

CITY OF CHICAGO

**GALEWOOD / ARMITAGE INDUSTRIAL REDEVELOPMENT PROJECT AREA
TAX INCREMENT FINANCE PROGRAM**

REDEVELOPMENT PLAN AND PROJECT

**CITY OF CHICAGO
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**REDEVELOPMENT PLAN AND PROJECT FOR
GALEWOOD/ARMITAGE INDUSTRIAL REDEVELOPMENT PROJECT AREA
TAX INCREMENT FINANCING PROGRAM**

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I. INTRODUCTION

The Galewood/Armitage Industrial Redevelopment Project Area (hereafter referred to as the "Redevelopment Project Area") is located on the northwest side of the City of Chicago ("City"), approximately eight miles north and west of the central business district. The Redevelopment Project Area is comprised of approximately 464.7 acres and includes 38 (full and partial) blocks. The boundaries of the Redevelopment Project Area are Grand Avenue, Dickens Avenue and Fullerton Avenue on the north, Cortland Street and Bloomington Avenue on the south, the eastern alley of Cicero Avenue on the east, and Nashville Avenue and the Metra Railway on the west. The boundaries are shown on Redevelopment Plan Map 1, Project Boundary.

The Redevelopment Project Area is well-suited to industrial, institutional, and commercial development. The nearest expressway to the Redevelopment Project Area is the Eisenhower Expressway (I-290), which accesses Lake Shore Drive, the Dan Ryan Expressway (I-94), the Stevenson Expressway (I-55) and the Kennedy Expressway (I-94).

The Redevelopment Project Area is served by numerous public transportation systems, making the site accessible to the local work force. The Chicago Transit Authority ("CTA") bus lines that directly service the Redevelopment Project Area are the #57 Laramie Avenue, # 65 Grand Avenue, # 73 Armitage Avenue, #74 Fullerton Avenue, #85 Central Avenue, #86 Narragansett/Ridgeland Avenues and the #91 Austin Avenue. The Metra Railway has stops within the Redevelopment Project Area at the Hanson Park and Galewood/Armitage Stations.

The Redevelopment Project Area is characterized by numerous deteriorated and obsolete industrial buildings, a significant number of vacant parcels, and a general lack of maintenance of properties. Much of the Redevelopment Project Area consists of:

- deteriorated buildings and site improvements
- underutilized buildings
- obsolescence
- vacant rail yard and parcels
- other blighting characteristics

The purpose of the Galewood/Armitage Industrial Redevelopment Project Area Tax Increment Finance Program Redevelopment Plan and Project ("Plan") is to create a mechanism to allow for the planning and financing of developments containing industrial, commercial, institutional and community facilities.

This Plan summarizes the analyses and findings of the consultants' work, which, unless otherwise noted, is the responsibility of Louik/Schneider & Associates, Inc., Macondo Corp., and The Lambert Group. The City of Chicago is entitled to rely on the findings and conclusions of this Plan in designating the Redevelopment Project Area as a redevelopment project area under the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (1996 State Bar Edition), as amended (the "Act"). Louik/Schneider & Associates, Inc. has prepared this Plan and the related eligibility study with the understanding that the City would rely: 1) on the findings

and conclusions of the Plan and the related eligibility study in proceeding with the designation of the Redevelopment Project Area and the adoption and implementation of the Plan, and 2) on the fact that Louik/Schneider & Associates, Inc. has obtained the necessary information so that the Plan and the related eligibility study will comply with the Act.

A. AREA HISTORY

The Redevelopment Project Area is a slightly expanded version of the Armitage Industrial Corridor detailed in the "Corridors Of Industrial Opportunity: A Plan for Industry in Chicago's West Side" prepared by the City's Department of Planning and Development in December 1991, and revised in March 1992.

According to the "Corridors" document, this corridor of manufacturing activity originated in the 1870s surrounding the Galewood Yard, a former spur of the Milwaukee Road Railroad. It was originally known as the Galewood Industrial District and was a center for metals manufacturing. Expansion in the 1920s and 1930s resulted in a diversity of the corridor's industrial base with the addition of firms like Mars Candy Company. Some companies have relocated or closed; Archer Daniels Midland and Zenith Electronics are two examples. The rail yard is now vacant.

