



CABRINI

»»»»» **NOW**

**DEVELOPMENT
FRAMEWORK PLAN**

APPENDIX | Volume 1
May 2025



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Cabrini NOW Market Analysis Report

COMPLETED CHA DEVELOPMENT IN CABRINI AREA

Context for Tables 1-4:

Throughout the Cabrini NOW engagement process, stakeholders have raised important questions about how much housing CHA has returned to Cabrini since the 2000 Plan for Transformation and public housing demolition began. Some stakeholders also raised questions about which legal, court-mandated requirements apply to CHA development in the area, and how much progress has been made on those requirements. The following tables (Tables 1-4) and Map A in the Appendix are provided in this report to offer additional detail and transparency to help address these questions. The full requirements are complex and span multiple legal documents and geographic areas. This information is provided to assist deeper understanding but is not a definitive legal reporting on these matters.

The following data relates to the Cabrini-Green Consent Decree and the 2015 Agreed Order, which connects to the Gautreaux legislation. These are Federal court rulings that place certain requirements and obligations on CHA's development activities in certain areas of the Cabrini-Green area. The geographic areas for the requirements of the Consent Decree and 2015 Agreed Order are slightly different from each other (see Map A in the Appendix for these areas). Some of the developments completed since 2000 contribute to the unit delivery requirements for both the Consent Decree and 2015 Agreed Order and some contribute only to those for the 2015 Agreed Order (see column 2 of this Table for this information). For additional information on CHA's development progress relative to the Consent Decree and 2015 Agreed Order, please see Tables 2, 3 and 4 in the Appendix.

CHA Development Completed and In-Progress in Cabrini-Green Area Since 2000 (as of May 2025)								
Name of Development Phase	Contributes to Cabrini-Green Consent Decree and/or Gautreaux 2015 Agreed Order Unit Count?	Completion Year	Number of CHA Units	Number of Affordable Rental Units	Number of Market Rate Rental Units	Number of Affordable Homeownership Units	Number of Market Rate Homeownership Units	Total Units for Development Phase
Mohawk Partners	Both	2000	5	0	0	3	7	15
North Town Village I	Both	2002	39	40	37	0	0	116
North Town Village II	Both	2002	40	0	0	12	145	197
Orchard Park	Both	2002	13	0	0	0	41	54
Domain Lofts	Both	2003	16	0	0	0	282	298
Mohawk North	Both	2005	16	0	0	0	76	92
Renaissance North	Both	2005	18	12	29	0	0	59
Old Town Square	Both	2005	16	0	0	0	97	113
Old Town Village East I	Both	2005	12	0	0	0	57	69
Old Town Village East II	Both	2005	16	0	0	0	54	70
Old Town Village West	Both	2005	38	0	0	0	96	134
River Village North	Both	2005	25	0	0	18	137	180
River Village South	Both	2005	18	0	0	10	91	119
The Larrabee	Both	2006	4	0	0	0	68	72
River Village Pointe	Both	2007	12	0	0	11	79	102
Parkside IA-Condo	Both	2009	72	0	0	20	171	263
Parkside IB-Rental	Both	2009	35	48	28	0	0	111
Cabrini Rowhouses (Rehab)	Both	2009	146	0	0	0	0	146
Parkside IIA- Rental	Both	2012	39	53	20	0	0	112
Parkside IIB- Rental	Both	2016	36	27	43	0	0	106
438 + 454 W. Oak Street	Both	2016	4	0	0	0	0	4
Xavier Apartments	Both	2016	24	0	216	0	0	240
Clybourn 1200	Both	2017	26	16	42	0	0	84
Parkside Four Phase 2	Both	2022	35	31	36	0	0	102
New City/Schiller Place	Both	2022	24	16	8	0	0	48
The Marshall (Rehab)	2015 Agreed Order	2018	90	0	0	0	0	90
The Carling (Rehab)	2015 Agreed Order	2018	39	41	0	0	0	80
Maple Pointe Apartments (Rehab)	2015 Agreed Order	2018	114	269	0	0	0	383
Mark Twain Apartments (Rehab)	2015 Agreed Order	2019	148	0	0	0	0	148
Lawson House (Rehab)	2015 Agreed Order	2024	100	276	0	0	0	376
Parkside 4 Phase 3 (Parkside 5)	Both	Under Construction	37	28	34	0	0	99
Oak and Larrabee	Both	Closing	37	17	24	0	0	78
Total Units Delivered (as of May 2025)			1220	829	459	74	1401	3983
Total Units Delivered and In-Progress (as of May 2025)			1294	874	517	74	1401	4160

