

ADDISON KIMBALL
INDUSTRIAL PARK CONSERVATION AREA
REDEVELOPMENT PLAN AND PROJECT

City of Chicago, Illinois

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I. INTRODUCTION

This report documents the Industrial Park Conservation Area Redevelopment Plan and Project (the "Redevelopment Plan") for the Addison Kimball Industrial Park Conservation Area (the "Project Area"). The Redevelopment Plan has been prepared for the use of the City of Chicago (the "City") by Teska Associates, Inc. The proposed project and plan seek to respond to a number of problems and needs within the Project Area, and is indicative of a strong commitment and desire on the part of the City to improve and revitalize the Project Area. This document is intended to provide a framework for improvements within the district over the next 23 years. The goal of the Redevelopment Plan is to stabilize and enhance the existing character of the Project Area as a strong industrial site.

In 1999, the City retained the planning consulting firm of Teska Associates, Inc. ("TAI") to assist the City in the development of a redevelopment program for the Project Area. TAI performed site evaluation and identified necessary public improvements. TAI also documented the zoning of the Project Area, the status of the City of Chicago as a labor surplus municipality, and the blighted condition of the Project Area. This evidence enabled TAI to conclude that the Project Area meets the statutory requirements for a Industrial Park Conservation Area and could be designated as a tax increment financing district under the Illinois Industrial Jobs Recovery Law, 65 ILCS 5/11-74.6-1, et seq. (1996 State Bar Edition), as amended (the "Law").

TAI has prepared this Redevelopment Plan with the understanding that the City would rely on: (a) the findings and conclusions of the Redevelopment Plan in proceeding with the designation of the Project Area and the adoption and implementation of the Redevelopment Plan; and (b) the fact that TAI has obtained the necessary information so that the Redevelopment Plan will comply with the Law.

Project Area Description and History

The Project Area is located approximately 5 miles northwest of the central business district of the City of Chicago, entirely within the corporate limits of the City. The Project Area and the greater Kennedy Industrial Corridor have favorable truck and rail accessibility, coupled with proximity to both the Loop and O'Hare Airport. The boundaries of the Project Area encompass one vacant industrial property and two adjacent public rights of way, all of which will gain an immediate and substantial benefit from the proposed redevelopment project improvements and Redevelopment Plan. The Project Area is bounded roughly by West Addison Street on the north, North Kimball Avenue on the east, the Union Pacific railroad right of way on the south and an irregular line essentially parallel to and approximately 400' west of the west right of way line of North Kimball Avenue (see [Figure A](#)). The Project Area consists of approximately 14.5 acres within one legal block.

Zoning of the site is Manufacturing Planned Development ("MPD") #578 (see [Figure B](#)). Surrounding the Project Area to the east, south, and west is industrial land, and to the north are residential neighborhoods on the north side of Addison Street. The major manufacturers and businesses in the area include Ampere Automotive, Arvey, United Food, and "Big K" K-mart located directly west of the Project Area. [Figure C](#) illustrates the existing land use in the Project Area, and [Table 1](#) shows the existing land use by acreage.

Table 1 Existing Land Uses

	Gross Acres	Percent of Total
Vacant Industrial	10.4	72%
Rights-of-way	4.1	28%
Total	14.5	100%

As Section III (Eligibility of the Proposed Industrial Park Conservation Area), and Section IV (Findings of Need for Tax Increment Financing) demonstrate, the Project Area has not been subject to appropriate growth and development through investment by private enterprise, and is not reasonably expected to be developed without the direct intervention and leadership of the City.

Specifically, the Project Area has remained vacant and in a deteriorated state for a number of years. Prior to its current state, the Project Area was used by the International Paper Company for plant and office purposes. An additional 4 acre parcel adjacent to the southwest portion of the Project Area was also owned and utilized by International Paper. In 1994, International Paper left the site and demolished the buildings thereon. That same year, a traffic study was commissioned by Builders Square to demonstrate that a Builders Square facility would be compatible at the site.

In 1996, International Paper sold the adjacent 4 acre parcel to Ampere Automotive. Ampere opened its plant in Fall 1997. Access to the Ampere property is from Kimball Avenue, requiring Ampere traffic to cross the Project Area for ingress and egress.

In February and March 1998, traffic studies commissioned by the Department of Planning and Development concluded that a light industrial use of the Project Area would be more compatible with the surrounding area traffic than a commercial use.

In October 1998, the Illinois Environmental Protection Agency (EPA) issued a letter to the Department of Planning and Development, confirming that the Project Area had previously been enrolled in the Agency's Pre-Notice Site Cleanup Program, which was the precursor to the Agency's current Site Remediation Program. The Illinois EPA confirmed that it issued a release pursuant to Section 4(y) of the Environmental Protection Act for remediation of volatile organic compounds and base/neutral/acid extractable compounds from a 183' x 130' excavation of the former service station area at the site, a 180' x 174' solvent tank release area at the site, and various other areas of the site. The Illinois EPA also informed the Department of Planning and Development that in 1997, the Project Area was enrolled in the Site Remediation Program and that as of October 1998, a "No Further Remediation Letter" had not been issued for the entire 10.4 acre industrial site. However, the Agency would issue such a letter at such time as the remediation applicant provided them with an approved Remedial Action Completion Report.

Today, the Project Area is characterized by the deteriorated yet extensive remains of the foundations, walls, and steps from four demolished industrial buildings and the associated parking lots and loading docks. Exposed utility lines, open basements, and standing water in foundations present a blighting effect upon neighboring properties, and pose a potential risk to the public health and safety.

As a tool to alleviate the negative effect of current conditions, the City believes that Tax Increment Financing will be of substantial benefit. Tax Increment Financing will induce private investment that will arrest and

reverse the blighting conditions which currently exist.

Tax Increment Financing

The Law is intended to help overcome the unique challenges to redevelopment of underutilized vacant industrial sites, particularly those which are characterized by environmental contamination. Further, the Law is intended to provide resources to retain and expand the industrial economy in Illinois. One tool by which these objectives can be met is Tax Increment Financing.

Tax increment financing is permitted in Illinois under the Law. Only areas which meet certain specifications outlined in the Law are eligible to use this financing mechanism. This document has been prepared in accordance with the provisions of the Law and serves as a guide to all proposed public and private actions in the Project Area. In addition to describing the redevelopment objectives, the Redevelopment Plan sets forth the overall program to be undertaken to achieve these objectives.

The Law permits municipalities to use tax increment financing to improve eligible "industrial park conservation areas," "vacant industrial building conservation areas," or "environmentally contaminated areas" areas in accordance with an adopted redevelopment plan over a period not to exceed 23 years. The municipal cost of certain private and public improvements and programs can be paid with the revenues generated by increased equalized assessed values of private taxable real estate within a designated project area ("incremental property taxes"). The key to this financing tool is that it allows for the public to make capital investments that are repaid by property taxes from private development investment induced by those public capital investments. Incremental property taxes are taken from the increase in equalized assessed valuation (principally from new private development) generated within the designated project area during the limited term of the redevelopment project. Thus, the project can pay for itself without the need for additional taxes to be levied city-wide, outside the boundaries of the Project Area.

The successful implementation of the Redevelopment Plan requires that the City take full advantage of the real estate tax increment attributed to the Project Area as provided for by the Law. The Project Area would not reasonably be developed and improved without the use of such incremental revenues.

Public and private reinvestment is possible only if Tax Increment Financing ("TIF") is used as authorized by the Law. The revenue generated by the development activity will play a major and decisive role in encouraging private development. Through this Redevelopment Plan, the City will serve as a catalyst for assembling the assets and energies of the private sector in a unified, cooperative public-private redevelopment effort. Implementation of the Redevelopment Plan and Redevelopment Project (as defined below) will benefit the City, its residents, and all taxing districts in the form of an expanded tax base and the improvement of the community living, working, and learning environment.

The Redevelopment Plan

As evidenced in Redevelopment Plan Section IV, "Findings of Need of Tax Increment Financing," the Project Area as a whole has not been subject to growth and development through private investment. Furthermore, it is not reasonable to expect that the Project Area as a whole will be redeveloped without the use of TIF.

The Redevelopment Plan has been formulated in accordance with the provisions of the Law and is intended to guide improvements and activities within the Project Area in order to stimulate private investment in the Project Area. The goal of the City, through implementation of this Redevelopment Plan, is that the entire

Project Area be revitalized through a coordinated public and private enterprise effort of reinvestment, rehabilitation, and redevelopment of uses compatible with a strong, stable neighborhood, and that such revitalization occurs:

- On a coordinated, rather than piecemeal basis, to ensure that land use, access and circulation, parking, public services and urban design are functionally integrated and meet present-day principles and standards; and
- On a reasonable, comprehensive, and integrated basis to ensure that the factors leading to unemployment and underutilization of industrial land are eliminated; and
- Within a reasonable and defined time period so that the Project Area may contribute productively to the economic vitality of the City.

This Redevelopment Plan specifically describes the Project Area and summarizes the factors which qualify the Project Area as an "industrial park conservation area" as defined in the Law.

The success of this redevelopment effort will depend on cooperation between the public and private sectors. By means of public investment, the Project Area will become a stable environment for area-wide redevelopment by the private sector. The City will serve as the central force for directing the assets and energies of the private sector to ensure a unified and cooperative public-private redevelopment effort.

This Redevelopment Plan sets forth the overall "Redevelopment Project" to be undertaken to accomplish the City's above-stated goal. During implementation of the Redevelopment Project, the City may, from time to time: (i) undertake or cause to be undertaken public improvements and activities; and (ii) enter into redevelopment agreements or intergovernmental agreements with private entities or public entities, respectively, in order to construct, rehabilitate, renovate or restore public or private improvements on one or several parcels (collectively referred to as "Redevelopment Projects").

Successful implementation of this Redevelopment Plan requires that the City utilize incremental property taxes and other resources in accordance with the Law to stimulate the comprehensive and coordinated development of the Project Area. Only through the utilization of TIF will the Project Area develop on a comprehensive and coordinated basis, thereby eliminating the existing and threatened conditions which have precluded development of the Project Area by the private sector.

The use of incremental property taxes will permit the City to direct, implement, and coordinate public improvements and activities to stimulate private investment within the Project Area. These improvements, activities, and investments will benefit the City, its residents, and all taxing districts having jurisdiction over the Project Area. These benefits are anticipated to include:

- An increase in property tax base arising from new non-residential development.
- An increase in construction and full-time employment opportunities for residents of the community within the Project Area and the City.
- The replacement of unsightly uses, blight, and vacated properties with viable, high-quality developments.

- The elimination of extensive physical impediments within the Project Area on a coordinated and timely basis so as to minimize costs and promote the comprehensive, area-wide redevelopment.
- The construction of public improvements which may include new road surfaces, utilities, sewers, water lines, sidewalks, street lights, landscaping, etc., intended to make the area appear safe and more attractive to investment.
- The provision of job training services to community members which make the Project Area more attractive to investors and employers.
- The creation of opportunities for women and minority businesses to share in the redevelopment of the Project Area.