The corridor contains three related areas of industrial activity. South of the Metra tracks between Narragansett and Laramie Avenues is an area consisting of vacant rail yard and large manufacturing facilities. North of the railroad tracks between Austin and Laramie Avenues is a mixture of smaller industrial and commercial users. West of Narragansett is less dense, with larger manufacturers and vacant land.

The industrial area is surrounded by commercial areas on major streets and residential areas. The residential community areas of Montclair, Austin and Belmont Cragin contain middle income residential areas. The majority of the housing stock is older and single family.

B. TAX INCREMENT ALLOCATION REDEVELOPMENT ACT

An analysis of conditions within the Redevelopment Project Area indicates that it is appropriate for designation as a Redevelopment Project Area under the Act. The Redevelopment Project Area is characterized by conditions which warrant its designation as a "Blighted Area" within the definitions set forth in the Act.

The Act provides a means for municipalities, after the approval of a "Redevelopment Plan and Project," to redevelop blighted and conservation areas by pledging the increase in tax revenues generated by public and private redevelopment to pay eligible costs required to stimulate private investment in new redevelopment and rehabilitation, or to reimburse private developers for eligible costs incurred in connection with any redevelopment. Municipalities may issue obligations to be repaid from the stream of real property tax increment revenues generated within the tax increment financing district.

The property tax increment revenue is calculated by determining the difference between the initial equalized assessed value ("EAV"), or the Certified Base EAV, for all taxable real estate located within the Redevelopment Project Area and the current year EAV. The EAV is the assessed value of the property multiplied by the state multiplier. Any increase in EAV is then multiplied by the current tax rate, which determines the incremental real property tax.

This Plan has been formulated in accordance with the provisions of the Act. It is a guide to all proposed public and private action in the Redevelopment Project Area. In addition to describing the objectives of redevelopment, the Plan sets forth the overall program to be undertaken to accomplish these objectives. This program is the "Redevelopment Project."

This Plan also specifically describes the Redevelopment Project Area. This area meets the eligibility requirements of the Act (see Exhibit 4 - *Galewood/Armitage Industrial Redevelopment Project Area Tax Increment Finance Program - Eligibility Study*). After approval of the Plan, the City Council may then formally designate the Redevelopment Project Area.

The purpose of this Plan is to ensure that new development occurs:

1. On a coordinated, rather than a piecemeal basis, to ensure that the land use, vehicular access, parking, service and urban design systems will meet modern-day principles and standards;
2. On a reasonable, comprehensive and integrated basis to ensure that blighted area factors are eliminated; and
3. Within a reasonable and defined time period.

Revitalization of the Redevelopment Project Area is a large and complex undertaking and presents challenges and opportunities commensurate to its scale. The success of this effort will depend to a large extent on the cooperation between the private sector and agencies of local government.

Regardless of when the Plan and Redevelopment Project is adopted, it will include land uses that have already been approved by the Chicago Plan Commission.

There has been no major private investment in the Redevelopment Project Area for at least the last five years. The adoption of the Plan will make possible the implementation of a logical program to stimulate redevelopment in the Redevelopment Project Area, an area which cannot reasonably be anticipated to be developed without the adoption of this Plan. Public investments will create the appropriate environment to attract the level of private investment required for rebuilding the Redevelopment Project Area.

Successful implementation of the Redevelopment Project requires that the City take advantage of the real estate tax increment revenues attributed to the Redevelopment Project Area as provided in accordance with the Act.

II. REDEVELOPMENT PROJECT AREA AND LEGAL DESCRIPTION

The Redevelopment Project Area is located on the Northwest side of the City, approximately eight miles north and west of the central business district. The Redevelopment Project Area comprises approximately 464.7 acres and includes 38 (full and partial) blocks. The Redevelopment Project Area is generally bounded by Grand Avenue, Dickens Avenue and Fullerton Avenue on the north, Cortland Street and Bloomington Avenue on the south, the eastern alley of Cicero Avenue on the east, and Nashville Avenue and the Metra Railway on the west. The boundaries of the Redevelopment Project Area are shown on Map 1, Boundary Map, and the existing land uses are identified on Redevelopment Plan Map 2, Existing Land Use. The Redevelopment Project Area includes only those contiguous parcels of real property that are expected to be substantially benefited by the Plan.

The legal description of the Redevelopment Project Area is attached to this plan as Exhibit 1 - Legal Description.