DEFINITIONS: 1. "CHA Units" refer to units that receive operating subsidy through CHA and house families through the CHA waitlist. Any tenants with tenant-based vouchers living in these developments are not counted. 2. "Affordable Rental Units" are income-restricted rental units affordable to households making no more than 80% of the Area Median Income (AMI). 3. "Affordable Homeownership Units" are income-restricted homeownership units affordable to households making no more than 120% of the AMI. 4. "Market Rate Units" do not have any income restrictions and are rented or sold at the market rate at the time of lease or sale.
NOTES: 1. This table indicates the CHA development completed and in-progress in the Cabrini-Green area since 2000. 2. The data in this table are only current as of May 2025. 3. The development phases highlighted in gray are in-progress meaning that they have not yet been completed but are either under construction or close to beginning construction. 4. These data pertain to the Cabrini-Green Consent Decree and the 2015 Agreed Order, which connects to the Gautreaux litigation. These are Federal court rulings that place certain requirements and obligations on CHA's development activities in certain areas. 5. The Consent Decree and 2015 Agreed Order have specific requirements in terms of types of units CHA must deliver in certain geographic areas. The area for the Near North Redevelopment Initiative (NNRI) pertains to the Consent Decree. The Near North Area (NNA) pertains to the 2015 Agreed Order. The areas for the NNRI and NNA are visualized in Map A in the Appendix. 6. For additional information on CHA's development progress relative to the Consent Decree and 2015 Agreed Order, please see Tables 2, 3 and 4 in the Appendix.

Table 2

Cabrini Consent Decree Unit Mix Requirements and Current Development Percentages Built (as of May 2025)			
	Unit Mix Percentage Requirements	Current Percentage of Units Built	Current Percentage of Units Built and In-Progress
CHA Units	33-40%	25.1%	26.0%
Affordable Units	<20%	10.9%	11.7%
Market Rate Units	<50%	64.0%	62.2%

NOTES:

- These data and requirements pertain to the Cabrini-Green Consent Decree, specifically the Near North Redevelopment Initiative (NNRI) area, which is visualized in Map A in the Appendix.
- The NNRI area is bounded by Chicago Avenue on the south, Wells Street on the east, North Avenue on the north, and the Chicago River on the west.
- The data in this table are current as of May 2025.
- The percentage mix of units mandated through the Cabrini-Green Consent Decree applies to the whole NNRI area. This means that the overall mix of CHA development in the NNRI, when all redevelopment is completed, must meet these percentage requirements.
- The Unit Mix requirements for market and affordable units include both rental and homeownership units. CHA units are, by definition, only rental units.
- "CHA Units" refer to units that receive operating subsidy through CHA and house families through the CHA waitlist.
- "Affordable Units" in this table are comprised of "Affordable Rental Units" and "Affordable Homeownership Units". "Affordable Rental Units" are income-restricted rental units affordable to households making no more than 80% of the Area Median Income (AMI). "Affordable Homeownership Units" are income-restricted homeownership units affordable to households making no more than 120% of the AMI.
- "Market Rate Units" do not have any income restrictions and are rented or sold at the market rate at the time of lease or sale.

Table 3

Number of Units Required and CHA Development Progress for Cabrini-Green Consent Decree (as of May 2025)			
	Number of Units Required	Current Number Built	Current Number Built and In-Progress
CHA Units	700	729	803
Affordable Rental Units	270	243	288

NOTES:

- These data and requirements pertain to the Cabrini-Green Consent Decree, specifically the area for the Near North Redevelopment Initiative (NNRI), which is visualized in Map A in the Appendix.
- The NNRI area is bounded by Chicago Avenue on the south, Wells Street on the east, North Avenue on the north, and the Chicago River on the west.
- The data in this table are current as of May 2025.
- "CHA Units" refer to units that receive operating subsidy through CHA and house families through the CHA waitlist.
- "Affordable Rental Units" are income-restricted rental units affordable to households making no more than 80% of the Area Median Income (AMI).
- The 270 affordable units required are specifically for affordable rental units.

