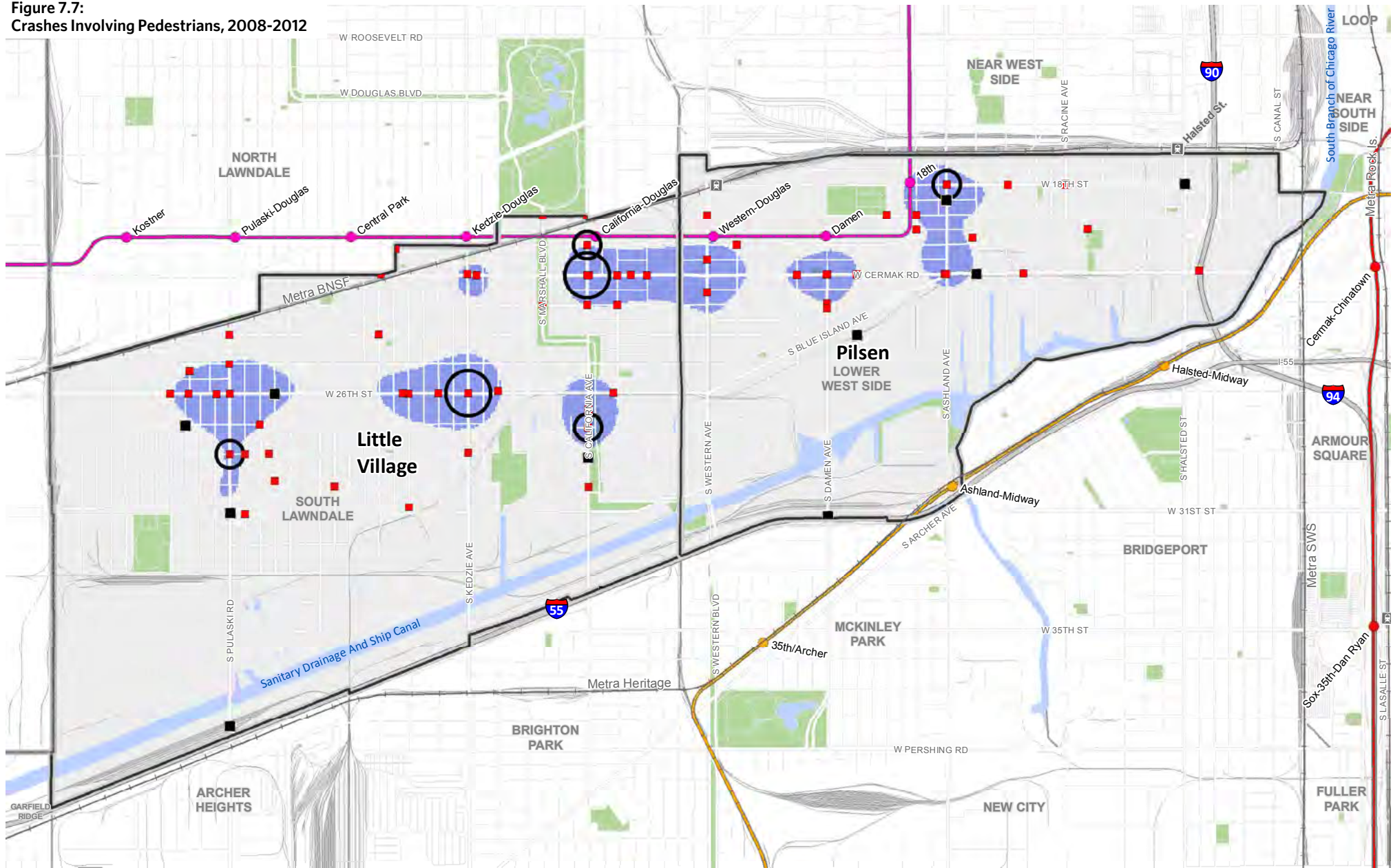





Figure 7.7:
Crashes Involving Pedestrians, 2008-2012



Pedestrian Crashes Reported during 2008 - 2012

-  Study Area
-  Chicago Boundary
-  Parks & Boulevards
-  Freight Rail Lines
-  CTA Rail Lines
-  Orange Line Stations
-  Red Line Stations
-  Pink Line Stations
-  Metra Stations
-  Metra Rail Lines



Severe Crash Locations

-  Serious Injury
-  Fatal Crash

Pedestrian Crash Hot Spots



Multiple Crashes at the Same Location

-  3 - 5
-  6 - 9

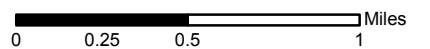
Source: Chicago Police Department, 2013.



Chicago Metropolitan Agency for Planning



1:35,000



Pedestrian

- The pedestrian environment in both Pilsen and Little Village is comprised of a consistent network of sidewalks along all major and local roadways, with crosswalks at the intersection of major roads. Overall pedestrian connectivity is high, enabling residents and visitors to access local amenities, businesses, and transit. These observations are further substantiated by Pilsen and Little Village's relatively high Walk Scores of 89 and 78 (out of 100).⁹ These scores convey walkable neighborhoods where pedestrians can accomplish most daily errands on foot, or at least without the use of a car.
- Despite these levels of physical connectivity, residents have consistently cited the unpleasant and unsafe conditions of railway viaducts, including under CSX rail lines near Western Avenue and under BNSF lines near Cermak.
- Another challenge to connectivity is the presence of street gangs in Pilsen and Little Village and the conflict between unofficial gang territory geographies and the roadways and paths that connect community destinations and amenities.¹⁰ Often, convenient routes between destinations span multiple territories, presenting pedestrians with personal safety concerns and negatively impacting the actual and perceived ease of circulation and connectivity throughout the community.
- Starting in October 2014, CDOT is conducting a feasibility study to analyze how a potential Paseo utilizing the unused BNSF rail tracks in Little Village will cross active streets at grade-level intersections. The study will recommend

pedestrian design treatments for the Paseo, as well as a preferred design concept for gateways at each end of the Paseo.