III. REDEVELOPMENT PROJECT AREA PLAN ,GOALS AND OBJECTIVES

A. GENERAL LAND USE PLAN

The Land Use Plan (see Map 3) identifies the proposed land uses that will be in effect upon adoption of this Plan. Primary land use categories in the Redevelopment Project Area include industrial, commercial, and institutional uses. Street rights-of-way are subject to modification as specific redevelopment projects are undertaken. The Plan is consistent with the "Corridors of Industrial Opportunity A Plan for Industry in Chicago's West Side," prepared by the City's Department of Planning and Development in December 1991 and revised in March 1992. Detailed information on current conditions and land use is presented in the following subarea descriptions.

This Plan and the proposed projects described herein must be approved by Chicago Plan Commission prior to its adoption by the City Council.

The Redevelopment Plan proposes that the Redevelopment Project Area be redeveloped primarily for industrial use. Commercial development is proposed in two sections along Grand Avenue west of Narragansett Avenue and west of Laramie Avenue (See Map 3). The existing conditions/assessment provides detailed information on the Redevelopment Project.

B. EXISTING CONDITIONS/ASSESSMENTS

The following section describes the existing conditions of the Redevelopment Project Area. This section is divided between the major north south streets of the Redevelopment Project Area. It also includes information on the area immediately surrounding the Redevelopment Project Area.

NASHVILLE AVENUE (6600 WEST) TO NARRAGANSETT AVENUE (6400 WEST)

This section of the Redevelopment Project Area, located north of Cortland Street between Nashville and Narragansett Avenues (Block 425), is zoned M1-1 (Restricted Manufacturing Districts) and is occupied by several single and two-story industrial structures. This area should remain in industrial use. Existing buildings should continue to be maintained and modernized and/or expanded as warranted by user needs. Existing front and side yard landscaping should be maintained and enhanced so as to provide effective buffering for the residential area to the south.

The area, extending from the Metra tracks north to Grand Avenue, between the railroad spur and Natchez Avenue (Block 205), is zoned M2-2 and contains industrial and commercial uses as well as vacant land. The industrial complex located on the southwest corner of Grand and Natchez Avenues is underutilized, obsolete and not well-maintained and should be considered for commercial reuse. Immediately south is a self-storage facility. Further south, along the west side of Natchez Avenue in the vicinity of Palmer Street, there is a large vacant parcel which

should be considered for mixed-use commercial and industrial expansion. Still further south is an active industrial complex.

Land along the north side of McLean Avenue between Natchez and Narragansett Avenues (southern portion of Blocks 212 and 213) is zoned B1-1 (Local Retail District) and is used for parking lots. The current use of these parking lots should be analyzed for future need and utilization. If such analysis finds that it is not needed for parking, some of this land should be considered for redevelopment consistent with the adjacent area.

NARRAGANSETT AVENUE (6400 WEST) TO AUSTIN AVENUE (6000 WEST)

At one time, the industrial anchor of this section of the Redevelopment Project Area was the large Zenith complex, which was closed in the 80's. This section also contains Amundsen Park and Burbank Elementary School. Residential areas exist to the north and south of the section. The major north-south streets are Narragansett Avenue, which crosses the Metra tracks at grade, and Austin Avenue, which runs under the tracks in a block long underpass. Grand Avenue, located 1/4 mile to the north, is the major east-west street.

The former Zenith complex is located along the west side of Austin between Dickens Avenues and Cortland Street (Blocks 126, 127 and eastern portion of 300). This complex is currently being reused as an industrial incubator facility with multiple tenants and is known as the "Metroplex Industrial Park." The entire site is zoned M1-2 (Restricted Manufacturing Districts).

Just north of the Zenith/Metroplex complex's north building, along the north side of Dickens Avenue (southern portion of Blocks 120, 121, 122 and 123) are a number of former Zenith parking lots. The area is approximately two acres and is zoned B1-1 (Local Retail District). Most of these lots are currently neglected and/or underutilized and may no longer be needed for parking. A determination should be made as to the current parking need and utilization in this section. If not needed for parking, this land be considered for redevelopment consistent with the existing area and could constitute a development Opportunity Area #1. If it is determined that these areas should be retained for parking, they should be refurbished and should include appropriate landscaping as a buffer from the adjacent areas.

At Narragansett and Dickens Avenues (Block 124) is a large relatively new industrial structure and east of that, is a new self-storage facility. This area is Zoned M1-1 (Restricted Manufacturing Districts) and should remain in its current use.