II. LEGAL DESCRIPTION

1 THAT PART OF THE SOUTHEAST QUARTER AND NORTHEAST QUARTER OF SECTION 23, TOWNSHIP
2 40 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, MORE PARTICULARLY DESCRIBED
3 AS FOLLOWS:

4 BEGINNING AT THE SOUTHWEST CORNER OF LOT 2 IN BUILDERS SQUARE SUBDIVISION, BEING
5 A RESUBDIVISION IN THE WEST HALF OF SAID SOUTHEAST QUARTER OF SECTION 23, ACCORDING
6 TO THE PLAT THEREOF RECORDED JULY 17, 1996 AS DOCUMENT NO. 96543624; THENCE NORTH
7 38 DEGREES 24 MINUTES 00 SECONDS EAST 123.42 FEET; THENCE NORTH 00 DEGREES, 00 MINUTES,
8 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 2, 290.51 FEET; THENCE SOUTH 89
9 DEGREES 50 MINUTES 04 SECONDS EAST 62.85 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 00
10 SECONDS EAST, 90.00 FEET; THENCE SOUTH 89 DEGREES 50 MINUTES 05 SECONDS EAST, 62.00
11 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 08 SECONDS EAST ALONG THE WEST LINE OF SAID
12 LOT 2 (EXTENDED NORTH) A DISTANCE OF 449.29 FEET MORE OR LESS TO THE NORTH LINE OF
13 WEST ADDISON STREET; THENCE EASTWARD ALONG SAID NORTH LINE OF WEST ADDISON STREET
14 TO THE EAST LINE OF NORTH KIMBALL AVENUE; THENCE SOUTHWARD ALONG THE EAST LINE OF
15 SAID NORTH KIMBALL AVENUE TO THE SOUTHWESTERLY LINE (EXTENDED SOUTHEASTERLY) OF
16 SAID LOT 2; THENCE NORTH 62 DEGREES 30 MINUTES 55 SECONDS WEST ALONG SAID EXTENDED
17 LINE TO THE SOUTHEAST CORNER OF SAID LOT 2; THENCE CONTINUING ON AFORESAID BEARING
18 OF NORTH 62 DEGREES 30 MINUTES 55 SECONDS WEST, 353.36 FEET TO THE NORTHEASTERLY LINE
19 OF UNION PACIFIC RAILROAD (FORMERLY THE CHICAGO AND NORTHWESTERN RAILROAD);
20 THENCE NORTH 51 DEGREES 36 MINUTES 00 SECONDS WEST ALONG SAID NORTHEASTERLY LINE
21 OF UNION PACIFIC RAILROAD, 291.17 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY,
22 ILLINOIS.

III. ELIGIBILITY OF THE PROPOSED INDUSTRIAL PARK CONSERVATION DISTRICT

The Industrial Jobs Recovery Law, 65 ILCS 5/11 - 74.6 - 1, et seq. (1996 State Bar Edition), as amended (the "Law"), stipulates specific procedures which must be adhered to in designating a Project Area. A redevelopment project area is defined as:

"..a contiguous area designated by the municipality that is not less in the aggregate than 1 1/2 acres, and for which the municipality has made a finding that there exist conditions that cause the area to be classified as an industrial park conservation area, a vacant industrial building conservation area, an environmentally contaminated area or a combination of these types of areas." (65 ILCS 5/11-74.6-10(n)).

Section 5/11-74.6-10(e) defines a "industrial park conservation area" ("IPCA") as:

"..an area within the boundaries of a redevelopment project area located within the corporate limits of a municipality or within 1 1/2 miles of the corporate limits of a municipality if the area is to be annexed to the municipality, if the area is zoned as industrial no later than the date on which the municipality by ordinance designates the redevelopment project area, and if the area includes improved or vacant land suitable for use as an industrial park or a research park, or both. To be designated as an IPCA, the area shall also satisfy one of the following standards:

(1) Standard One: The municipality must be a labor surplus municipality and the area must be served by adequate public and or road transportation for access by the unemployed and for the movement of goods or materials and the redevelopment project area shall contain no more than 2% of the most recently ascertained equalized assessed value of all taxable real properties within the corporate limits of the municipality after adjustment for all annexations associated with the establishment of the redevelopment project area or be located in the vicinity of a waste disposal site or other waste facility. The project plan shall include a plan for and shall establish a marketing program to attract appropriate businesses to the proposed IPCA and shall include an adequate plan for financing and construction of the necessary infrastructure. No redevelopment projects may be authorized by the municipality under Standard One of subsection (e) of this Section unless the project plan also provides for an employment training project that would prepare unemployed workers for work in the IPCA, and the project has been approved by official action of or is to be operated by the local community college district, public school district or state or locally designated private industry council or successor agency, or

(2) Standard Two: The municipality must be a substantial labor surplus municipality and the area must be served by adequate public and or road transportation for access by the unemployed and for the movement of goods or materials and the redevelopment project area shall contain no more than 2% of the most recently ascertained equalized assessed value of all taxable real properties within the corporate limits of the municipality after adjustment for all annexations associated with the establishment of the redevelopment project area. No redevelopment projects may be authorized by the municipality under Standard Two of subsection (e) of this Section unless the project plan also provides for an employment training project that would prepare unemployed workers for work in the IPCA, and the project has been approved by official action of or is to be operated by the local community college district, public school district or state or locally designated private industry council or successor agency."

Determination of eligibility of the Addison Kimball Industrial Park Conservation Area (the "Project Area") for designation as an IPCA is based on a comparison of data gathered through field observation, document and archival research, and information provided by Cook County and the City of Chicago (the "City") against the eligibility criteria set forth in the Law. The eligibility criteria identified as part of the Law are the basis for the evaluation.

Teska Associates, Inc. has prepared this report with the understanding that the City would rely on: (i) the findings and conclusions of this report in proceeding with the designation of the Project Area as a Project Area under the Law; and (ii) the fact Teska Associates, Inc. has obtained the necessary information to conclude that the Project Area can be designated as a Industrial Jobs Recovery Law Project Area as defined by the Law.

The Project Area is suitable for designation as a Project Area based on the zoning and suitability for industrial use, and the satisfaction of Standard One of the requirements for an IPCA.

Eligibility Findings

During July and August 1999, TAI collected information from the City of Chicago Department of Planning and Development, the United States Department of Labor Bureau of Labor Statistics, and the Cook County Treasurer's Office, regarding the history and zoning of the site, employment rates, and equalized assessed values. In addition, a field survey was conducted of the subject property to record the condition of the parcel. Photographs further document the observed conditions. The Project Area was found eligible based upon the criteria contained in Standard One.

Zoning

To be eligible for designation as an IPCA, the Project Area must be zoned as industrial no later than the date on which the municipality designates the Redevelopment Project Area. The Project Area is currently zoned MPD #578 (an industrial classification in the City of Chicago), and has been zoned as such for a number of years.

Suitability of Land for Industrial Use

According to the Law, an eligible Project Area must include improved or vacant land suitable for use as an industrial park or a research park, or both.

The majority of the Project Area consists of a single parcel, zoned and previously used for industrial purposes. The site enjoys excellent truck and rail accessibility, making it attractive to industrial users requiring transportation links. Many of the adjacent or nearby properties are also utilized for industry.

Further, in 1998, the Department of Planning and Development published a traffic study relating to the site. This study concluded that due to existing congestion on neighboring arterial streets, commercial uses are not appropriate at this site. Light industrial use, owing to the lesser traffic generation as compared to retail use, was recommended as the desired use of the site.

Labor Surplus Municipality

To be eligible for designation under Standard One of the IPCA requirements, the Project Area must be located in a Labor Surplus Municipality. A Labor Surplus Municipality is defined as:

"...a municipality in which, during the 4 calendar years immediately preceding the date the municipality by ordinance designates an IPCA, the average unemployment rate was 1% or more over the national average unemployment rate for that same period of time as published in the United States Department of Labor Bureau of Labor Statistics publication entitled "The Employment Situation" or its successor publication. For the purpose of this subsection (g), if unemployment rate statistics for the municipality are not available, the unemployment rate in the municipality shall be deemed to be: (i) for a municipality that is not in an urban county, the same as the unemployment rate in the principal county where the municipality is located or (ii) for a municipality in an urban county at that municipality's option, either the unemployment rate certified for the municipality by the Department after consultation with the Illinois Department of Labor or the federal Bureau of Labor Statistics, or the unemployment rate of the municipality as determined by the most recent federal census if that census was not dated more than 5 years prior to the date on which the determination is made" 5/11-74.6-10(g).

According to information collected from the Bureau of Labor Statistics, for the years 1995 to 1998 inclusive, the unemployment rate in the City of Chicago exceeded that of both the State of Illinois and the United States by more than 1%. Table 2 illustrates the corresponding rates:

Table 2 Employment Rates

	Employment Rates in Chicago and the State of Illinois				
	1995	1996	1997	1998	Four Year Average
Chicago	6.7	6.8	6.1	5.7	6.3
Illinois	5.2	5.3	4.7	4.4	4.9
Difference	1.5	1.5	1.4	1.3	1.4
	Employment Rates in Chicago and the United States				
	1995	1996	1997	1998	Four Year Average
Chicago	6.7	6.8	6.1	5.7	6.3
United States	5.6	5.4	4.9	4.5	5.1
Difference	1.1	1.4	1.2	1.2	1.2

Over the previous four years, the average unemployment rate in the City of Chicago was 1.4% higher than the State of Illinois and 1.2% higher than the United States. These unemployment rates indicate that the City of Chicago is a labor surplus municipality, as there has been a persistently higher percentage of workers who are unemployed in the City as compared to state and national rates.

Adequate Access

The Law stipulates that an eligible Project Area must be served by adequate public and or road transportation for access by the unemployed and for the movement of goods or materials.

Numerous forms of public transportation are available in the vicinity of the Project Area. The METRA/Union Pacific Northwest Line Commuter Train has a commuter station at Irving Park Road, parallel to the Kennedy Expressway (approximately 1 mile northwest of the Project Area). There are also two Chicago Transit Authority (CTA) blue line train stations (running between Downtown Chicago and O'Hare International Airport) within a 1/4 mile of the Project Area: on Addison at the Kennedy Expressway to the west, and at the intersection of Belmont and Kimball to the south. There are also several CTA bus routes which serve the vicinity of the Project Area and connect to other rapid transit elevated train lines, including the #152 bus which runs east-west along Addison Street (connects to both the blue line, red line, and brown line), the #82 bus which runs north-south along Kimball Avenue (connects to the blue line and the brown line) and the #77 bus which runs east-west along Belmont Avenue (connects to the blue line, the red line and the brown line). Each of these three bus lines operates on a regular day-time bus schedule. The Belmont bus also offers overnight service. The availability of these transit services ensures that the Project Area will be accessible for new employees.

The Project Area is accessible using many forms of surface transportation. Automobile, truck and train routes ensure that the Project Area is well connected to the City and the nation. Kimball Avenue is an important north-south route, and Addison an east-west route. The Kennedy Expressway is located approximately 1/2 mile to the west and the Edens Expressway is approximately 1.5 miles to the northwest. The accessibility provided by all of these routes ensures that the movement of goods or materials can easily be accomplished from the Project Area.