- Figure 7.7 illustrates the location of the most severe automobile crashes involving pedestrians between 2008 and 2012. The map also shows the density of crashes, weighted by severity, and the locations where multiple crashes occurred. In Pilsen, severe accidents involving pedestrians were primarily concentrated at or near intersections along S Ashland Avenue and W Cermak Road. The area surrounding the five-point intersection at S Ashland, W Cermak, and W Blue Island is perhaps the most problematic due to the presence of Benito Juarez Community Academy and the recreational and public space located just west of the school building. The frequency of crashes at the intersection of W 18th Street and S Ashland Avenue raises additional concerns given the severity of these crashes.
- Pedestrian crashes tended to be more concentrated at or near key intersections in Little Village. The most problematic of these include the intersection of W Cermak Road and S California Avenue, the intersection of W 26th Street and S Kedzie Avenue, as well as the W 26th Street corridor west from S Kedzie Avenue. This segment includes the entire extent of Little Village's vibrant commercial district along W 26th Street that is heavily trafficked by pedestrians and cars.

⁹ Accessed 4/23/2014. For more information, see <http://www.walkscore.com>

¹⁰ For more information, see the map of gang territories throughout Chicago based on Chicago Crime Commission's 2011 *The Gang Book*, <http://goo.gl/Pm8FrI>



Transportation, Employment, and Affordability

The following tables present information related to the relationship between transportation, land use, jobs, and housing, and summarize how Pilsen and Little Village compare with the rest of the city and region on a number of important transportation metrics. These metrics give insight into how people in the community are moving around and how much they are spending on transportation.

- More than 90 percent of employed residents in both Pilsen and Little Village leave their communities for work, while more than 94 percent of jobs in both communities are filled by employees living in other parts of the city and region.

Table 7.5: Primary Jobs by Location

	Pilsen		Little Village	
Total Jobs	15,123		12,103	
Employed and living in the area	726	4.8%	705	5.8%
Employed in the area but living outside (inflow)	14,397	95.2%	11,398	94.2%
Total Employed Residents	10,306		15,077	
Living and employed in the area	726	7.0%	705	4.7%
Living in the area but employed outside (outflow)	9,580	93.0%	14,372	95.3%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

- As shown in Table 7.6, only 7 percent of Pilsen residents work in the community, however over 60 percent of residents travel to a job located in the City of Chicago, with the most common destinations being located in the Loop area (17.6 percent).
- Similarly, while only 4.8 percent of workers employed in Pilsen also reside in the community, many workers reside in Chicago neighborhoods to the south of Pilsen, as shown in Figure 7.9. Outside of these identified areas, approximately 75 percent of employees coming to Pilsen for work have origins within Chicago or the rest of Cook County.

- While less than 5 percent of Little Village residents both live and work in the community, more than 50 percent work in jobs that are located within the City of Chicago. As Table 7.6 shows, the most common employment destinations for Little Village residents are in Chicago’s Loop district, with more than 10 percent of residents being employed in the downtown area. The areas containing and adjacent to O’Hare and Midway International Airports are also prevalent employment destinations for residents.
- Similarly, while only 5.8 percent of Little Village workers reside in the community, over 40 percent reside in the City of Chicago. While nearby western suburbs such as Stickney, Cicero, and Berwyn are also common origins for incoming workers, approximately 20 percent of local employees come in from outside of Cook County.

Table 7.6: Employment Location of Pilsen Residents

Location	Count	Percent
Pilsen	726	7.0%
Other Chicago	6,324	61.4%
Other Cook, IL	1,841	17.9%
DuPage, IL	662	6.4%
Will, IL	195	1.9%
Lake, IL	155	1.5%
Kane, IL	126	1.2%
McHenry, IL	16	0.2%
Kendall, IL	7	0.1%
All Other	254	2.5%
Total	10,306	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Figure 7.8: Where Pilsen Residents Work