Further east along Dickens is the Burbank Elementary School (Block 125). The school site is barren looking and should be improved with landscaping along the site perimeter. Just east of the school site is a zone R-1 (Single-Family Residence District) vacant parcel that is approximately 2 acres in size, which might be used for school proposes or industrial expansion Opportunity Area #2.

The portion of the Redevelopment Project Area, north of Cortland Street between Narragansett and Mobile Avenues (western portion of Block 300) contains several occupied single-story industrial buildings. They should continue to be maintained and modernized and/or expanded

as warranted by user needs. This area is zoned M1-1 (Restricted Manufacturing Districts). Approximately three to four acres of vacant land is available, just south of the Metra tracks, for industrial expansion or new development. Cortland Street, at this location, functions as an industrial service street and should be considered for improvement, to better handle truck traffic and provide additional employee curbside parking. In addition, buffering for the residential area to the south is needed. Existing front yard landscaping, along the north side of Cortland Street, should be enhanced so as to provide more effective buffering for the residential area across the street.

The Metra commuter station along the east side of Narragansett Avenue should be improved and could be expanded to include commuter parking on the vacant land south of the tracks.

Amundsen Park (Blocks 304 and 305) is a well established and attractive community feature which should be maintained and enhanced to serve the needs of area residents as well as employees of the adjacent industries. This area is zoned R-2 (Single-Family Residence District).

AUSTIN AVENUE (6000 WEST) TO LARAMIE AVENUE (5200 WEST)

This section of the Redevelopment Project Area contains the expansive vacated Galewood Rail Yard and Hanson Park. Some dynamic industries as well as some vacant industrial buildings are also scattered throughout this section of the Redevelopment Project Area. The major north-south streets are Austin Avenue, which runs under the Metra rail tracks, Central Avenue which crosses the rail lines and the former Galewood Yard on a long viaduct structure and Laramie Avenue which runs under the Metra tracks. This section of the Redevelopment Project Area is served by Metra's Hanson Park commuter station in the vicinity of Armitage Avenue and Parkside.

The rail yard is an elongated site, which extends all the way from Austin Avenue under Central Avenue to Laramie Avenue. This site occupies the northern portion of Block 400 and Block 300. The total vacated yard site covers approximately 70 acres and constitutes a major opportunity area for new industrial development (Opportunity Area #3). At the eastern end of the yards, there is another contiguous four acre parcel of vacant land and buildings that formerly housed an ADM grain elevator complex. This former ADM site should be aggregated with the rail yard opportunity area. At the western end of the yards, there is an additional eight acre parcel which abuts the Zenith/Metroplex complex and is currently used for parking for that facility. However, for development purposes, the yard site is seriously handicapped by very limited vehicular accessibility.

The area east of Austin Avenue, between Dickens Avenue and the Metra tracks (Block 225), contains several older vintage industrial structures that occupy virtually the entire site area. This section is zoned M1-2 (Restricted Manufacturing Districts). The existing buildings are still utilized for industrial type uses but may need to be modernized and/or rehabilitated. The frontages of these buildings are in need of improvement in order to be compatible with the adjacent residential area. Diagonal parking along the south side of Dickens Avenue should be expanded.

The area between Central and Mango Avenue north of Armitage Avenue (Blocks 224, 226, 227, 228 and 229) is characterized by a number of small, older multi-story industrial structures, some houses and a somewhat archaic/disjointed street pattern. The City of Chicago 29th and 30th Ward Department of Streets and Sanitation Yard is located on the southwest corner of Central and Grand Avenues. Existing industrial structures should be maintained, improved, renovated and expanded where appropriate. Incompatible uses should be phased out over time. Streets should be improved to facilitate truck access, circulation and employee parking opportunities.

Diagonal parking should be instituted on some streets. The railroad right-of-way south of Armitage Avenue needs to be landscaped, and the street should also include diagonal parking along the railroad side. To provide better service to the employees of industries in the area, the Hanson Park Metra station should be enhanced.

Between Monitor and Central Avenues and north of Bloomingdale Avenue (southern portion of Block 400), contains some nicely renovated and active industrial structures as well as some vacant and dilapidated structures. The area is zoned M1-2 (Restricted Manufacturing Districts). Dilapidated structures in this area should be renovated or demolished. Improved security structures and facilities should be provided along the perimeter of the industrial area. The present Central Avenue viaduct is in poor condition and in need of major rehabilitation. This could provide an opportunity for extending vehicular access into the rail yard area. Since the viaduct no longer has to clear the full width of the rail yard, it may be feasible to shorten the structure and move its southern terminus a block further north. This would make room for building an at-grade gateway/intersection point adjacent to the southern edge of the yard and thereby provide vehicular access into both sides of the rail yard property.