Equalized Assessed Value as Proportion of Municipality

In order to be eligible for designation as an IPCA, the Project Area must not contain more than 2% of the most recently ascertained equalized assessed value of all taxable real properties within the corporate limits of the municipality.

The equalized assessed value of the Project Area was \$1,429,265 in 1998, the most recent year for which data is available. This represents 0.004% of the total equalized assessed value of the City of Chicago, which was \$37,218,840,213 in 1998.

Required Plan Elements

In order to be eligible for designation as an IPCA under the requirements of Standard One, the Project Plan must contain a plan for and shall establish a marketing program to attract appropriate businesses and an adequate plan for financing and construction of the necessary infrastructure. Further, the Project Plan must provide for an employment training project that will prepare unemployed workers for work in the IPCA. The marketing plan and employment training elements are described in detail on page 20, in Section VI (Redevelopment Plan), and on page 24, in Section VII (Financial Plan), respectively. The plan for financing and construction of necessary infrastructure is described in Section VII (Financial Plan).

Within Corporate Limits

The entire Project Area is within the corporate limits of the City of Chicago.

IV. FINDINGS OF NEED FOR TAX INCREMENT FINANCING

Pursuant to the Law, TAI makes the following findings:

Project Area Not Subject to Growth

Although the City and its surrounding regional area, as a whole, have evidenced growth, the Project Area has not been subject to appropriate growth and redevelopment through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan. The lack of growth is evidenced by the following factors:

Lack of New Construction / Renovation by Private Enterprise

Building permit records in the Project Area for the period from January 1994 to July 1999 were obtained from the City. Only 2 building permits were issued to the Project Area during this time (see Table 3). Both permits were for demolition of the International Paper facilities. These demolition permits represent removal of investment and erosion of the tax base of the City; new construction has not followed site clearance. Thus, private enterprise has not undertaken redevelopment or investment in the Project Area for a substantial period of time, and appropriate growth has not occurred.

Table 3 Building Permits in the Project Area, January 1994 to July 1999

Address	Type of Permit	Value
3500 N. Kimball	demolition	\$0
3542 N. Kimball	demolition	\$0
Total		\$0

Equalized Assessed Values that Fail to Keep Pace with the City as a Whole

Due to consolidation and re-subdivision of property in the Project Area, a comparison of Equalized Assessed Values over time is not possible. However, it is clear that the assessed value of the land in question has substantially declined. Within the last 10 years, the property was a fully operational industrial facility, and was assessed as such. Following the 1994 demolition of the International Paper facility, the area was subsequently assessed as unimproved land. Thus the level property appreciation within the Project Area is clearly substantially lower than the City as a whole.

Presence of Blighting Factors

Since International Paper vacated the Project Area and demolished the structures, the site has been characterized by extreme deterioration, environmental contamination, and public safety hazards. All of these conditions have inhibited reinvestment in the site, such that redevelopment has not occurred.

All of the remaining foundations display the extreme physical state of dilapidation. For example, the exposed foundation remnants are cracked, broken, and flooded, posing a potential threat to public safety. Further, surface improvements are deteriorated. The most widespread examples are cracked and broken

pavement on private driveways, parking areas, steps and curbs. The parcel is overgrown with vegetation and is littered with trash. Paved surfaces are cracked and overgrown, and foundations and vaults are filled with standing water. The site also contains exposed water lines, stand pipes, and other utilities. This widespread presence of deteriorated surface improvements and building remains inhibits reinvestment on the site and exerts a blighting effect upon neighboring properties.

As described in Section I (Introduction), the Project Area has been subject to inspection and review by the Illinois Environmental Protection Agency for the past several years. While clean-up of environmental contamination has been undertaken, the IEPA has yet to issue a "No Further Remediation Letter." The absence of a declaration that the site is clean makes the Project Area less attractive relative to other, clean industrial sites.

Finally, the presence of exposed utility lines, open basements and standing water in foundations is inappropriate and potentially dangerous to the public health and safety. Illegal dumping is also a concern. Such conditions are hazardous to the health and safety of workers and residents and are further evidence of a lack of physical maintenance in the Project Area.

In sum, the existing conditions within the Project Area, as described above, have combined to prevent redevelopment of this otherwise attractive industrial site. Despite the relatively large size and advantageous location near major arterial streets and the Kennedy Expressway, the Project Area has remained undeveloped since International Paper abandoned their facilities. Reasonable growth and development has not occurred.

Conformance with Land Uses Approved by the Planning Commission of the City

The Redevelopment Plan and Project described herein includes land uses which were approved by the Planning Commission of the City of Chicago. The land uses anticipated in the Future Land Use Plan (Figure D) are consistent with the current MPD #578 zoning of the area.

Job Creation

The Redevelopment Plan is reasonably expected to create 385 full time jobs. This figure is based on the following assumptions:

- The Project Area contains 10.4 acres (453,024 square feet) of industrial property which is zoned Manufacturing Planned Development (MPD). Under the MPD ordinance, the site is subject to M1-1 bulk regulations, and can be developed up to a maximum Floor Area Ratio of 1.2. However, a Floor Area Ratio of 0.50 is more practical. At this development intensity, approximately 226,512 square feet of developed industrial space would be developed.
- The Northeastern Illinois Planning Commission (NIPC) publishes floor space per worker standards that are typical for the Chicago metropolitan region. Based on the Redevelopment Project as outlined in Section VI, the site is best suited for industrial uses. Typically, industrial uses will generate 1.7 workers for each 1000 square feet of space.
- At 1.7 workers per 1000 square feet, and 226,512 square feet of industrial space, the Project Area can reasonably be expected to generate 385 jobs.

This is a significant number of new jobs, which will bring substantial benefit to residents of the City as well as other local businesses.

Date of Completion

The estimated year of completion of the Redevelopment Project under no circumstances shall extend beyond December 31 of the year in which the payment to the municipal treasurer as provided in subsection (b) of Section 11-74.6-35 of the Law is to be made with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving the redevelopment project area is adopted (December 31, 2023).

Labor Surplus Municipality

As described in Section III (Eligibility of the Proposed Industrial Park Conservation District) the City of Chicago qualifies as a Labor Surplus Municipality. Over the previous four years, the average unemployment rate in the City of Chicago was 1.4% higher than the State of Illinois and 1.2% higher than the United States (see Table 2). As described above, the Redevelopment Plan is expected to create a significant number of permanent full time new jobs, and by the provision of new facilities will significantly enhance the tax base of the taxing districts that have jurisdiction over the Project Area.

V. REDEVELOPMENT GOALS, OBJECTIVES AND STRATEGIES

In order to establish a workable Redevelopment Plan for the Project Area, it is important to establish both the general, overall goals and specific objectives of the Redevelopment Plan, and to present strategies for meeting these goals and objectives.

Goals

The overall goals which are specifically directed to this Redevelopment Plan are:

- Reduction or elimination of those conditions which inhibit investment in the Project Area.
- Provision of sound economic development in the Project Area.
- Contribution to the economic well being of the City.
- Creation of strong public and private partnerships to capitalize upon and coordinate all available resources and assets.
- Encouragement of land uses which strengthen the function and appeal of the Project Area for predominantly industrial, non-residential activities.
- Improvement of the quality of life in the City by reducing incidences of both physical and economic deterioration and obsolescence within the Project Area.
- Improvement of existing utilities and roadways to enhance the potential for development and accessibility of redevelopment sites.
- Employment of residents surrounding the Project Area in jobs in the Project Area.
- Creation of an environment within the Project Area that will contribute to the health, safety, and general welfare of the City, that will maintain or enhance the value of properties adjacent to the Area, and that will stimulate private investment in new construction, expansion, and rehabilitation.

Objectives

- Provide sites which are conducive to industrial development.
- Ensure a sensitive transition between residential and non-residential developments in order to minimize conflicts between different land uses.
- Encourage the use and maintenance of the industrial land.
- Upgrade infrastructure throughout the Project Area.
- Establish a distinctive and cohesive visual identity for the Project Area.
- Ensure high quality and harmonious architectural and landscape design throughout the Project Area.

- Enhance the appearance of the Project Area by landscaping the rights-of-way.

Strategies

Based on an analysis of the existing conditions of the Project Area and the overall goals and specific strategies stated above, the strategies for redevelopment should be to:

- Establish job readiness and job training programs to provide residents within and surrounding the Project Area with the skills necessary to secure jobs in the Project Area and in adjacent project areas.
- Secure commitments from employers within the Project Area and adjacent project areas to interview graduates of the Project Area's job readiness and job training programs.
- Repair and replace the infrastructure where needed, including, but not limited to: roads, sidewalks, public utilities, and other public infrastructure.
- Study existing and future traffic conditions on arterial and neighborhood side streets; and, improve traffic flow, safety and convenience through traffic roadway and intersection improvements, traffic lighting improvements, traffic calming strategies, and viaduct improvements.

VI. REDEVELOPMENT PLAN

This section describes the public and private improvements and activities anticipated to be made and undertaken to implement the Redevelopment Plan.

Under the provisions of the Law at 65 ILCS 5/11-74.6-10(p), municipalities may designate Redevelopment Planning Areas which contain multiple Redevelopment Project Areas. However, the Addison Kimball Industrial Park Conservation Area is structured as one Redevelopment Planning Area with an identical Redevelopment Project Area designated within it.

Purpose of the Redevelopment Plan

The Law defines the Redevelopment Plan as: "...the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate the conditions that qualified the redevelopment project area as an environmentally contaminated area or industrial park conservation area, or vacant industrial buildings conservation area, or combination thereof, and thereby to enhance the tax bases of the taxing districts that extend into the redevelopment project area" (65ILCS 5/11-74.6-10(l) (1996 State Bar Edition), as amended).

Further, the Law states that, "It is hereby found and declared, that in order to promote and protect the health, safety, morals, and welfare of the public, redevelopment of these areas must be undertaken. To reverse these adverse economic conditions, it is necessary to encourage private investment and restore and enhance the tax base of the taxing districts in these areas by the development or redevelopment of project areas. The reversal of these adverse economic conditions and the elimination of the negative impact they have on communities through industrial redevelopment projects, and the retention and expansion of the economic bases of Illinois communities is hereby declared to be essential to the public interest" (65 ILCS 5/11-74.6-5(c) (1996 State Bar Edition), as amended).

The Future Land Use Plan, Redevelopment Site, and Redevelopment Activities, in Figures D, E, and F respectively, illustrate proposed land uses and key sites and projects. Ultimately, the Redevelopment Plan should help to better integrate the Project Area with adjacent uses, becoming an asset to the community and stemming the growth of decay.

Future Land Use

The recommended land use (see Figure D) is generally based upon the conclusions and recommendations in the Kimball/Addison Redevelopment Traffic Impact Analysis Report ("Traffic Report"), dated March 1998. The following land use is anticipated within the Project Area:

Industrial

New industrial uses that would be supportive of and compatible with existing industry in the City of Chicago would be primarily manufacturing, but may also include warehousing and distribution, high tech industry, research and development firms, office and back office facilities, and packaging firms. Such industry can take advantage of the existing transportation links and the availability of large, contiguous land areas. A necessary component of any new development is landscape or other buffering, to screen industrial uses from neighboring commercial and industrial uses. A limited amount of retail or commercial space to serve neighboring areas would also be appropriate.