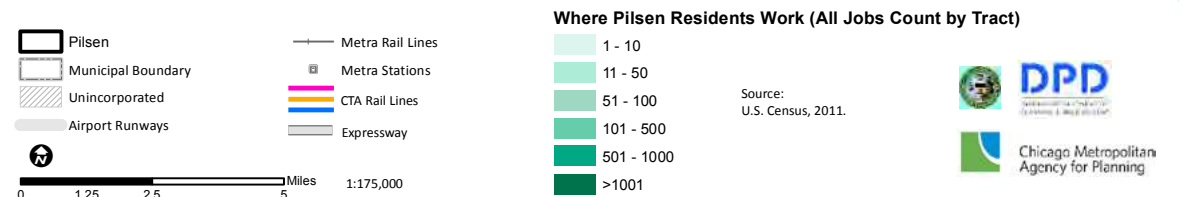
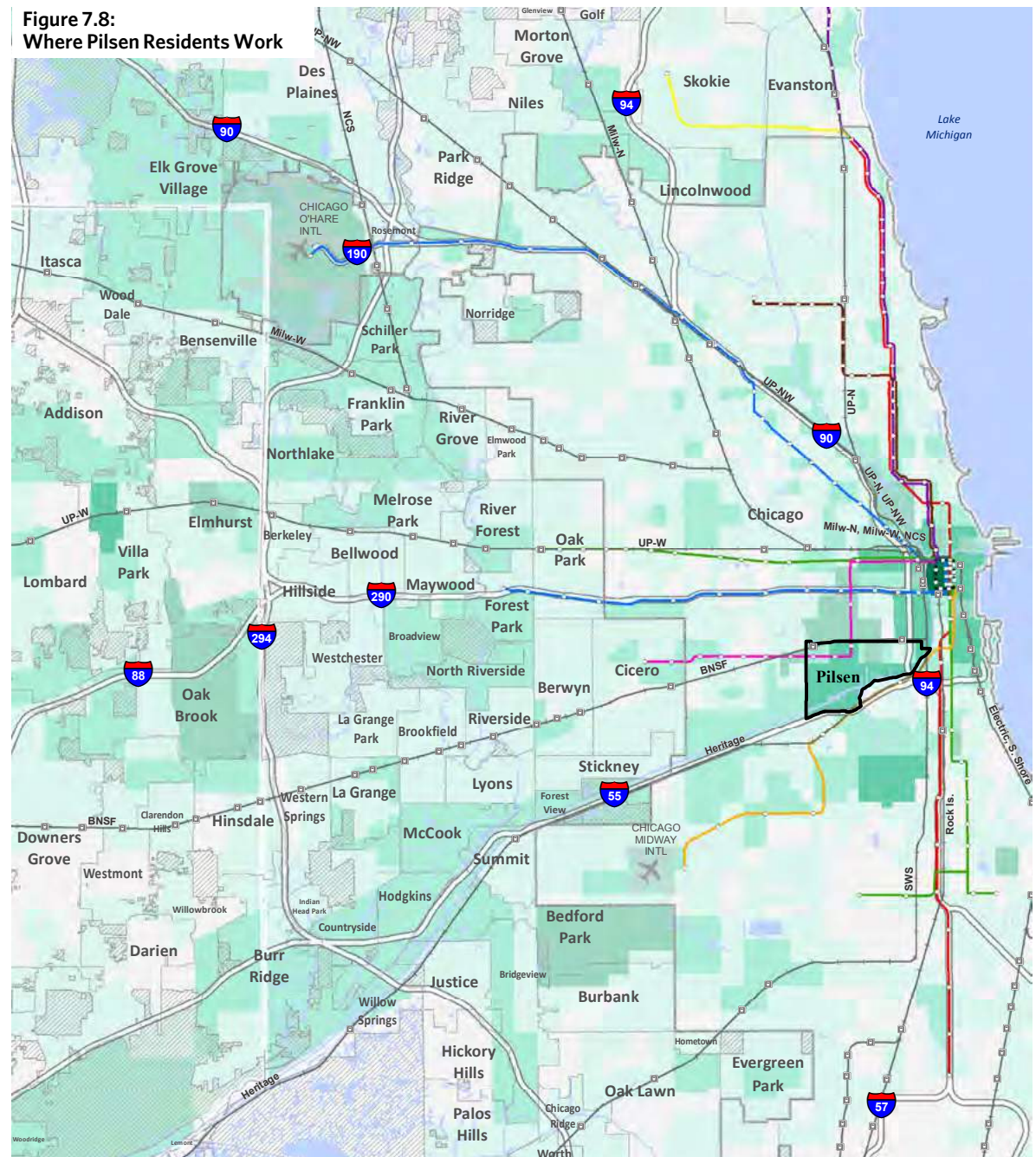
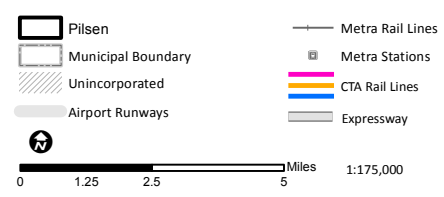
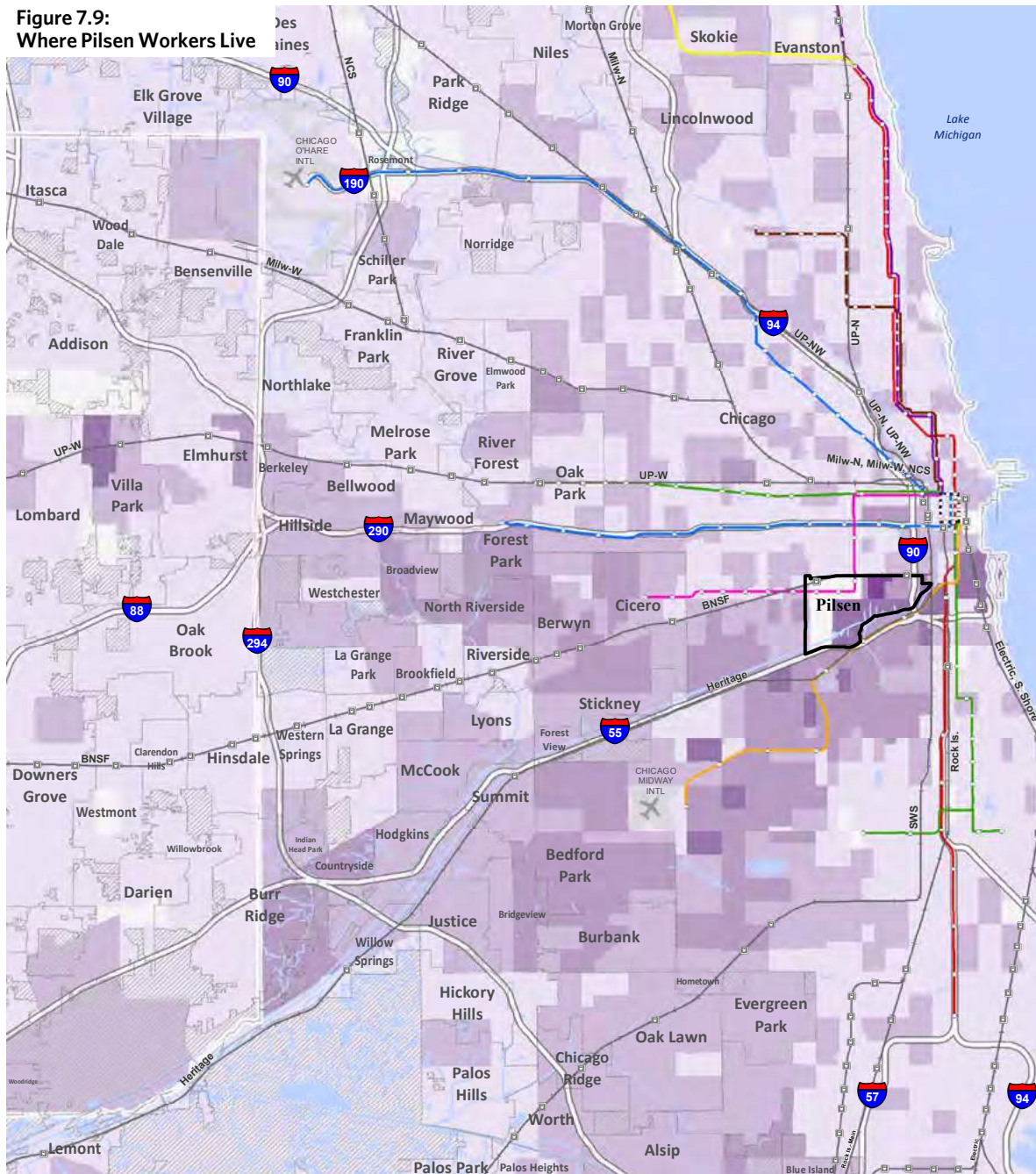
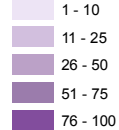