With the obvious exception of Hanson Park and the adjacent public facilities, the Plan proposes that the remainder of this section be retained or redeveloped primarily for industrial use. However, some existing commercial uses along Grand Avenue should be retained.

Between Long and Laramie Avenues and north of the alley north of Bloomingdale Avenue, is an active enclave of small industrial buildings, zoned M1-1 (Restricted Manufacturing Districts). The adjacent area south of the alley is residential. Vehicular accessibility is a problem because all access to the industrial buildings is through the residential area via Bloomingdale Avenue.

To provide improved vehicular accessibility as well as separation from the residential area, it would be desirable to build a new east-west industrial street along the south edge of the vacated Galewood Yard site. This street would be west of Laramie Avenue, and go from Long Avenue to Central Avenue. Local north-south streets including Latrobe, Lockwood, and Lorel Avenues, could be connected to the new east-west street and cul-de-sac at the alley north of Bloomingdale Avenue. This would provide much improved access for existing and future industrial establishments and keep the industrial traffic out of the adjacent residential area.

Hanson Park (northern portion of Block 100) contains a multi-use stadium as well as Prosser High School and Hanson Park Elementary School. The Hanson Park Fieldhouse and the Hanson Stadium are two historic structures identified by the Chicago Historic Resources Survey

in the Redevelopment Project Area. The Fieldhouse has been identified in the Illinois State Survey of Historic Resources. Hanson Stadium is "one of the few remaining pre-1940s stadiums" according to the Chicago Historic Resource Survey. Hanson Park is a large park that is in need of improvement and upgrade. The park needs enhancement and its perimeter should be planted with trees so as to establish an attractive and unified park/school/stadium campus. Park and school parking requirements should be evaluated and correlated so that shared-use parking areas can be established or designated to serve all of these functions.

Chicago Police Area 5 Headquarters and a Cook County Court Branch are located just south of Hanson Park at Grand and Central Avenues. This is a large municipal complex that will remain for the foreseeable future.

East of the Police/Court complex, along the south side of Grand Avenue, is a large vacant industrial complex. The vacant industrial buildings are highly visible and their neglected condition presents an image problem for the area. The rehabilitation, redevelopment and occupancy of these buildings should be a high priority.

South of Grand Avenue between Long and Laramie Avenues, (Blocks 115, 116 and 117) is occupied by a mixture of commercial and industrial structures and a few dispersed houses. This area is zoned M1-2 (Restricted Manufacturing Districts). Existing businesses and industries should remain in this area and where appropriate, renovate and expand. Over time, incompatible uses should be phased out to make room for industrial business expansion and related use. Grand Avenue and some of the connecting local streets to the south should be improved to industrial standards.

LARAMIE AVENUE (5200 WEST) TO THE ALLEY EAST OF CICERO AVENUE (4850 WEST)

This section of the Redevelopment Project Area is characterized by a mixture of industrial and commercial buildings, houses, vacant structures and vacant land. Primary north-south streets are Laramie Avenue and Cicero Avenue. The primary east-west street is Grand Avenue. All of these streets run in underpasses under the Metra tracks.

The area, between the Metra tracks and Grand Avenue (Blocks 400, 404, 405 and 406), contains a number of viable small industrial facilities, commercial establishments, and some older houses. The existing industrial facilities should be maintained and/or improved, renovated or expanded as warranted by user needs. Over time, incompatible uses should be phased out and redeveloped for industrial use. Viable existing commercial establishments along Grand Avenue should be retained and expanded.

The area, bounded by the Metra tracks, LeClaire, Lamon and Bloomingdale Avenues (Blocks 406 and 409), is occupied by several industrial and/or warehouse type structures. Most of these buildings appear to be occupied, but some are vacant and not well maintained. This area should remain in industrial use. Existing buildings should be modernized and/or renovated and obsolete buildings should be demolished to make room for expansion or new development. Improved security structures and facilities should be provided along the perimeter of this industrial area. Bloomingdale Avenue, which functions as an industrial service street at this

location, should be considered for improvement so as to better handle truck traffic and provide buffering for the residential area to the south.