Redevelopment Project

The redevelopment of the Project Area will be driven by the private reinvestment induced through public assistance and support. In the absence of assistance from the City as provided by the Redevelopment Plan, the private sector will not pursue these opportunities. The principal redevelopment opportunity likely to generate sufficient tax increment and investor interest to drive other redevelopment in the area is the redevelopment of the former International Paper site for a new industrial user (see Figure E).

Generally, a potential user of the Project Area would be a medium to large industrial user that would benefit from the inherent advantages of the site: a contiguous, approximately 10 acre site with high visibility, accessibility to the workforce via public transportation, and good transportation links. The site could be developed by a developer for a particular tenant, or built "on spec," and may be either owner-occupied or leased.

As described in Section IV (Findings of Need for Tax Increment Financing), the site would likely be developed at a Floor Area Ratio ("FAR") of 0.50. Although the zoning regulations permit an FAR up to 1.2, a lower value is more practical. On the 10.4 acre site, this FAR would generate a structure of approximately 225,000 square feet. The building would probably be one story, with on-site parking and loading facilities.

Section IV (Findings of Need for Tax Increment Financing) calculates that 385 full-time jobs that can reasonably be expected to be generated by the new industrial use. The majority of these positions will likely be semi-skilled manufacturing workers, with some professional and managerial positions.

Redevelopment Activities

Numerous public improvements will increase the functionality, appearance, and viability of the Project Area as a strong industrial corridor (see Figure F). Certain activities are drawn from recommendations made in the Traffic Report.

The traffic signals at the intersection of Kimball Avenue and Addison Street should be modernized when the parcel is developed. This should include traffic detection in the left-turn lanes and provisions for future interconnection and video surveillance equipment installation. It should be noted that the Traffic Report recommends that no new traffic signals be installed along Addison Street between the Kennedy Expressway and Kimball Avenue.

As the property is developed, primary driveway access should be created along Kimball Avenue. The access to the Ampere property along Kimball Avenue should also be maintained. Addison Street and Kimball Avenue themselves would also benefit from surfacing and other improvements.

Finally, numerous physical improvements will improve the identity and appearance of the Project Area, making it more attractive to new development. Measures such as general streetscape treatment, including street trees and improvements to curbs, sidewalks, and fixtures, as well as landscape screening, would greatly improve the appearance of the Project Area and its immediate surroundings.

All of these activities will improve the functioning and appearance of the Project Area, in concert with redevelopment of the site as discussed above.

Implementation Schedule

A phased implementation strategy will be utilized to achieve comprehensive and coordinated redevelopment of the Project Area. It is anticipated that City expenditures for Redevelopment Project Costs will be carefully staged on a reasonable and proportional basis to coincide with Redevelopment Project expenditures by private developers and the receipt of incremental property taxes by the City. The estimated date for completion of Redevelopment Projects is described under the heading "Date of Completion" in Section IV above.

Affirmative Action and Fair Employment Practices

The City is committed to and will affirmatively implement the following principles with respect to this Redevelopment Plan:

- The assurance of equal opportunity in all personnel and employment actions, including, but not limited to: hiring, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed or ancestry.
- Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises, the City Resident Construction Worker Employment Requirement, and the prevailing wage requirements as required in redevelopment agreements.
- This commitment to affirmative action will ensure that all member of the protected groups are sought out to compete for job openings and promotional opportunities.

In order to implement these principles, the City shall require and promote equal employment practices and affirmative action on the part of itself and its contractors and vendors. In particular, parties engaged by the City shall be required to agree to the principles set forth in this section.

With respect to the public/private development's internal operations, both entities will pursue employment practices which provide equal opportunity to all people regardless of gender, color, race or creed, etc. Neither party will countenance discrimination against any employee or applicant because of gender, marital status, national origin, age or the presence of physical handicaps. These nondiscriminatory practices will apply to all areas of employment, including hiring, upgrading and promotions, terminations, compensation, benefit programs and educational opportunities.

Anyone involved with employment or contracting activities for this Redevelopment Plan and Project will be responsible for conformance with this policy and the compliance requirements of applicable city, state, and Federal laws and regulations.

The City and the private developers involved in the implementation of the Redevelopment Plan and Project will adopt a policy of equal employment opportunity and will include or require the inclusion of this statement in all contracts and subcontracts at any level for the project being undertaken in the Project Area. Any public/private partnership established for the development project in the Project Area will seek to ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites and facilities at which employees are assigned to work. It shall be specifically ensured that all on-site supervisory personnel are aware of and carry out the obligation to maintain such a working environment,

with specific attention to minority and/or female individuals. The partnership will utilize affirmative action to ensure that business opportunities are provided and that job applicants are employed and treated in a nondiscriminatory manner.

Underlying this policy is the recognition that successful affirmative action programs are important to the continued growth and vitality of the City of Chicago.

Marketing Program

The marketing program for the Project Area includes the following:

- **Market Analysis and Detailed Program:** A detailed market analysis will be prepared for the site which will identify the types of manufacturing, research and development, distribution and warehouse users that are appropriate to the site. This analysis will identify the industrial classification of such firms and provide the basis for identifying specific firms as appropriate. The more specific physical requirements of such firms would be researched and a detailed development program of users and user requirements prepared.
- **Master Plan:** A detailed master plan incorporating the development requirements will be prepared. This plan will include street layouts, widths, parcel size, landscaping, buffering, entrance treatments, coordination with environmental remediation, design and coordination with infrastructure improvements, and phasing.
- **Marketing Management:** A marketing manager will be selected to coordinate and implement the overall marketing of the site, including such activities as establishing target market program lists, establishing cooperative relationships with brokers and property owners, creating and implementing advertising and public relations programs, conducting calling programs to target businesses, and similar activities based on the market study and master plan.

VII. FINANCIAL PLAN

This section defines and presents the estimated eligible redevelopment costs and the funding sources to support such costs.

Eligible Redevelopment Project Costs

The City may incur, or reimburse a private developer or redeveloper for incurring, redevelopment project costs. Redevelopment project costs include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to the Redevelopment Plan and Redevelopment Project. Some of the costs listed below will become eligible costs under the Law pursuant to an amendment to the Law which will become effective November 1, 1999. Such costs may include, without limitation, the following:

- Costs of studies, surveys, development of plans, and specifications, implementation and administration of the redevelopment plan, staff and professional service costs for architectural, engineering, legal, marketing, financial, planning, or other services, including the cost of marketing sites within the area to prospective businesses, developers and investors, but no charges for professional services may be based on a percentage of the tax increment collected.
- Property assembly costs within a redevelopment project area, including but not limited to acquisition of land and other real or personal property or rights or interests therein.
- Site preparation costs, including but not limited to clearance of any area within a redevelopment project area by demolition or removal of any existing buildings, structures, fixtures, utilities and improvements and clearing and grading; and including installation, repair, construction, reconstruction, or relocation of public streets, public utilities, and other public site improvements within or without a redevelopment project area which are essential to the preparation of the redevelopment project area for use in accordance with a redevelopment plan.
- Costs of renovation, rehabilitation, reconstruction, relocation, repair or remodeling of any existing public or private buildings, improvements, and fixtures within a redevelopment project area, and the cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment.
- Costs of construction within a redevelopment project area of public improvements, including but not limited to, buildings, structures, works, utilities or fixtures.
- Costs of eliminating or removing contaminants and other impediments required by federal or State environmental laws, rules, regulations, and guidelines, orders or other requirements or those imposed by private lending institutions as a condition for approval of their financial support, debt or equity, for the redevelopment projects, provided, however, that in the event (i) other federal or State funds have been certified by an administrative agency as adequate to pay these costs during the 18 months after the adoption of the redevelopment plan, or (ii) the municipality has been reimbursed for such costs by persons legally responsible for them, such federal, State, or private funds shall, insofar as possible, be fully expended prior to the use of any revenues deposited in the special tax allocation fund of the municipality and any other such federal, State or private funds received shall be deposited in the fund. The municipality shall seek reimbursement of these costs from persons legally responsible for these costs and the costs of obtaining this reimbursement.
- Costs of job training and retraining projects.
- Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued under this

Law including interest accruing during the estimated period of construction of any redevelopment project for which the obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related to those costs.

- All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the municipality by written agreement accepts and approves those costs.
- Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or State law.
- Payments in lieu of taxes.
- Costs of job training, retraining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, if those costs are: (i) related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) are incurred by a taxing district or taxing districts other than the municipality and are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. These costs include, specifically, the payment by community college districts of costs under Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs under Sections 10-22.20a and 10-23.3a of the School Code.
- The interest costs incurred by redevelopers or other nongovernmental persons in connection with a redevelopment project, and specifically including payments to redevelopers or other nongovernmental persons as reimbursement for such costs incurred by such redeveloper or other nongovernmental person, as provided in the Law.
- The costs of construction of new privately owned buildings shall not be an eligible redevelopment project cost.

Property Assembly

To meet the goals and objectives of this Redevelopment Plan, the City may acquire and assemble property throughout the Project Area. Land assemblage by the City may be by purchase, exchange, donation, lease, eminent domain or through the Tax Reactivation Program and may be for the purpose of (a) sale, lease, or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties.

As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and development. Such uses may include, but are not limited to, project office facilities, parking, or other uses the City may deem appropriate.

Figure G indicates the parcel currently proposed to be acquired for clearance and redevelopment in the Project Area. The property shown in Figure G is:

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In connection with the City exercising its power to acquire real property not currently identified on the Figure C, including the exercise of the power of eminent domain, under the Law in implementing the Plan, the City will follow its customary procedures of having each site acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council of the City. Acquisition of such real property as may be authorized by the City Council does not constitute a change in the nature of this Redevelopment Plan.

Land acquisition activities pursuant to the Acquisition Map will be initiated by the City within four years from the date of the publication of an ordinance approving an acquisition. Acquisition shall be deemed to have commenced with the sending of an offer letter. After the expiration of this four-year period, the City may acquire such property pursuant to this Plan under the Law according to its customary procedures as described in the preceding paragraph.

Property Disposition

Property to be acquired by the City as part of the Redevelopment Project may be assembled into appropriate redevelopment sites. As part of the redevelopment process the City may: (i) sell, lease or convey such property for private redevelopment; or (ii) sell, lease or dedicate such property for construction of public improvements or facilities. Terms of conveyance shall be incorporated into appropriate disposition agreements, and may include more specific restrictions than contained in the Redevelopment Plan or in other municipal codes and ordinances governing the use of land or the construction of improvements.

Rehabilitation of Existing Public or Private Structures

The City of Chicago may provide assistance to encourage rehabilitation of existing public or private structures which will remove conditions which contribute to the decline of the character and value of the district. Appropriate assistance may include, but is not limited to:

- Financial support to private property owners for the restoration and enhancement of existing structures within the corridor.
- Improvements to the facade or rehabilitation of public or private buildings.