Figure 7.9:
Where Pilsen Workers Live



Where Pilsen Workers Live (All Employees Count by Tract)



Source:
U.S. Census, 2011.



Table 7.7: Residence Location of Pilsen Workers

Location	Count	Percent
Pilsen	726	4.8%
Other Chicago	7,627	50.4%
Other Cook, IL	3,719	24.6%
Will, IL	712	4.7%
DuPage, IL	704	4.7%
Lake, IL	194	1.3%
Kane, IL	179	1.2%
McHenry, IL	89	0.6%
Kendall, IL	50	0.3%
All Other	1,123	7.4%
Total	15,123	100.0%

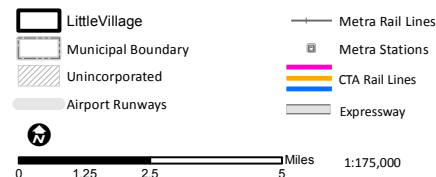
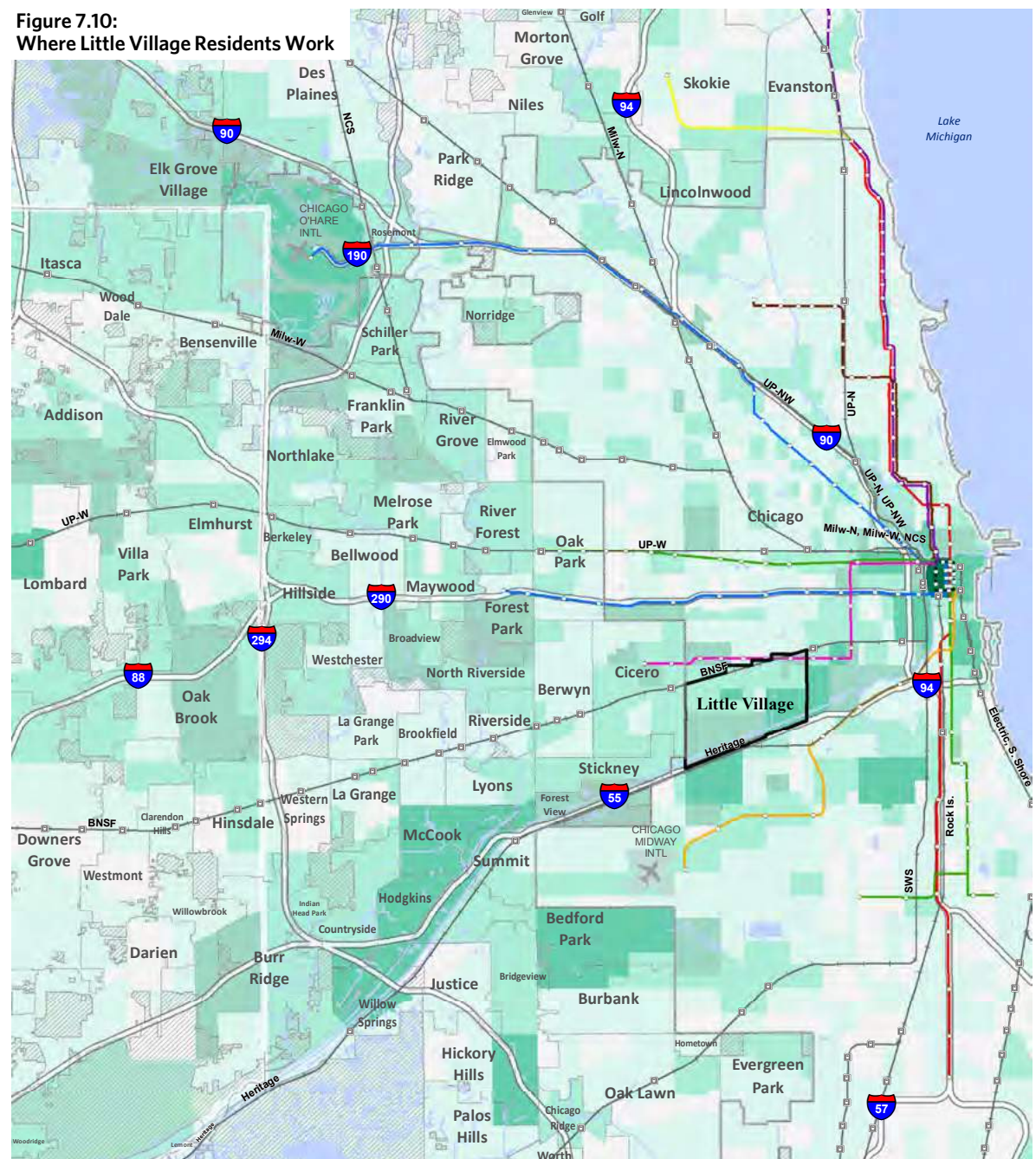
Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Table 7.8: Employment Location of Little Village Residents