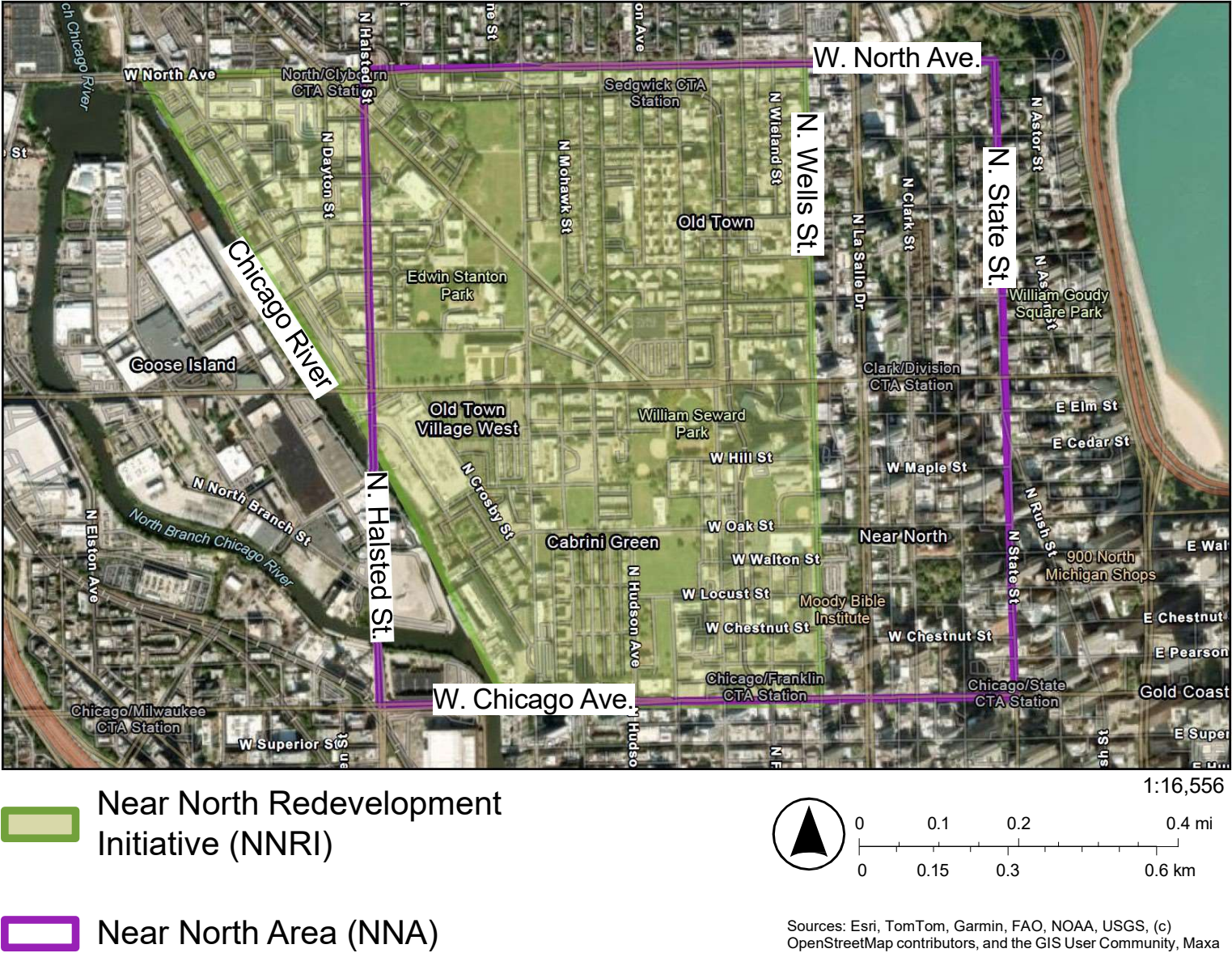
Table 4

Number of Units Required and CHA Development Progress for Gautreaux 2015 Agreed Order (as of May 2025)			
	Number of Units Required	Current Number Delivered	Current Number Delivered and In-Progress
CHA Units	1800	1220	1294

NOTES:

- These data and requirements pertain to the Gautreaux 2015 Agreed Order, specifically the area for the Near North Area (NNA), which is visualized in Map A in the Appendix.
- The NNA is bounded by Chicago Avenue on the south, State Street on the east, North Avenue on the north, and Halsted Street on the west.
- The data in this table are current as of May 2025.
- "CHA Units" refer to units that receive operating subsidy through CHA and house families through the CHA waitlist. The CHA units in this requirement include units that might have been acquired, rehabilitated and/or developed on non-CHA land.