Public Improvements

The City of Chicago may install public improvements in the Project Area to enhance the area as a whole, to support the Redevelopment Project and Plan, and to serve the needs of Project Area residents. Appropriate public improvements may include, but are not limited to:

- Vacation, removal, resurfacing, widening, reconstruction, construction, and other improvements to streets, alleys, pedestrian ways, and pathways;
- Installation of traffic improvements, viaduct improvements, street lighting and other safety and accessibility improvements;
- Development of parks, playgrounds, plazas, and places for public leisure and recreation;
- Construction of public off-street parking facilities;

- Installation, reconstruction, improvement or burial of public or private utilities;
- Construction of public buildings;
- Beautification, lighting and signage of public properties;
- Maintenance of blighted rights in privately owned properties;
- Demolition of obsolete or hazardous structures;
- Improvements to publicly owned land or buildings to be sold or leased.

Recommended public improvements are shown in the proposed Redevelopment Activities Plan (Figure F). The City may determine at a later date that certain listed improvements are no longer needed or appropriate and may remove them from the list, or may add new improvements to the list.

Capital Costs of Taxing Districts

The City may reimburse all or a portion of the costs incurred by certain taxing districts in the furtherance of the objectives of this Redevelopment Plan.

Relocation

Relocation assistance may be provided in order to facilitate redevelopment of portions of the Project Area and to meet other City objectives. Businesses or households legally occupying properties to be acquired by the City may be provided with relocation advisory and financial assistance as determined by the City.

Employment Training

The Mayor's Office of Workforce Development ("MOWD"), City Colleges of Chicago, future area employers, and available state and federal programs, will create a comprehensive Employment and Training program that will enable unemployed and/or under-skilled people to participate in formalized training, retraining and mentoring/apprenticeship programs. These programs will enable participants to gain employment within the proposed Project Area, or elsewhere in the regional economy in fields previously unattainable because of skills mismatch or under-qualification. The employment training program has been approved by the official action of the City Colleges of Chicago as required by the Law.

As part of the redevelopment agreements entered into between the City and businesses within the project Area that are receiving assistance under the Law, these businesses will be required to participate in available employment training and retraining programs. These programs will include requirements of these businesses to interview a certain required minimum number of employees from the local area population that participate in various employment training and retraining programs. The businesses may also enter into agreements with the City to establish mentoring and apprenticeship programs coordinated through the MOWD or other training providers in conjunction with the redevelopment of the Project Area.

In a letter dated August 13, 1999, Jackie Edens from the MOWD indicates that the MOWD will operate the employment training component of the Addison Kimball Redevelopment Plan. Specifically, Ms. Edens

explained that the MOWD can provide recruitment, training, and referral of area residents as potential employees through numerous existing programs. Ms. Eden's letter is attached as an Appendix to this report.

Local area construction contractor lists will be made available to redevelopers. The redevelopers will be strongly encouraged to take advantage of area contractors in the construction of redevelopment projects within the Project Area. The opportunity for these construction trade contractors to participate in the redevelopment of the Project Area will assist them in increasing their individual capacity to handle broader projects.

Developer Interest Costs

Funds may be provided to redevelopers for a portion of interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project, provided that:

- such costs are to be paid directly from the special tax allocation fund established pursuant to the Law;
- such payments in any one year may not exceed 30% of the annual interest costs incurred by the redeveloper with respect to the redevelopment project during that year.

Estimated Project Costs

Table 4 outlines the estimated costs of the Redevelopment Project.

Table 4 Estimated Redevelopment Project Costs

Estimated Redevelopment Project Costs	
Professional Services: studies, surveys, plans & specifications, administrative costs relating to redevelopment plan and projects: architectural, engineering, legal, marketing, financial, planning or other services.	\$1,100,000
Property Assembly: land acquisition, demolition, site preparation, environmental remediation, and disposition	\$9,000,000
Rehabilitation: existing public or private structures, or replacing public buildings	\$300,000
Public works or improvements including traffic signalization improvements, re-surfacing, streetscape, and other improvements as described in Section IV	\$2,000,000
Capital Costs of Taxing Districts ⁽¹⁾	\$400,000
Relocation	\$200,000
Job Training, Retraining, Vocational and Career Education	\$1,500,000
Developer Interest Costs	\$500,000
Total Redevelopment Costs ^{(2) (3)}	\$15,000,000

Notes:

1. Public improvements as identified in the Redevelopment Plan and as allowable under the Law may be made to property and facilities owned or operated by the City or other public entities. As provided in the Law, the capital costs of another taxing district may be paid under this item, but only to the extent incurred in furtherance of the Redevelopment Plan and set forth in a written agreement with the City.

2. The total Estimated Redevelopment Project Costs provides an upper limit on expenditures and adjustments may be made in line items without amendment to this Redevelopment Plan.
3. Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Project Costs. Total Project Costs are inclusive of redevelopment project costs in contiguous project areas or those separated by only a public right-of-way that are permitted under the Law to be paid from incremental property taxes generated in the Project Area, but do not include redevelopment project costs incurred in the Project Area which are paid from incremental property taxes generated in contiguous project areas or those separated only by a public right-of-way. The amount of revenue from the Project Area made available to support such contiguous project areas, or those separated only by a public right-of-way, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area, shall not at any time exceed the total Redevelopment Project Costs described in the Redevelopment Plan.

Sources of Funds

The Law provides methods by which municipalities can finance eligible redevelopment project costs with incremental real estate tax revenues. Incremental tax revenue is derived from the increase in the current equalized assessed valuation (EAV) of real property within the Project Area over and above the certified initial EAV of the real property. Any increase in EAV is then multiplied by the current tax rate, resulting in a tax increment revenue. A decline in current EAV does not result in a negative real estate tax increment.

Funds necessary to pay Redevelopment Project Costs may be derived from a number of authorized sources. The principal source of anticipated revenues is real property tax increments generated by new private development. There may be other local sources of revenue, including land disposition proceeds that the City determines are appropriate to allocate to the payment of Redevelopment Project Costs. The City may explore the availability of funds from state and Federal programs to assist in financing the project costs. The City may incur Redevelopment Project Costs which are paid from funds of the City other than incremental taxes, and the City may be then reimbursed for such costs from incremental taxes.

The Project Area may, in the future, be contiguous to, or separated only by a public right-of-way from, other redevelopment project areas created under the Law. The City may utilize net incremental property taxes received from the Project Area to pay eligible Redevelopment Project Costs, or obligations issued to pay such costs, in other contiguous project areas or other project areas separated only by a public right-of-way, and visa versa.

The Project Area may become contiguous to, or be separated only by a public right-of-way from, redevelopment project areas created under the Tax Increment Allocation Redevelopment Act 65 ILCS 5/11-74.4-1, et seq. (1996 State Bar Edition), as amended. If the City finds that the goals, objectives and financial success of such contiguous project areas or those separated only by a public right-of-way are interdependent with those of the Project Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Redevelopment Plan that net revenues from the Project Area be made available to support any such project areas, and vice versa. The City therefore proposes to utilize net incremental revenues received from the Project Area to pay eligible redevelopment project costs (which are eligible under the Tax Increment Allocation Redevelopment Act referred to above) in any such areas, and vice versa. Such revenues may be transferred in the form of a loan between such areas. The amount of

revenue from the Project Area so made available, when added to all amounts used to pay eligible redevelopment project costs within the Project Area or other areas as described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in Table 4 of this Redevelopment Plan.

In the event that adequate funds are not available as anticipated from aforementioned sources, the City may utilize its taxing power to sustain the Redevelopment Project or repay obligations issued in connection therewith, to be reimbursed over time, if possible, from tax increment revenues.

Nature and Term of Obligations to be Issued

Under the Law, the City may issue tax increment revenue obligation bonds and other obligations secured by incremental property taxes generated in the Project Area pursuant to the Law for a term not to exceed twenty years. All such obligations shall be retired no later than December 31 of the year in which the payment to the municipal treasurer as provided in subsection (b) of Section 11-74.6-35 of the Law is to be made with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving this Project Area is adopted (by December 31, 2023). The City may also issue general obligation bonds.

All obligations may be secured after issuance by projected and actual tax increment revenues and by such debt service reserves and sinking funds as may be provided by ordinance. Revenues not required for the retirement of obligations (providing for reserves and sinking funds) and Redevelopment Project Costs may be declared surplus and become available for distribution to the taxing districts in the Project Area in the manner provided by the Law.

One or more issues of obligations may be sold at one or more times in order to implement the Redevelopment Plan, as amended, and as it may be amended in the future. Obligations may be issued on a parity or subordinate basis.

The City may, by ordinance, in addition to obligations secured by the tax allocation fund, pledge for a period not greater than the term of the obligations any part or any combination of the following:

- Net revenues of all or part of any redevelopment project;
- Taxes levied and collected on any or all property in the City;
- The full faith and credit of the City;
- A mortgage on part or all of a redevelopment project;
- Any other taxes or anticipated receipts that the City may lawfully pledge.

Equalized Assessed Valuation

The purpose of identifying the most recent equalized assessed valuation ("EAV") of the Redevelopment Project Area is to provide an estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Redevelopment Project Area. The 1998 EAV of the single property in the Project Area is \$1,429,265 (see Table 5). The EAV

is subject to verification by the Cook County Clerk. After verification, the final figure shall be certified by the Cook County Clerk, and shall become the Certified Initial EAV from which all incremental property taxes in the Project Area will be calculated by Cook County.

Table 5 Equalized Assessed Value

Parcel	1998 EAV
13-23-401-021	\$1,429,265
Total EAV	\$1,429,265

Upon completion of anticipated private development of the Project Area, it is anticipated that the equalized assessed valuation will be nearly \$15 million. This projection is based upon the construction of a new industrial development as indicated in Figure E, at prevailing market construction costs and lot coverage ratios. The calculation assumes that assessments appreciate at a rate of 2% per year. Other new projects, rehabilitation of existing buildings, and appreciation of real estate values may result in substantial additional increases in equalized assessed valuation.

VIII. FINANCIAL IMPACT OF REDEVELOPMENT

Without the adoption of the Redevelopment Plan and Project, the Project Area is not reasonably expected to be redeveloped by private enterprise. In the absence of City-sponsored redevelopment, there is a prospect that blighting factors will continue to exist and spread, and the Project Area on the whole and adjacent properties will become less attractive for the maintenance and improvement of existing buildings and sites. Erosion of the assessed valuation of property in and outside of the Project Area could lead to a reduction of real estate tax revenue to all taxing districts.

Implementation of the Redevelopment Project is expected to have significant short and long term positive financial impacts on the taxing districts affected by this Redevelopment Plan. In the short term, the City's effective use of tax increment financing can be expected to stabilize existing assessed values in the Project Area, thereby stabilizing the existing tax base for local taxing agencies. In the long term, after the completion of all redevelopment improvements and activities, the completion of Redevelopment Projects and the payment of all Redevelopment Project Costs and municipal obligations, the taxing districts will benefit from any enhanced tax base which results from the increase in EAV caused by the Redevelopment Project.

The City intends to monitor development in the Project Area and, with the cooperation of the other affected taxing districts, will attempt to ensure that any increased needs are addressed in connection with any particular development.