The Bloomington/Laramie TIF District is located south of the Metra tracks between Laramie and LeClaire Avenues, adjacent to this Redevelopment Project Area (see Boundary Map 1).

C. OBJECTIVES/STRATEGIES

Comprehensive goals and objectives are included in this Plan to guide the decisions and activities that will be undertaken to facilitate the redevelopment of the Redevelopment Project Area. Many of them can be achieved through the effective use of local, state and federal mechanisms.

For the Redevelopment Project Area, specific redevelopment objectives/strategies, addressing public and private initiatives have been identified.

SPECIFIC REDEVELOPMENT OBJECTIVES/STRATEGIES: PRIVATE ACTIONS

1. Continue to maintain, improve and upgrade existing industrial and commercial properties.
2. Develop an early warning/intervention network to assist firms in the Redevelopment Project Area with problems or needs that could result in failure, relocation or curtailment of operations.
3. Facilitate development of attractive and unified identity and informational signage throughout the Redevelopment Project Area.
4. Encourage the improvement and/or renovation of existing structures and the development of vacant and/or underutilized parcels for new industrial related uses or the expansion of viable existing industries.
5. Encourage industrial site landscaping, screening and cosmetic building facade improvements to provide buffering for adjacent residential areas.
6. Encourage and support the retention of viable existing industrial industries.
7. Support the marketing and promotion of available vacant properties.
8. Encourage creation of a physical environment that is conducive to the operation and development of industries and supporting uses.
9. Encourage the retention of viable, compatible commercial uses along Grand Avenue by promoting their presence and utilization.

SPECIFIC REDEVELOPMENT OBJECTIVES/STRATEGIES: PUBLIC IMPROVEMENTS AND INCENTIVES

1. Encourage and support the retention of existing viable industries through the use of governmental tools and assistance programs.
2. Encourage and facilitate the improvement, renovation and/or expansion of viable existing industries.
3. Utilize the Tax Reactivation Program to acquire tax-delinquent vacant or dilapidated properties and make these properties available for industrial development and/or expansion.
4. Assist private owners in the demolition of existing buildings that are obsolete and/or unsuitable for rehabilitation.
5. Assist in creating financing programs and mechanisms that encourage and facilitate the marketing, improvement and/or renovation and reuse of vacant industrial buildings.
6. Improve the primary arterial streets linking the Redevelopment Project Area to the regional highway and expressway system.
7. To the extent practical, revise local street alignment to separate industrial and residential traffic.
8. Vacate unnecessary streets, alleys and other rights-of-way to increase land area available for private development.
9. Improve roadways and/or infrastructure that is substandard or in poor condition.
10. Install appropriate landscape and/or streetscape improvements to enhance the appearance of public parks, schools and streets.
11. Facilitate industrial signage and building facade improvements and/or renovation.
12. Establish identifiable gateways using signage, landscaping and other mediums at appropriate locations.
13. Facilitate the identification and remediation of potential environmental contaminants.
14. Improve local industrial service streets to make them better suited for truck traffic, increase curbside parking space for employees and provide improved buffering for adjacent residential areas.

15. Improve the appearance of the Chicago Board of Education Burbank Elementary School site by adding landscaping.
16. Ensure that the expansive vacant rail yard area and other adjacent vacant parcels are reserved for industrial use by application of appropriate governmental land use controls.
17. Reconstruction of the Central Avenue viaduct to provide a gateway and vehicular access into the Galewood Yard site.
18. Improve local industrial service streets to make them better suited for truck traffic, increase curbside parking space for employees and provide improved buffering for adjacent residential areas.
19. Over time, phase out existing incompatible uses and facilitate conversion of these sites for industrial-related use.
20. Encourage and support the retention of viable existing industrial industries.
21. Improve the overall appearance and utility of Hanson Park with landscaping and creation of a park/school campus.
22. Facilitate the identification and remediation of potential environmental contaminants
23. Encourage the continued retention and maintenance of parks and public facilities within and adjacent to the Redevelopment Project Area.

D. DESIGN OBJECTIVES

Although overall goals and redevelopment objectives are important in the process of redeveloping such an area, the inclusion of design guidelines is necessary to ensure that redevelopment activities result in an attractive environment. The following design objectives give a generalized and directive approach to the development of specific redevelopment projects.