Appendix Map A.
Geographic Areas for Requirements of Cabrini-Green Consent Decree and
2015 Agreed Order



This map indicates the geographic areas for the requirements of the Cabrini-Green Consent Decree and 2015 Agreed Order, which are the NNRI and NNA respectively. See Tables 1-4 in the Appendix for more information.

The Near North Redevelopment Initiative and its area definition were created through the Cabrini-Green Consent Decree.

The Near North Area was defined through the 2015 Agreed Order in connection to Gautreaux litigation and mostly encompasses the NNRI; the NNA is different than the Near North Side community area.

Key feedback received across the Cabrini NOW process and how that feedback is reflected in the draft plan and/or future actions	
HOUSING	Response
Ensure continued development on CHA properties, but the scale of future development should be similar in scale to adjacent existing buildings	Based on this feedback, the project team moved some planned housing away from existing lower-density housing, specifically for sites E and J. The response to this feedback about the scale of development is being balanced with CHA's objectives to provide more housing opportunities. The proposed size and scale of development also reflects the economic realities and cost of developing mixed-income housing.
Prioritize giving people more choices and housing options in Cabrini	The framework plan proposes a range of housing types, creating opportunities for especially needed housing options including public housing, income-restricted affordable housing, affordable homeownership, accessible units and senior-friendly housing.
Provide a mix of housing types, prioritizing giving neighborhood-scale building sizes	The framework plan proposes a mix of housing types, including townhomes (2-3 stories), 3-8 flat buildings (3-4 stories), small elevator buildings (5-8 stories) and tall buildings (10+ stories)
Preserve a section of vacant rowhomes	The framework plan proposes preserving 10 of the rowhome buildings, maintaining some the original historic layout. Preserved buildings would be located to front new green space connections to make them more prominent and visible to honor the past.
Include sufficient family-sized units in developments, including for Right of Return families with larger family sizes	Individual development phases will consider and solicit community input on the right mix of unit sizes for the phase. CHA uses its waitlist data to understand the demand for different unit sizes. Right of Return families have top priority access to new CHA units.

Key feedback received across the Cabrini NOW process and how that feedback is reflected in the draft plan and/or future actions (continued)

COMMUNITY AMENITIES (cont.)	Response
Align programming of new community spaces and amenities with community desires	The planning process has helped reveal the priority amenities desired by community members for the area. For example, some of the most desired commercial amenities for the area based on consultation meetings are: dining, entertainment, and retail. Individual development phases will consider and solicit community input on the programming for specific sites.
Address school capacity with expected population growth in area through the development of this plan and beyond	CHA aims to begin more formal consultation with CPS after the plan is finalized. This consultation should create an understanding of the anticipated growth in the student population based on the Cabrini NOW plan and any resources and development activities that should be coordinated to preserve school capacity.
Explore developing a larger fire station with housing on top to replace the Chicago Fire Department's Engine 4, Tower Ladder 10 facility (adjacent to site G) to add emergency service capacity and housing to the area	This is a preliminary concept. Much more coordination with CFD will be needed to explore the feasibility of this. Some community concerns were raised about the potential road-safety impacts of this concept at the 2nd community event in the process. These and other concerns would need to be understood and mitigated if the concept is to be pursued.
Prioritize supports for families and young people such as daycare, youth services and education	The framework attempts to create a "complete community" which includes spaces for important amenities like daycare and youth programming. Individual development phases will create the specific opportunities for these amenities. The framework emphasizes specific corridors (Chicago Avenue and Division Street) as primary opportunity areas for these types of spaces to be built. These are locations and the types of buildings where these amenities will be most accessible and most likely to be financially viable.

Key feedback received across the Cabrini NOW process and how that feedback is reflected in the draft plan and/or future actions (continued)

CONNECTIVITY	Response
Increase street connectivity	The framework plan proposes new streets, new street connections and street expansions, including connectivity through Site K and Site A.
Address traffic impacts expected from the development of the plan, particularly around the Division Site	Zoning changes will be made to implement the Cabrini NOW framework plan. That process and the site planning process for individual development phases will require traffic studies and more detailed traffic planning based on the specifics of each development phase. The framework plan approach focuses on reconnecting the sites and providing quality access and connectivity across Cabrini.
Improve transit service in the area, especially with current traffic issues and expected growth of area	CHA has consulted with CTA and CDOT throughout the process and will continue to communicate with them about the expected growth of the area and transit-related input received. CTA and CDOT will be responsible for improving transit service in the area. The proposed locations of buildings have been designed to allow space for potential new transit infrastructure such as potential bus loading areas.
Address traffic safety concerns on Scott St	CHA and CDOT will need to coordinate with the Skinner North Classical School and its families to ensure that any changes to Scott St sufficiently address its traffic safety issues. Any modifications of Scott St will be included during a development phase, likely for Site A, so the selected developer would also need to coordinate with the school, the Alderman's office and other local stakeholders.