Demand on Taxing District Services

The following taxing districts presently levy taxes against properties located within the Project Area:

Cook County. The County has principal responsibility for the protection of persons and property, the provision of public health services and the maintenance of County highways.

Cook County Forest Preserve District. The Forest Preserve District is responsible for acquisition, restoration and management of lands for the purpose of protecting and preserving open space in the City and County for the education, pleasure and recreation of the public.

Metropolitan Water Reclamation District of Greater Chicago. This district provides the main trunk lines for the collection of waste water from cities, villages and towns, and for the treatment and disposal thereof.

City of Chicago. The City is responsible for the provision of a wide range of municipal services, including: police and fire protection; capital improvements and maintenance; water supply and distribution; sanitation service; building, housing and zoning codes, etc.

Board of Education of the City of Chicago and Associated Agencies. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade.

Chicago Community College District #508. This district is a unit of the State of Illinois' system of public community colleges, whose objective is to meet the educational needs of residents of the City and other students seeking higher education programs and services.

Chicago Park District. The Park District is responsible for the provision, maintenance and operation of park and recreational facilities throughout the City and for the provision of recreation programs.

The replacement of vacant and underutilized property with non-residential development may cause increased demand for services and/or capital improvements to be provided by Cook County, the Metropolitan Water Reclamation District of Greater Chicago, the City of Chicago, the Board of Education of the City of Chicago, Chicago Community College District #508, and the Chicago Park District. The estimated nature of these increased demands for services on these taxing districts, and the activities to address increased demand, are described below.

Cook County. The replacement of vacant and underutilized property with non-residential development may cause increased demand for the services and programs provided by the County. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Law and in this Redevelopment Plan.

Metropolitan Water Reclamation District of Greater Chicago. The replacement of vacant and underutilized property with non-residential development may cause increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District. As it is expected that any increase in demand for treatment and sanitary and storm sewage associated with the Project Area will be minimal, no assistance is proposed for the Metropolitan Water Reclamation District.

City of Chicago. The replacement of vacant and underutilized property with non-residential development may cause increased demand for the services and programs provided by the City, including police protection, fire protection, sanitary collection, recycling, etc. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Law and in this Redevelopment Plan.

Board of Education of the City of Chicago and Associated Agencies. The replacement of vacant and underutilized properties with non-residential development will not result in additional school-aged children in the Project Area, and will not directly affect the demand for educational services and/or capital improvements to be provided by the Board of Education. Therefore, no assistance is proposed for the Board of Education.

Chicago Community College District #508. The replacement of vacant and underutilized properties with non-residential development will not result in an increase in population within the Project Area. Therefore, demand for educational services and programs provided by the community college district is not expected to change. However, a portion of Redevelopment Project Costs may be allocated to assist in job training and related educational programs, as provided in the Law and in this Redevelopment Plan.

Chicago Park District. The replacement of underutilized properties with non-residential development will not change the population within the Project Area, so that demand for recreational services and programs provided by the Park District will not be directly affected. Therefore, no assistance is proposed for the Chicago Park District.

This proposed program to address increased demand for services or capital improvements provided by some or all of the impacted taxing districts is contingent upon: (i) the Redevelopment Project occurring as anticipated in the Redevelopment Plan, (ii) the Redevelopment Project resulting in demand for services

sufficient to warrant the allocation of Redevelopment Project Costs, and (iii) the generation of sufficient incremental property taxes to pay for the Redevelopment Project Costs listed above. In the event that the Redevelopment Project fails to materialize, or involves a different scale of development than that currently anticipated, the City may revise this proposed program to address increased demand, to the extent permitted by the Law, without amending this Redevelopment Plan.

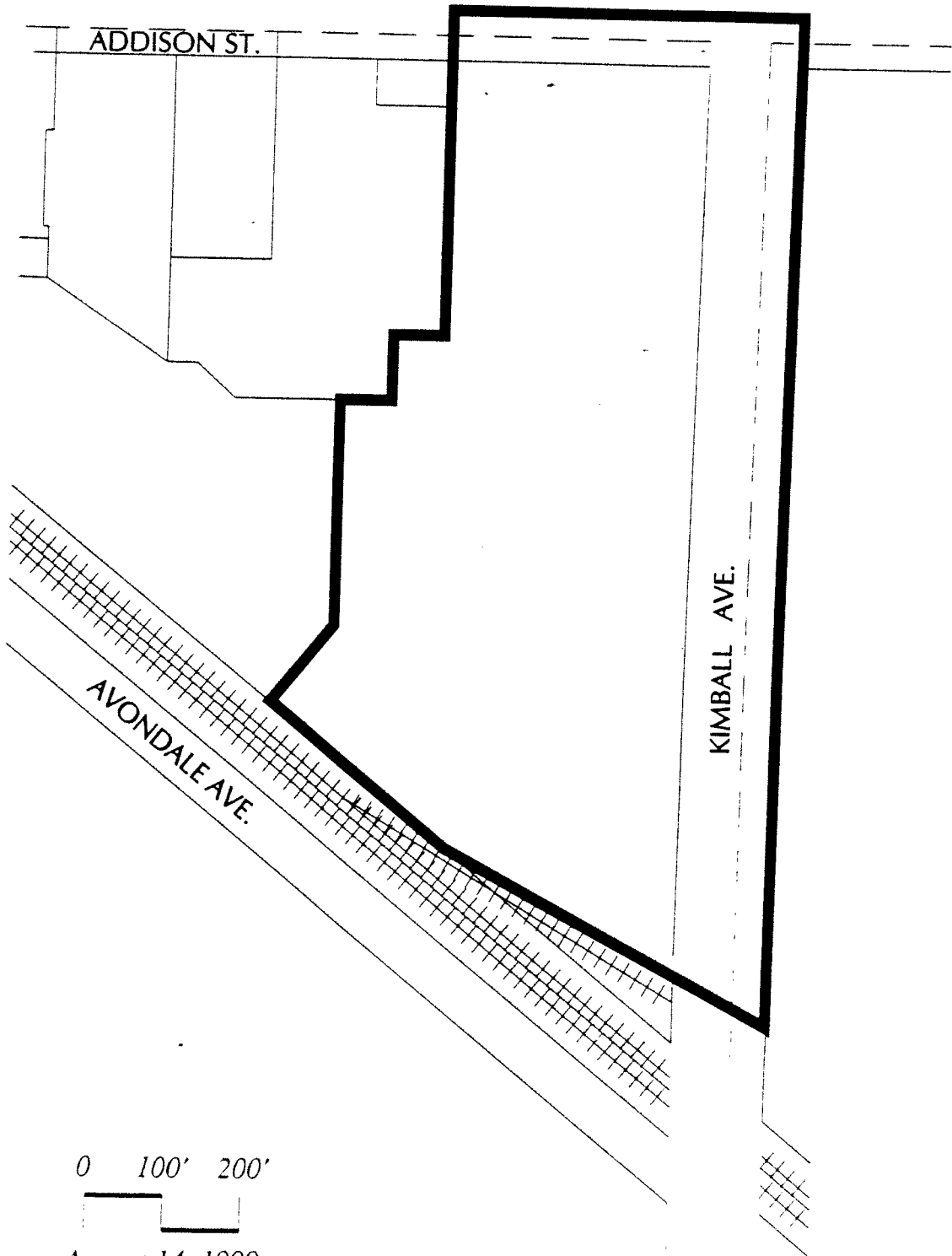
IX. PROVISION FOR AMENDING THE REDEVELOPMENT PLAN

The Redevelopment Plan may be amended pursuant to provisions of the Law.

ADDISON KIMBALL TIF DISTRICT

Figure A: Project Area Boundaries

— Project Area Boundary

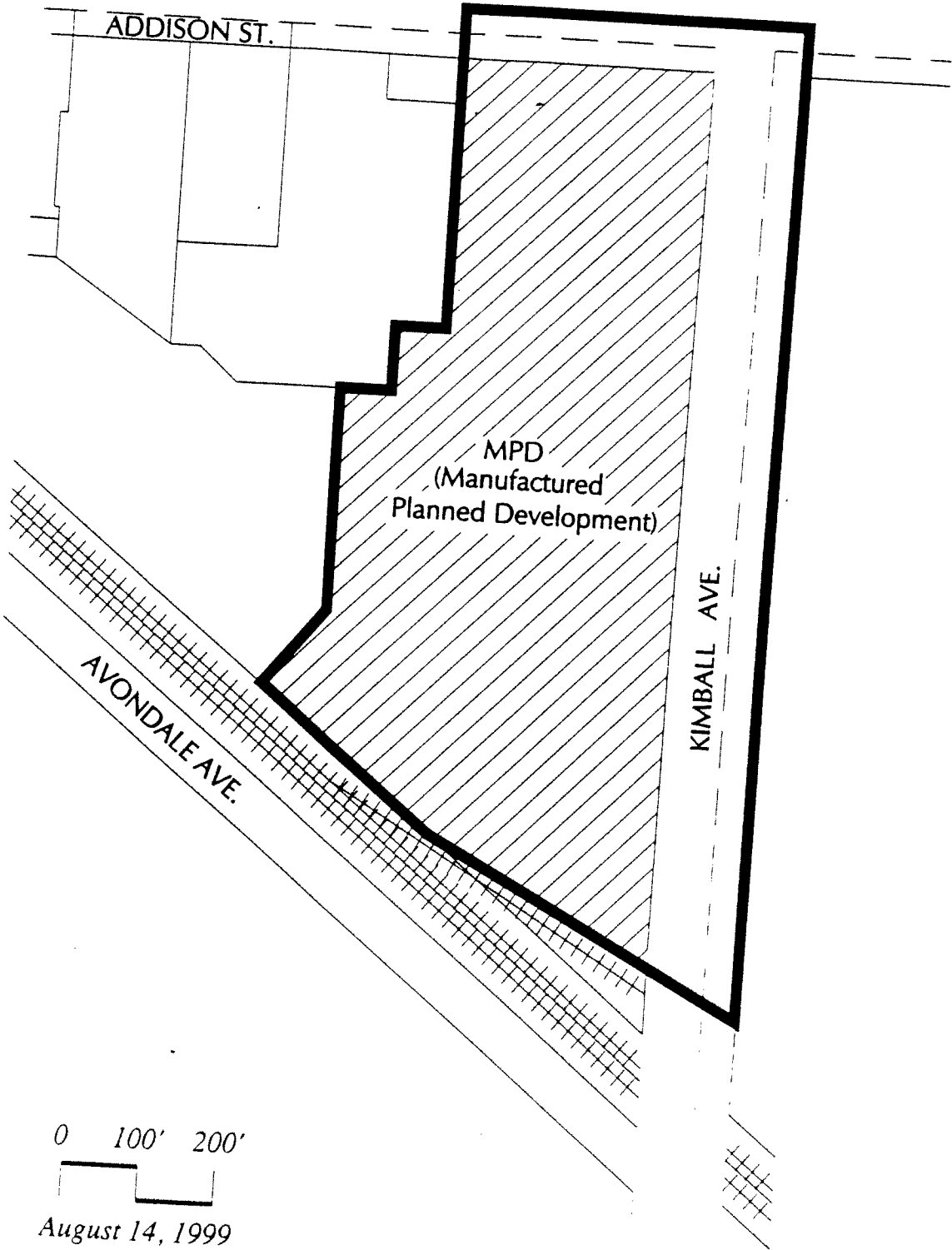


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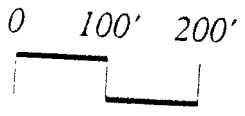
August 14, 1999

ADDISON KIMBALL TIF DISTRICT

Figure B: Existing Zoning





TESKA
ASSOCIATES
INC.