1. Encourage coordinated development of parcels and structures to achieve attractive and efficient building design, unified off-street parking, and appropriate access to nearby arterial streets.
2. Achieve development that is integrated functionally and aesthetically with the surrounding area.
3. Ensure a safe and functional traffic circulation pattern, adequate ingress and egress, and capacity in the Redevelopment Project Area.

4. Encourage high standards of building and streetscape design to ensure the high quality appearance of buildings, rights-of-way and open spaces.
5. Ensure that necessary security, screening, and buffering devices are attractively designed and are compatible with the overall design of the Redevelopment Project Area.
6. Encourage a variety of streetscape amenities which include such items as sidewalk planters, flower boxes, plazas, a variety of tree species and wrought-iron fences where appropriate.
7. Maintain the integrity of the historically significant structures, such as those found in Hanson Park, within the Redevelopment Project Area.

IV. BLIGHTED AREA CONDITIONS EXISTING IN THE REDEVELOPMENT PROJECT AREA

The Act states that a "Blighted Area" means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 5 or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare or, if vacant, the sound growth of the taxing districts is impaired by, (1) a combination of 2 or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused rail yards, rail tracks or railroad rights-of-way or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose. All factors must indicate that the area on the whole has not been subject to growth and development through investments by private enterprise and will not be developed without action by the City.

Based upon surveys, site inspections, research and analysis by Louik/Schneider & Associates, Inc. and Macondo Corp., the Redevelopment Project Area qualifies as an improved Blighted Area and a vacant Blighted Area as defined by the Act. A separate report, entitled "City of Chicago Galewood/Armitage Industrial Redevelopment Project Area Tax Increment Finance Program Eligibility Study" dated March 1999 ("Eligibility Study"), is attached as Exhibit 4 to this Plan and describes in detail the surveys and analyses undertaken and the basis for the finding that the Redevelopment Project Area qualifies as an improved Blighted Area and a vacant Blighted Area.

The Redevelopment Project Area is characterized by the presence two of the vacant Blighted Area eligibility factors and ten (10) of the improved Blighted Area eligibility factors as listed in the Act. Summarized below are the findings of the Eligibility Study.

A. SUMMARY OF ELIGIBILITY FACTORS

The Redevelopment Project Area (also referred to as the "Study Area" in the Eligibility Study) consists of 38 (full and partial) blocks and 373 parcels. There are 148 buildings in the Redevelopment Project Area.

The Redevelopment Project Area qualified in two ways. The Galewood Rail Yard portion (12 parcels) of the Redevelopment Project Area is defined as the "vacant portion of the Redevelopment Project Area" and these parcels are qualified as a vacant blighted area. The remaining 361 parcels of the Redevelopment Project Area are defined as the "improved portion of the Redevelopment Project Area" and are qualified as an improved blighted area.

Of the 38 blocks in the Redevelopment Project Area, two blocks are qualified as part of the vacant portion of the Blighted Area. Although two of the blocks are qualified as the vacant portion of the Redevelopment Project Area, there are parcels within those blocks that will also be counted as the improved portion of the blighted area. Therefore, 38 blocks/361 parcels are qualified as the improved portion of the blighted area and two blocks/12 parcels are qualified as the vacant portion of the blighted area.

VACANT PORTION OF THE REDEVELOPMENT PROJECT AREA

The vacant portion of the Redevelopment Project Area contains two blocks representing 12 parcels. The vacant area is the former Galewood Rail Yards bounded by the railroad on the north, Cortland Avenue on the south, Laramie Avenue on the east and Austin Avenue on the west.

The Act requires that one of the seven eligibility factors must be met for a finding as a vacant blighted area. The Redevelopment Project Area exceeds the necessary requirements of the Act, by meeting two of the eligibility factors for a vacant blighted area. The following section examines each of the blighted area eligibility factors.

1. THE AREA CONSISTS OF UNUSED RAIL YARDS, RAIL TRACKS OR RAILROAD RIGHTS-OF-WAY

All of the parcels included in the vacant portion of the Redevelopment Project Area were part of the former Galewood Rail Yards. The railroad was owned and operated by Chicago Milwaukee Corporation until 1980. The Galewood Rail Yards contain unused rail yard and rail tracks.

2. A COMBINATION OF TWO OR MORE OF THE FOLLOWING FACTORS: OBSOLETE PLATTING OF THE VACANT LAND; DIVERSITY OF OWNERSHIP OF SUCH LAND; TAX AND SPECIAL ASSESSMENT DELINQUENCIES ON SUCH LAND FLOODING ON ALL OR PART OF SUCH VACANT LAND; DETERIORATION OF STRUCTURES OR SITE IMPROVEMENTS IN NEIGHBORING AREAS ADJACENT TO THE VACANT LAND.