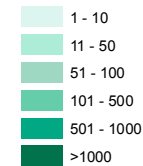
Location	Count	Percent
Little Village	705	4.7%
Other Chicago	7,658	50.8%
Other Cook, IL	3,747	24.9%
DuPage County	1,136	7.5%
Will County	367	2.4%
Lake County	335	2.2%
Kane County	241	1.6%
McHenry County	50	0.3%
Kendall County	11	0.1%
All Other	827	5.5%
Total	15,077	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Figure 7.10: Where Little Village Residents Work



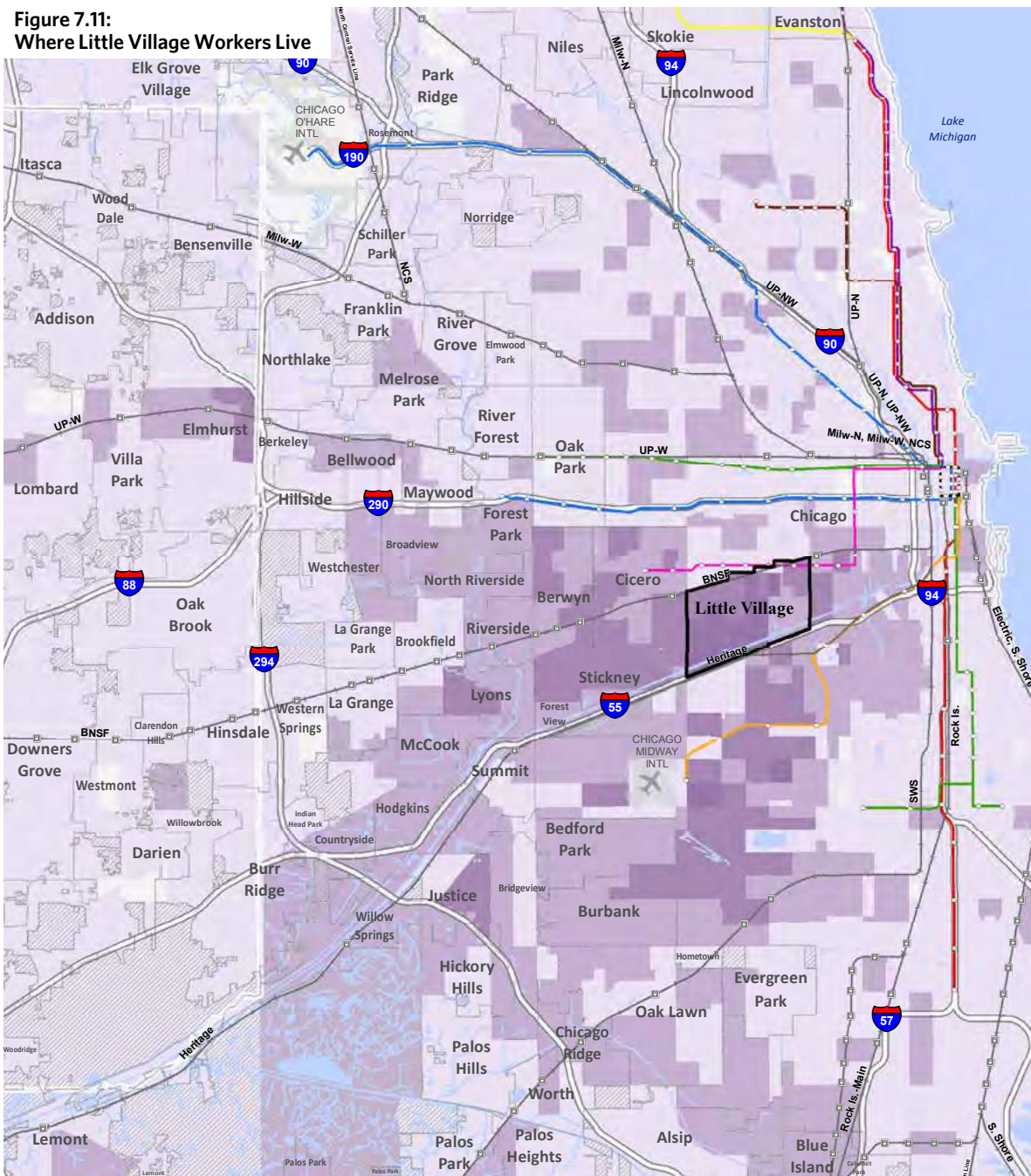
Where Little Village's Residents Work (All Jobs Count by Tract)



Source: U.S. Census, 2011.



**Figure 7.11:
Where Little Village Workers Live**



Little Village
 Municipal Boundary
 Unincorporated
 Airport Runways
 Metra Rail Lines
 Metra Stations
 CTA Rail Lines
 Expressway

1 - 10
 11 - 25
 26 - 50
 51 - 75

Miles
 1:175,000

Where Little Village Workers Live (All Employees Count by Tract)

Source: U.S. Census, 2011.



Table 7.9: Residence Location of Little Village Workers

Location	Count	Percent
Little Village	705	5.8%
Other Chicago	5220	43.1%
Other Cook, IL	3,304	27.3%
DuPage, IL	553	4.6%
Will, IL	514	4.2%
Kane, IL	223	1.8%
Lake, IL	172	1.4%
McHenry, IL	134	1.1%
Kendall, IL	69	0.6%
All Other	1,209	10.0%
Total	12,103	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Mode Share

Mode share indicates the percentage of commuting trips taken by local workers via each available mode of transport.

- The average number of workers in Pilsen and Little Village that commute via single occupancy vehicles is substantially lower than in Cook County and the Chicago Region as a whole.
- While 28.8 percent of Pilsen workers utilize the bus and rail systems—a rate slightly above that of the city—only 16.2 percent of Little Village workers commute using public transit, suggesting transit access issues and/or the inability for the transit network to overcome a possible spatial mismatch between employment locations of Little Village residents. Little Village residents also tend to carpool at a much higher rate, perhaps taking advantage of a high frequency of common employment destinations or compensating for the lack of transit options.