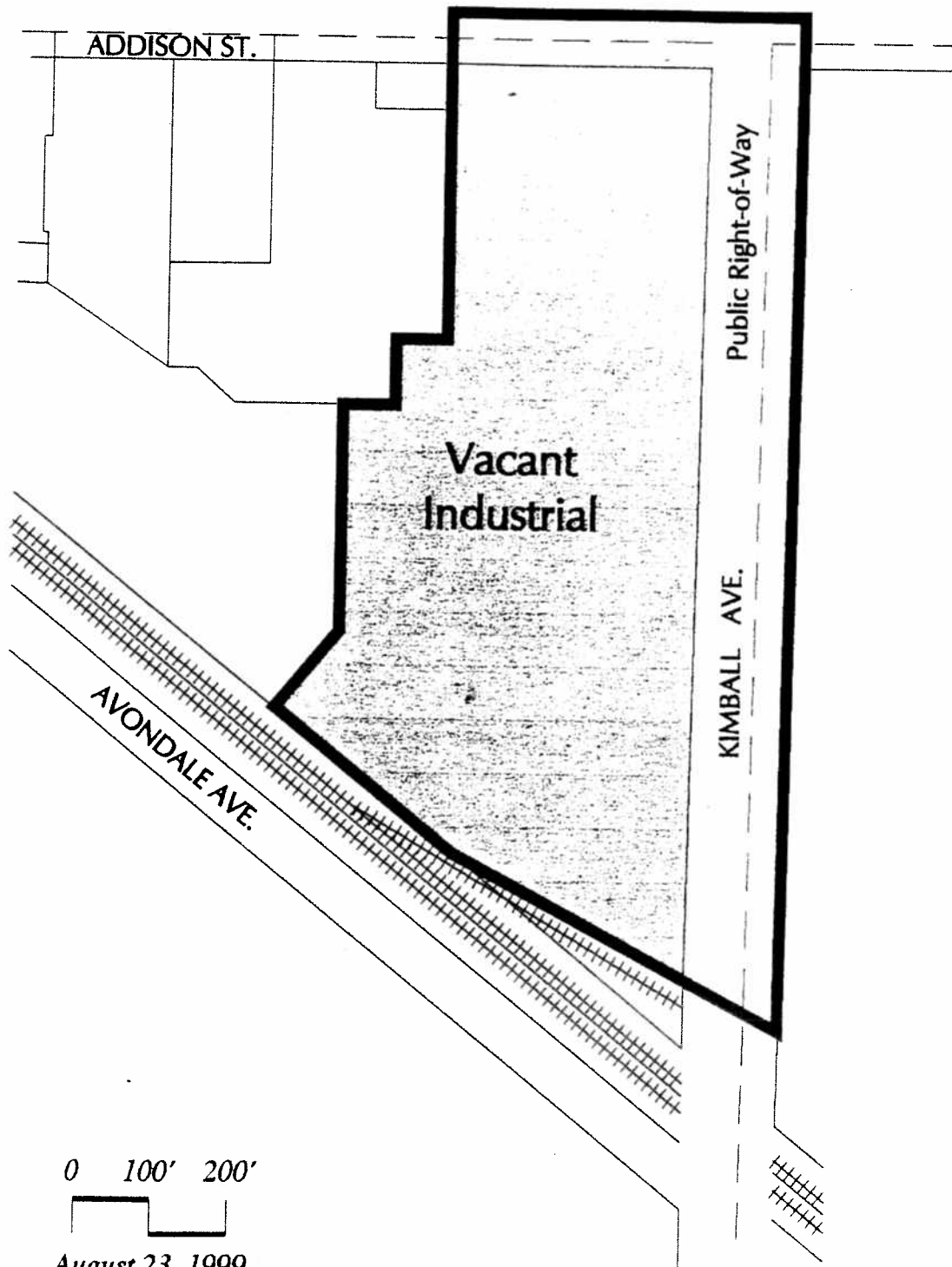


August 14, 1999

ADDISON KIMBALL TIF DISTRICT

Figure C: Existing Land Use

-  Vacant Industrial
-  Right of Way



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

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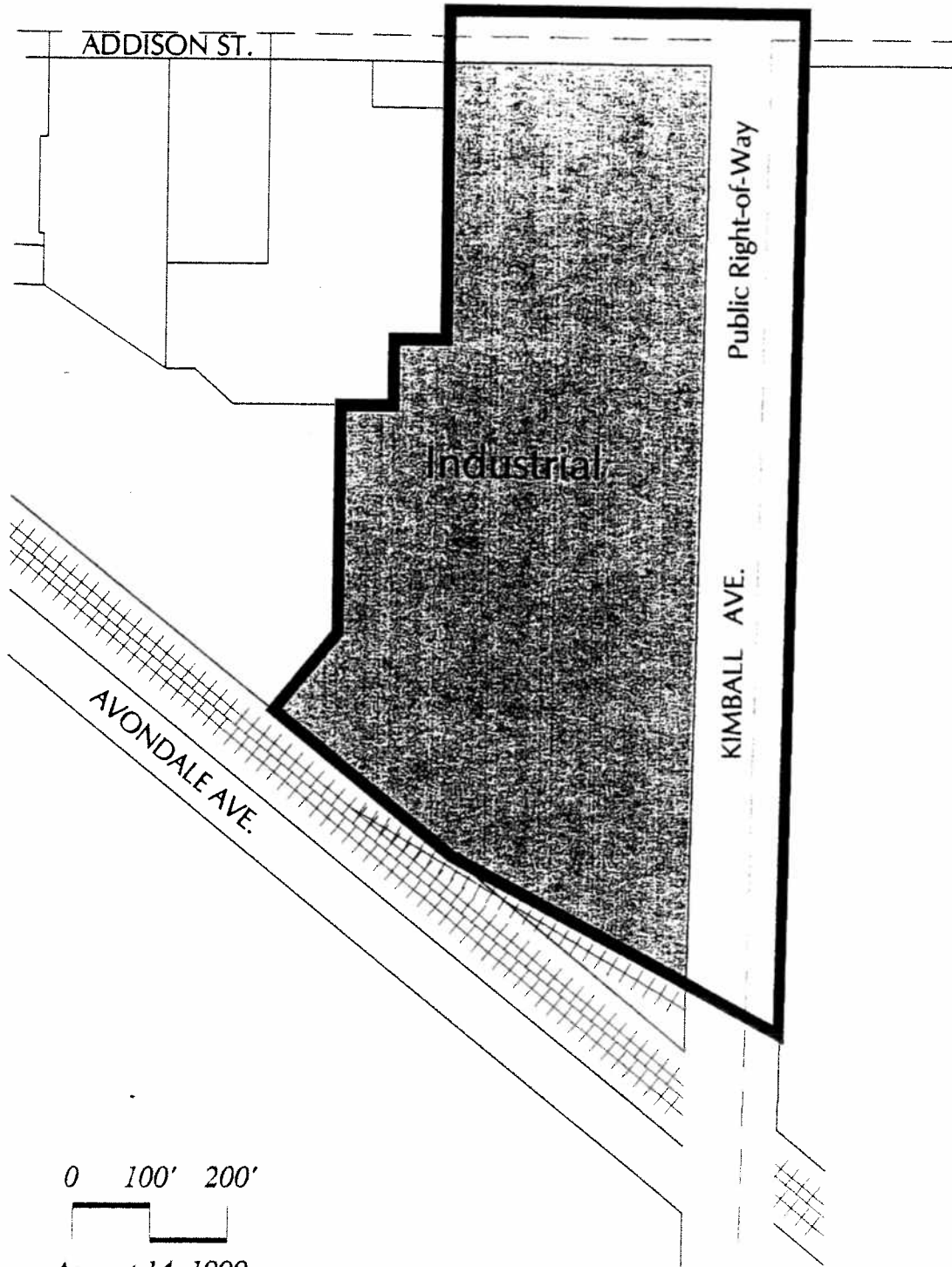


August 23, 1999

ADDISON KIMBALL TIF DISTRICT

Figure D: Future Land Use

-  Industrial
-  Right of Way



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0 100' 200'

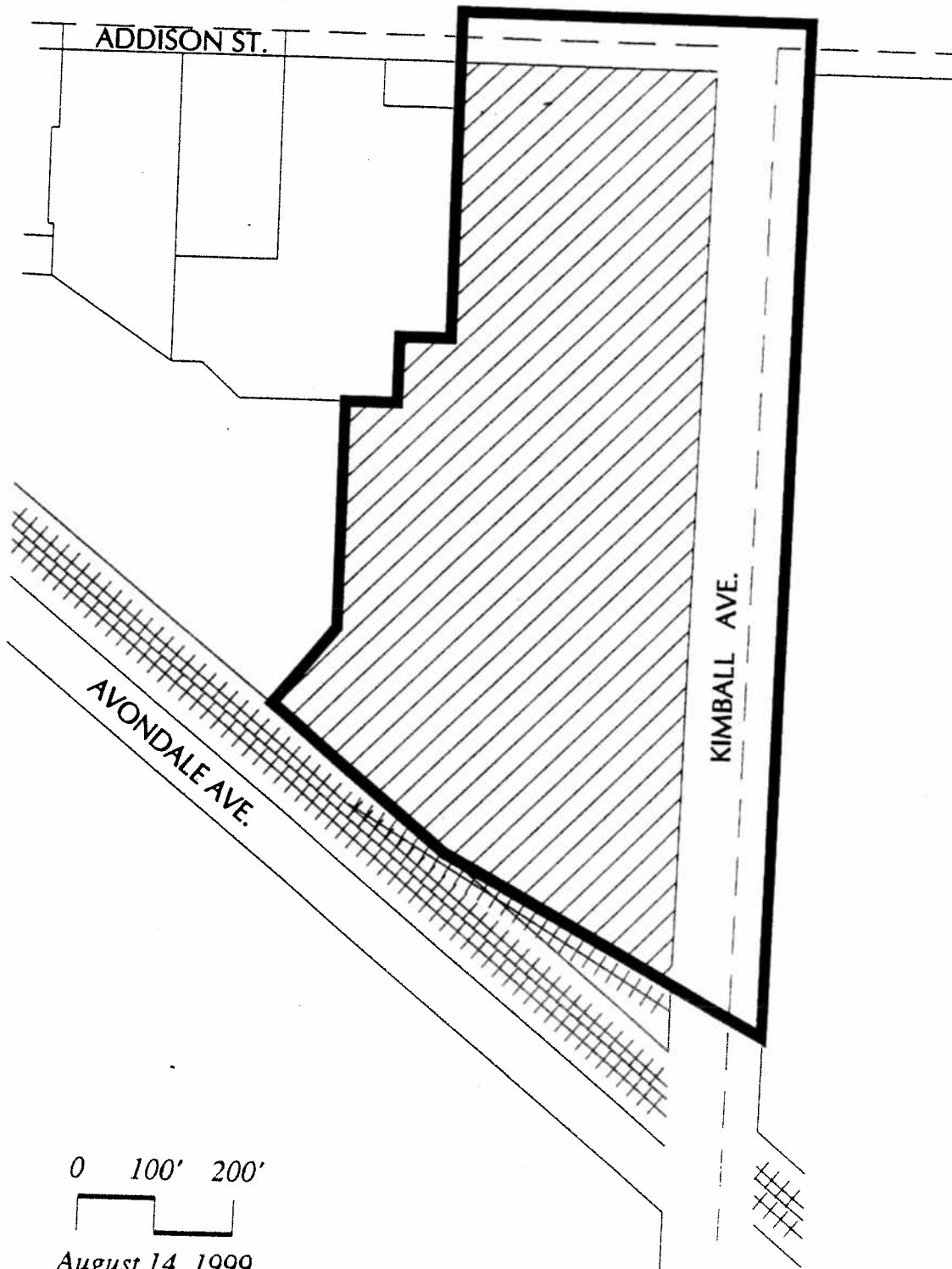


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ADDISON KIMBALL TIF DISTRICT