Key feedback received across the Cabrini NOW process and how that feedback is reflected in the draft plan and/or future actions (continued)

CONNECTIVITY (continued)	Response
Address traffic, safety and access concerns around proposed Evergreen Ave connection	CHA, CDOT and future developer partners will need to closely address the community concerns around connecting Evergreen Ave to Clybourn Ave. CHA will also need to conduct additional consultation with the Chicago Park District about this proposed change to ensure ongoing access to Stanton Park parking lot (see Implementation Plan for more details). Any modifications of Evergreen Ave will be included during a development phase, likely for Sites A and D, so the selected developer would also need to coordinate with neighbors, the Park District, the Alderman's office and other local stakeholders.
Ensure new housing developed supports a pedestrian-friendly environment	The framework plan proposes several pedestrian-friendly enhancements to the area, including the addition and connection of open space and the improvement of street connectivity. Individual development phases will consider and solicit community input on changes that could impact pedestrian-friendliness.
Improve bike infrastructure in the area	CHA has consulted with CDOT throughout the process and will continue to communicate with them about opportunities for potential cycling infrastructure. Any cycling infrastructure improvements would be designed and implemented in close coordination with CDOT.
Provide sufficient parking in the area	The framework plan includes parking opportunities both on-site and on-street through street reconfigurations. The zoning changes that will follow this process will create specific parking ratios. Further consultation can take place with residents and the Alderman's office around residential permit parking. Overall, the plan approaches the sites as transit served locations and makes parking recommendations based on current market standards for similar new housing development in the area.

Key feedback received across the Cabrini NOW process and how that feedback is reflected in the draft plan and/or future actions (continued)

GENERAL	Response
Honor Cabrini's past, present and future	The framework plan proposes a memorial walk opportunity, the preservation of some of the rowhomes, spaces for needed community amenities, open space and connectivity improvements and more housing opportunities.
Implement as much of the plan as possible in alignment with the timeline of the Near North tax increment financing (TIF) district expiring in 2033	Cabrini NOW aims to accelerate redevelopment of the remaining Cabrini sites by giving residents and future development partners more transparency, clarity and predictability around how these sites should be redeveloped. This upfront clarity and the zoning changes to implement the plan should assist CHA with moving forward on redevelopment on an accelerated timeline.
Sequence the development of the sites in alignment with community priorities and provide clarity on the expected phasing of development	The priority redevelopment sites in order of priority identified based on community engagement are: 1) Rowhomes Sites (Site H-K); 2) Division Sites (Site A); 3) Larrabee Sites (Sites B-G); 4) Sedgwick Sites (Sites L-R)
Prioritize current and former CHA residents for work opportunities through the implementation of this plan	Workforce development and employment opportunities are important goals for CHA. As a Federally funded agency, all projects using Federal funds must meet certain wage and hiring requirements, including opportunities for public housing resident workers and resident-owned businesses. Specific employment opportunity goals and requirements will be outlined at the implementation stage for specific phases.

Key feedback received across the Cabrini NOW process and how that feedback is reflected in the draft plan and/or future actions (continued)	
GENERAL (continued)	Response
Improve community safety, with specific areas of concern around Stanton Park and Noble Academy Parking Lot	The framework supports new development which can assist with mitigating some of the community safety concerns that can be associated with vacant or underutilized properties. The specific concerns around a small parking space near Stanton Park and Noble Academy have been noted as key considerations as connectivity along Evergreen Avenue is improved. The improved visibility and accessibility to this area of the neighborhood can help mitigate concerns about the existing space.

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An aerial photograph of a city, likely New York City, showing a mix of urban development. In the foreground, there's a large green baseball field with a brown infield. To the left of the field are several multi-story brick apartment buildings with many windows and balconies. To the right of the field is a parking lot with several cars. In the background, a dense cityscape with various high-rise buildings is visible under a clear sky. The text 'CABRINI' is overlaid on the image in a stylized font.

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