Table 7.10: Mode Share as a Percentage of Work Trips

	Pilsen*	Little Village*	Chicago	Cook County	Region**
Total Workers	16,850	23,905	1,218,908	2,322,252	3,872,955
Worked at Home	418	647	51,823	93,295	166,595
Total Commuting Population	16,432	23,258	1,167,085	2,228,957	3,706,360
Drive Alone	42.3%	49.3%	52.7%	64.8%	72.3%
Carpool	16.2%	25.5%	9.5%	9.4%	9.1%
Transit	28.8%	16.2%	27.5%	19.2%	13.4%
Walk	8.3%	6.9%	7.2%	4.5%	3.4%
Other	4.4%	2.2%	3.1%	2.1%	1.9%

Sources: 2008-12 ACS 5-Year Estimates, U.S. Census Bureau (for census tract figures), 2012 ACS 1-Year Estimates, U.S. Census Bureau (for municipal figures), 2011 ACS 1-Year Estimates, U.S. Census Bureau (for County figures).

Note: Mode shares are expressed as percentages of the working population excluding those who work from home.

*Average of Census Tracts in each neighborhood.

**Compiled from workers in the seven counties of the Chicago region.

- More than 8 percent of Pilsen residents walk to work. Bicycling as a mode of transportation is included within the “Other” category, and with more than 4 percent of Pilsen residents represented in this category, active transportation appears to play a more significant role in Pilsen than in Little Village, Chicago, or the region.

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) represents the average annual auto travel by households, including commute travel as well as all other daily auto trips. On average, households in Pilsen and Little Village, similar to those throughout the City of Chicago, drive less annually than the households throughout the rest of Cook County and Chicago Region. Pilsen households drive significantly less than Little Village, which has an average VMT greater than the city’s. Again, the high rates of driving are likely attributable to poor transit access and spatial mismatch between employment locations Little Village residents and the transit network.

Table 7.11: Vehicle Miles Traveled

	Pilsen*	Little Village*	Chicago	Cook County	Region (MSA)
Total Annual Vehicle Miles Traveled (VMT) per Household (HH)	13,105	13,974	13,650	15,780	18,272

Source: Center for Neighborhood Technology, “H+T Affordability Index”: <http://htindex.cnt.org/map/>
*Average of Census Block Groups for each neighborhood

Right: 18th Street ‘L’ Station, Pilsen
Photo Credit: Adam Jones
via Wikimedia Commons



← 54th/Cermak



Loop →

Appendix



Appendix

The following pages provide additional data on employment in Pilsen and Little Village.

Mural: "Familiar" by Jeff Zimmermann
Photo Credit: Adam Jones
via Wikimedia Commons

Table A1: Jobs by NAICS Industry Sector, Pilsen

	2002		2003		2004		2005	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Health Care and Social Assistance	2,410	18.0%	2,370	18.2%	2,486	18.9%	2,592	19.1%
Wholesale Trade	2,722	20.3%	2,734	21.0%	3,005	22.9%	3,109	22.9%
Manufacturing	2,714	20.3%	2,445	18.8%	2,251	17.1%	2,237	16.5%
Administration & Support, Waste Management and Remediation	975	7.3%	947	7.3%	924	7.0%	720	5.3%
Retail Trade	736	5.5%	796	6.1%	944	7.2%	886	6.5%
Transportation and Warehousing	717	5.4%	698	5.4%	809	6.2%	1,056	7.8%
Accommodation and Food Services	668	5.0%	504	3.9%	505	3.8%	612	4.5%
Information	197	1.5%	48	0.4%	45	0.3%	29	0.2%
Other Services (excluding Public Administration)	429	3.2%	734	5.6%	714	5.4%	711	5.2%
Educational Services	239	1.8%	241	1.9%	254	1.9%	282	2.1%
Construction	491	3.7%	466	3.6%	343	2.6%	388	2.9%
Professional, Scientific, and Technical Services	299	2.2%	283	2.2%	310	2.4%	392	2.9%
Arts, Entertainment, and Recreation	151	1.1%	172	1.3%	154	1.2%	189	1.4%
Finance and Insurance	384	2.9%	385	3.0%	257	2.0%	238	1.8%
Real Estate and Rental and Leasing	244	1.8%	168	1.3%	133	1.0%	114	0.8%
Management of Companies and Enterprises	1	0.0%	1	0.0%	1	0.0%	1	0.0%
Utilities	12	0.1%	7	0.1%	8	0.1%	8	0.1%
Agriculture, Forestry, Fishing and Hunting	1	0.0%	-	0.0%	-	0.0%	-	0.0%
Mining, Quarrying, and Oil and Gas Extraction	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Public Administration	-	0.0%	1	0.0%	2	0.0%	-	0.0%
Total Employed Population	13,390	100.0%	13,000	100.0%	13,145	100.0%	13,564	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Table A1 (Cont'd.): Jobs by NAICS Industry Sector, Pilsen