Figure E: Redevelopment Site

 Redevelopment Site



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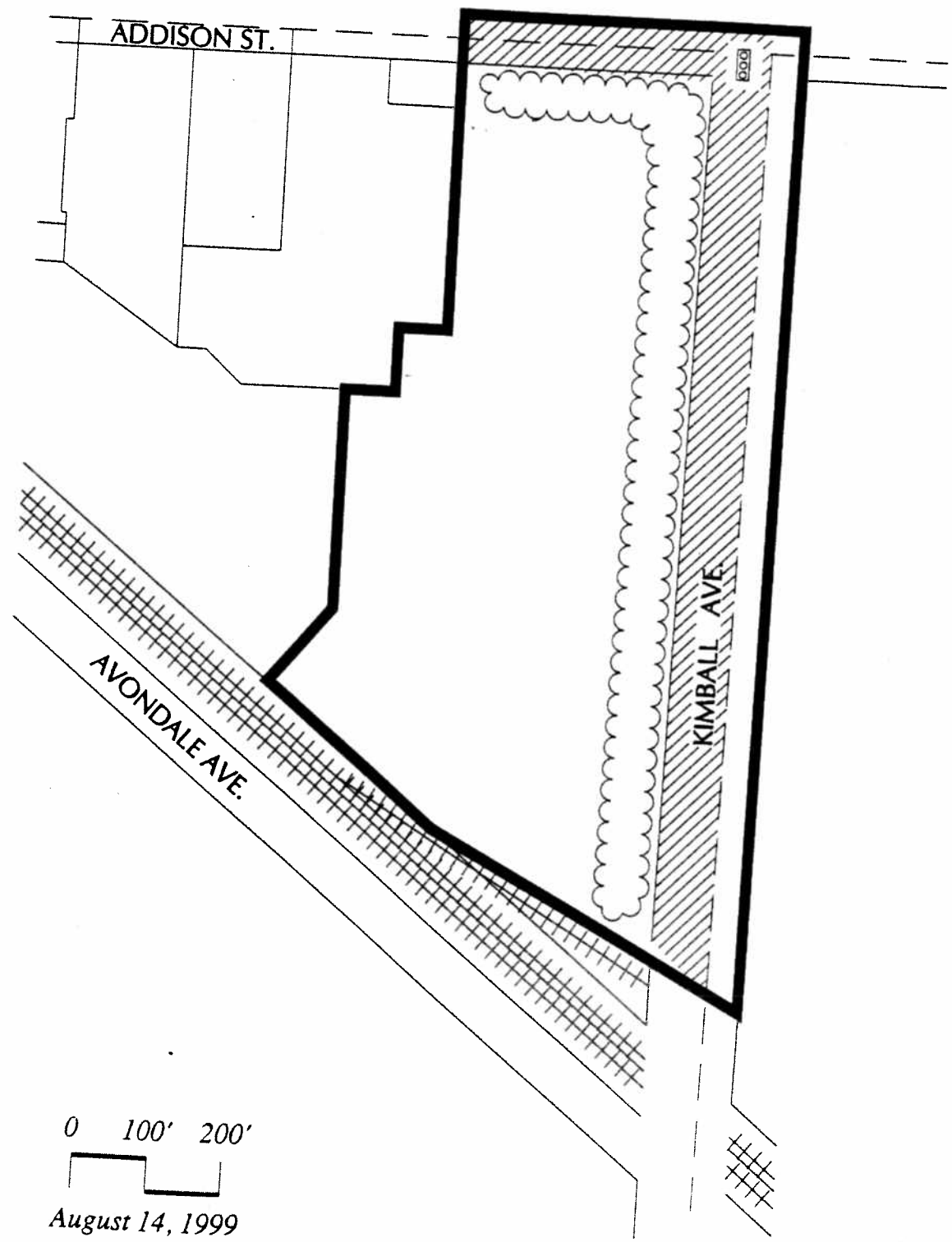
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ADDISON KIMBALL TIF DISTRICT

Figure F: Redevelopment Activities

- ▣ Signal Modernization
- ▨ Surfacing and Streetscape
- ☁ Landscape Buffering




TESKA ASSOCIATES INC.
10000 E. 15th Ave., Suite 100
Denver, CO 80232
303.751.1000
www.teska.com

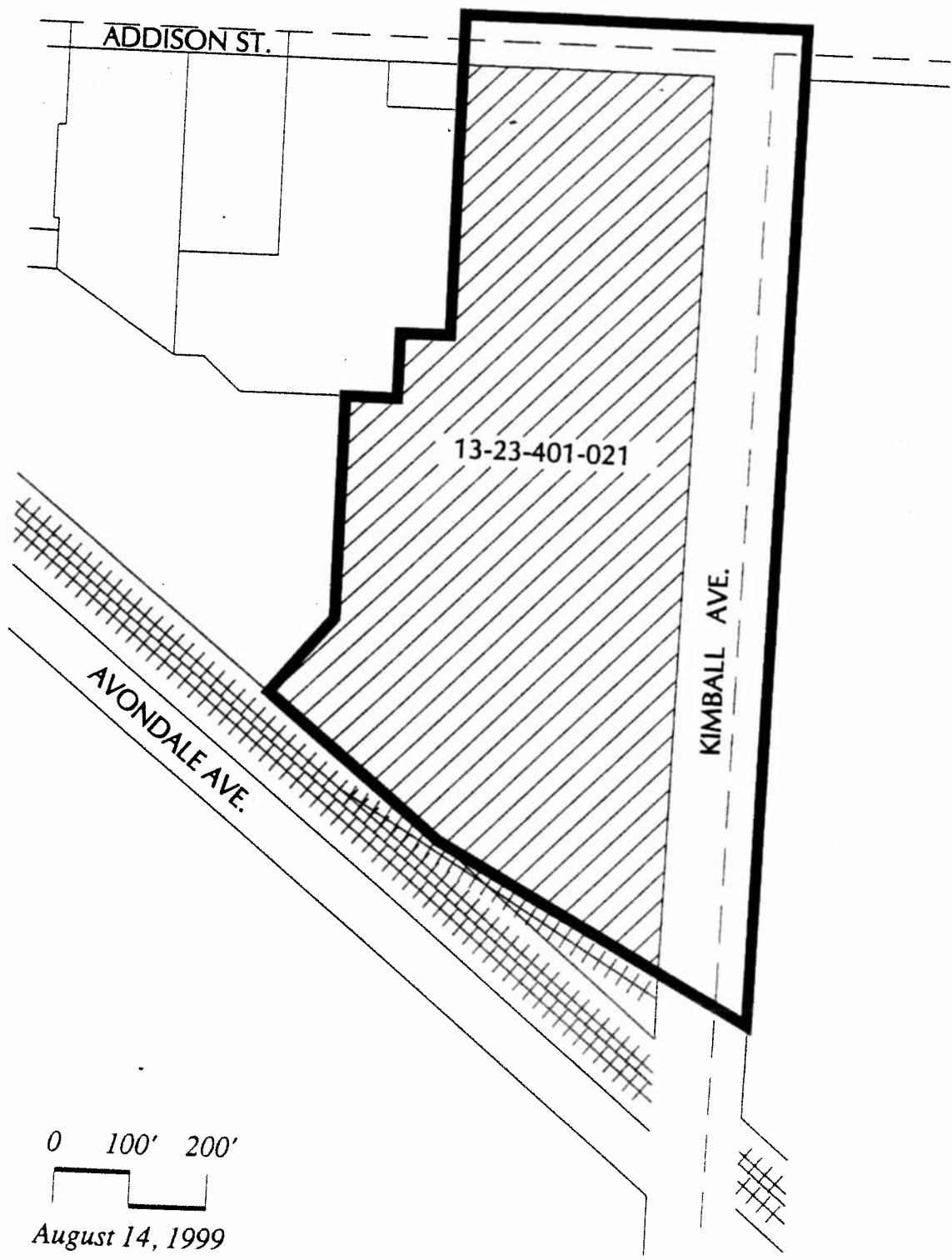
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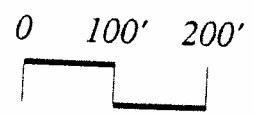
ADDISON KIMBALL TIF DISTRICT

Figure G: Property Aquisition

 Property to be Acquired



TESKA ASSOCIATES INC.
Professional Surveyors
10000 West 10th Street
Denver, Colorado 80202
303.751.1000



August 14, 1999



Investing in People

August 13, 1999

Christopher R. Hill
Commissioner
City of Chicago
Department of Planning and Development
121 N. LaSalle Street, Suite 1000
Chicago, IL 60602

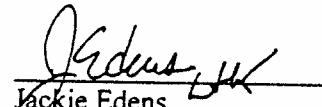
Dear Commissioner Hill:

As the Mayor's designated department for the coordination of workforce development activities in the City of Chicago, the Mayor's Office of Workforce Development (MOWD) is pleased to partner with the Department of Planning and Development (DPD) in the proposed Addison-Kimball Tax Increment Financing District (TIF). As you know, MOWD delivers job training and employment services to Chicago residents through our extensive network of community-based organizations (CBOs), contractors and professional partners.

Through MOWD's many programs such as: *Workforce Solutions, Welfare-to-Work, Rapid Response, Chicago One-Stop Career Centers, Summer Jobs and Quantum Youth Opportunities*, MOWD addresses the growing workforce development needs of new and expanding Chicago-based businesses. Through these programs and services, MOWD can assist with the recruitment, training and referral of area residents as potential employees.

We look forward to working with your department in the Addison-Kimball TIF District in the future.

Sincerely,


Jackie Edens
Commissioner



Richard M. Daley
City of Chicago
Mayor

Jackie Edens
Commissioner