2006		2007		2008		2009		2010		2011	
Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
2,702	19.6%	2,733	19.3%	2,856	19.5%	2,878	20.6%	3,584	23.5%	3,885	24.2%
3,000	21.7%	3,082	21.8%	3,170	21.6%	3,102	22.2%	2,856	18.7%	2,941	18.3%
2,211	16.0%	2,065	14.6%	2,155	14.7%	1,896	13.6%	1,837	12.0%	2,217	13.8%
967	7.0%	1,148	8.1%	1,357	9.3%	1,393	10.0%	1,630	10.7%	1,589	9.9%
897	6.5%	918	6.5%	829	5.7%	823	5.9%	912	6.0%	1,089	6.8%
991	7.2%	1,014	7.2%	949	6.5%	695	5.0%	822	5.4%	777	4.8%
615	4.5%	661	4.7%	703	4.8%	798	5.7%	738	4.8%	775	4.8%
43	0.3%	38	0.3%	36	0.2%	65	0.5%	629	4.1%	565	3.5%
710	5.1%	576	4.1%	519	3.5%	513	3.7%	528	3.5%	455	2.8%
334	2.4%	445	3.1%	405	2.8%	397	2.8%	289	1.9%	434	2.7%
406	2.9%	506	3.6%	645	4.4%	409	2.9%	428	2.8%	401	2.5%
381	2.8%	375	2.6%	397	2.7%	416	3.0%	296	1.9%	278	1.7%
187	1.4%	213	1.5%	218	1.5%	168	1.2%	195	1.3%	209	1.3%
225	1.6%	240	1.7%	232	1.6%	247	1.8%	297	1.9%	206	1.3%
138	1.0%	127	0.9%	157	1.1%	152	1.1%	157	1.0%	170	1.1%
1	0.0%	4	0.0%	7	0.0%	8	0.1%	24	0.2%	38	0.2%
10	0.1%	13	0.1%	17	0.1%	16	0.1%	36	0.2%	28	0.2%
-	0.0%	1	0.0%	2	0.0%	-	0.0%	-	0.0%	4	0.0%
-	0.0%	-	0.0%	-	0.0%	-	0.0%	1	0.0%	1	0.0%
-	0.0%	-	0.0%	-	0.0%	4	0.0%	-	0.0%	-	0.0%
13,818	100.0%	14,159	100.0%	14,654	100.0%	13,980	100.0%	15,259	100.0%	16,062	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Table A2: Jobs by NAICS Industry Sector, Little Village

	2002		2003		2004		2005	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Health Care and Social Assistance	1,816	15.9%	1,726	14.6%	1,618	13.7%	1,695	15.0%
Wholesale Trade	433	3.8%	436	3.7%	392	3.3%	410	3.6%
Manufacturing	3,077	27.0%	2,997	25.4%	2,895	24.4%	2,920	25.8%
Administration & Support, Waste Management and Remediation	1,541	13.5%	2,310	19.6%	2,629	22.2%	1,919	16.9%
Retail Trade	1,199	10.5%	1,070	9.1%	1,000	8.4%	989	8.7%
Transportation and Warehousing	283	2.5%	346	2.9%	421	3.6%	396	3.5%
Accommodation and Food Services	956	8.4%	1,022	8.7%	1,188	10.0%	1,136	10.0%
Information	70	0.6%	63	0.5%	70	0.6%	65	0.6%
Other Services (excluding Public Administration)	332	2.9%	374	3.2%	343	2.9%	379	3.3%
Educational Services	203	1.8%	224	1.9%	214	1.8%	217	1.9%
Construction	399	3.5%	336	2.8%	317	2.7%	355	3.1%
Professional, Scientific, and Technical Services	482	4.2%	315	2.7%	234	2.0%	249	2.2%
Arts, Entertainment, and Recreation	9	0.1%	10	0.1%	5	0.0%	21	0.2%
Finance and Insurance	497	4.4%	485	4.1%	436	3.7%	493	4.4%
Real Estate and Rental and Leasing	69	0.6%	79	0.7%	74	0.6%	66	0.6%
Management of Companies and Enterprises	-	0.0%	2	0.0%	2	0.0%	1	0.0%
Utilities	21	0.2%	13	0.1%	11	0.1%	12	0.1%
Agriculture, Forestry, Fishing and Hunting	2	0.0%	-	0.0%	-	0.0%	-	0.0%
Mining, Quarrying, and Oil and Gas Extraction	-	0.0%	1	0.0%	-	0.0%	-	0.0%
Public Administration	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Total Employed Population	11,389	100.0%	11,809	100.0%	11,849	100.0%	11,323	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Table A2 (Cont'd.): Jobs by NAICS Industry Sector, Little Village

2006		2007		2008		2009		2010		2011	
Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1,617	13.6%	1,595	13.4%	1,612	13.3%	1,603	14.3%	1,712	15.1%	1,937	15.3%
454	3.8%	378	3.2%	398	3.3%	389	3.5%	344	3.0%	370	2.9%
2,473	20.7%	2,543	21.4%	2,489	20.5%	2,330	20.8%	1,986	17.5%	2,393	18.9%
2,299	19.3%	2,586	21.8%	2,132	17.6%	1,116	10.0%	1,573	13.9%	1,657	13.1%
1,048	8.8%	1,113	9.4%	1,039	8.6%	1,025	9.2%	1,165	10.3%	1,219	9.6%
916	7.7%	521	4.4%	1,467	12.1%	1,811	16.2%	1,686	14.9%	1,936	15.3%
1,160	9.7%	1,225	10.3%	1,225	10.1%	1,161	10.4%	1,225	10.8%	1,289	10.2%
43	0.4%	47	0.4%	26	0.2%	41	0.4%	41	0.4%	37	0.3%
383	3.2%	413	3.5%	389	3.2%	402	3.6%	340	3.0%	376	3.0%
201	1.7%	232	2.0%	242	2.0%	261	2.3%	212	1.9%	259	2.0%
418	3.5%	409	3.4%	268	2.2%	276	2.5%	309	2.7%	349	2.8%
292	2.4%	217	1.8%	214	1.8%	184	1.6%	149	1.3%	171	1.4%
35	0.3%	30	0.3%	41	0.3%	25	0.2%	55	0.5%	75	0.6%
506	4.2%	499	4.2%	504	4.2%	504	4.5%	471	4.2%	531	4.2%
56	0.5%	35	0.3%	31	0.3%	25	0.2%	22	0.2%	28	0.2%
1	0.0%	4	0.0%	5	0.0%	2	0.0%	4	0.0%	2	0.0%
15	0.1%	17	0.1%	22	0.2%	28	0.3%	42	0.4%	34	0.3%
4	0.0%	-	0.0%	-	0.0%	2	0.0%	-	0.0%	2	0.0%
-	0.0%	-	0.0%	6	0.0%	-	0.0%	1	0.0%	-	0.0%
-	0.0%	-	0.0%	2	0.0%	1	0.0%	-	0.0%	-	0.0%
11,921	100.0%	11,864	100.0%	12,112	100.0%	11,186	100.0%	11,337	100.0%	12,665	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Table A3: Jobs by NAICS Industry Sector, Chicago

	2002		2003		2004		2005	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Health Care and Social Assistance	135,366	12.3%	132,035	12.5%	131,703	12.5%	137,789	13.1%
Wholesale Trade	43,162	3.9%	41,942	4.0%	41,522	3.9%	41,777	4.0%
Manufacturing	102,219	9.3%	94,237	8.9%	89,092	8.4%	86,298	8.2%
Administration & Support, Waste Management and Remediation	93,525	8.5%	90,453	8.5%	93,635	8.9%	89,261	8.5%
Retail Trade	88,442	8.0%	85,572	8.1%	86,753	8.2%	91,041	8.6%
Transportation and Warehousing	54,253	4.9%	58,541	5.5%	57,601	5.5%	50,699	4.8%
Accommodation and Food Services	88,128	8.0%	91,744	8.7%	93,160	8.8%	95,393	9.1%
Information	43,332	3.9%	38,864	3.7%	38,098	3.6%	37,627	3.6%
Other Services (excluding Public Administration)	54,009	4.9%	52,357	4.9%	48,567	4.6%	50,524	4.8%
Educational Services	43,766	4.0%	39,681	3.7%	45,726	4.3%	47,443	4.5%
Construction	29,948	2.7%	28,857	2.7%	29,941	2.8%	27,528	2.6%
Professional, Scientific, and Technical Services	131,226	11.9%	118,909	11.2%	118,828	11.3%	121,587	11.5%
Arts, Entertainment, and Recreation	16,408	1.5%	16,829	1.6%	16,658	1.6%	14,003	1.3%
Finance and Insurance	128,139	11.6%	122,125	11.5%	116,091	11.0%	113,320	10.8%
Real Estate and Rental and Leasing	30,888	2.8%	29,745	2.8%	29,909	2.8%	29,187	2.8%
Management of Companies and Enterprises	14,399	1.3%	12,861	1.2%	15,081	1.4%	15,995	1.5%
Utilities	3,667	0.3%	3,142	0.3%	3,434	0.3%	3,298	0.3%
Agriculture, Forestry, Fishing and Hunting	228	0.0%	71	0.0%	62	0.0%	79	0.0%
Mining, Quarrying, and Oil and Gas Extraction	356	0.0%	352	0.0%	361	0.0%	401	0.0%
Public Administration	9	0.0%	8	0.0%	16	0.0%	14	0.0%
Total Employed Population	1,101,470	100.0%	1,058,325	100.0%	1,056,238	100.0%	1,053,264	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics

Table A3 (Cont'd.): Jobs by NAICS Industry Sector, Chicago

2006		2007		2008		2009		2010		2011	
Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
133,398	12.7%	140,248	13.1%	147,678	13.5%	153,502	14.4%	148,882	13.8%	150,746	13.7%
41,892	4.0%	41,575	3.9%	42,170	3.9%	38,691	3.6%	37,550	3.5%	40,034	3.6%
81,483	7.7%	79,806	7.4%	77,404	7.1%	67,541	6.3%	64,785	6.0%	66,244	6.0%
93,529	8.9%	97,850	9.1%	96,273	8.8%	78,547	7.4%	92,408	8.6%	97,934	8.9%
91,477	8.7%	92,690	8.6%	92,949	8.5%	89,440	8.4%	93,337	8.7%	95,696	8.7%
45,376	4.3%	42,097	3.9%	37,676	3.4%	55,664	5.2%	57,281	5.3%	58,586	5.3%
99,039	9.4%	102,233	9.5%	107,686	9.8%	101,414	9.5%	104,161	9.7%	108,641	9.9%
37,448	3.6%	36,645	3.4%	36,556	3.3%	34,059	3.2%	33,936	3.2%	35,250	3.2%
50,372	4.8%	51,416	4.8%	53,541	4.9%	55,083	5.2%	54,775	5.1%	57,071	5.2%
44,553	4.2%	48,452	4.5%	52,763	4.8%	54,560	5.1%	56,505	5.3%	57,935	5.3%
29,466	2.8%	28,873	2.7%	29,995	2.7%	25,848	2.4%	20,647	1.9%	20,473	1.9%
127,746	12.1%	131,235	12.2%	140,928	12.9%	135,908	12.8%	135,172	12.6%	137,093	12.5%
16,744	1.6%	17,128	1.6%	18,779	1.7%	18,268	1.7%	17,603	1.6%	17,552	1.6%
110,682	10.5%	114,523	10.7%	110,902	10.1%	109,408	10.3%	113,479	10.5%	111,366	10.1%
29,627	2.8%	29,565	2.8%	28,619	2.6%	26,980	2.5%	26,262	2.4%	26,116	2.4%
15,969	1.5%	16,425	1.5%	17,206	1.6%	16,664	1.6%	15,826	1.5%	14,046	1.3%
3,228	0.3%	3,150	0.3%	3,440	0.3%	3,432	0.3%	3,010	0.3%	3,373	0.3%
183	0.0%	159	0.0%	146	0.0%	76	0.0%	92	0.0%	105	0.0%
352	0.0%	242	0.0%	202	0.0%	212	0.0%	169	0.0%	174	0.0%
27	0.0%	27	0.0%	42	0.0%	40	0.0%	11	0.0%	8	0.0%
1,052,591	100.0%	1,074,339	100.0%	1,094,955	100.0%	1,065,337	100.0%	1,075,891	100.0%	1,098,443	100.0%

Source: U.S. Census Bureau—Longitudinal Employer-Household Dynamics



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive, Suite 800
Chicago, IL 60606

312-454-0400
info@cmap.illinois.gov

www.cmap.illinois.gov