**A. DETERIORATION OF STRUCTURES OR SITE IMPROVEMENTS IN NEIGHBORING AREAS
ADJACENT TO THE VACANT LAND**

There are three severely dilapidated structures on the same blocks as the vacant parcels. In the adjacent improved portion of the Redevelopment Project Area, 94% of the buildings are deteriorated. An unused rail line runs through three parcels in the vacant portion.

B. OBSOLETE PLATTING OF VACANT LAND

The majority of the parcels in the vacant portion of the Redevelopment Project Area exhibit obsolete platting. Eight of these parcels are of too small and narrow in size for contemporary industrial development. Not only does the size of these parcels constitute a problem, but the location of the parcels. The parcels have limited, if any street access to the parcels. Except for the parcels located along Central Avenue, the parcels are inaccessible to the street. The parcels are only accessible through other adjacent parcels. Therefore, obsolete platting is a factor within this vacant portion of the Redevelopment Project Area.

The vacant portion of the Redevelopment Project Area exhibits two of the seven factors which would allow for a finding of a vacant Blighted Area as defined in the Act (only one factor is required by the Act).

IMPROVED PORTION OF THE REDEVELOPMENT PROJECT AREA

The improved portion of the Redevelopment Project Area is represented by 148 buildings, 38 blocks and contains 361 parcels. Throughout the Redevelopment Project Area, 10 of the 14 blighted area eligibility criteria are present, six to a major extent and four to a minor extent. The ten blighting factors that have been identified in the Redevelopment Project Area are as follows:

MAJOR EXTENT

- age
- obsolescence
- deterioration
- excessive land coverage
- deleterious land use or layout
- depreciation of physical maintenance

MINOR EXTENT

- dilapidation
- excessive vacancies
- lack of ventilation, light or sanitary facilities
- structures below minimum code

A summary of the eligibility factors findings follows:

MAJOR EXTENT

1. AGE

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures, which are at least 35 years old. In the Redevelopment Project Area, age is **present to a major extent** in 133 of the 148(89.9%) buildings and in 29 of the 38 (76.3%) blocks.

2. OBSOLESCENCE

Obsolescence, both functional and economic, includes vacant and dilapidated structures and industrial buildings that are difficult to reuse by today's standards. In the Redevelopment Project Area, obsolescence is **present to a major extent** in 131 of the 148 (88.5%) buildings, 342 of the 361 (94.7%) parcels and 31 of the 38 blocks (81.6%).

3. DETERIORATION

Deterioration is present in structures with physical deficiencies or site improvements requiring major treatment or repair. In the Redevelopment Project Area, deterioration is **present to a major extent** in 139 of the 148(93.9%) buildings, in 245 of the 361 (67.9%) parcels, and in 34 of the 38 (89.5%) blocks.

4. EXCESSIVE LAND COVERAGE

Excessive land coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. In the Redevelopment Project Area, excessive land coverage is **present to a major extent** in 95 of the 148 (64.2%) buildings and in 26 of the 38 (68.4%) blocks.

5. DELETERIOUS LAND USE OR LAYOUT

Deleterious land uses include all instances of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses which may be considered noxious, offensive or environmentally unsuitable. In the Redevelopment Project Area, deleterious land use and layout is **present to a major extent** in 351 of the 361 (97.2%) parcels, and in 31 of the 38 (81.6%) blocks.

6. DEPRECIATION OF PHYSICAL MAINTENANCE

Depreciation of physical maintenance refers to the effects of deferred maintenance and the lack of maintenance of buildings, parking areas and public improvements, including alleys, walks, streets and utility structures. In the Redevelopment Project Area, depreciation of physical maintenance is **present to a major extent** in 133 of the 148 (89.9%) buildings, 351 of the 361 (97.2%) parcels, and in 37 of the 38 (97.4%) blocks.

Minor

1. DILAPIDATION

Dilapidation refers to an advanced state of disrepair of buildings and improvements. In the Redevelopment Project Area, dilapidation is **present to a minor extent** in 11 of the 148 (7.4%) buildings and 10 of the 38 (26.3%) blocks.

2. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards are *present to a minor extent* in 70 of the 148 (47.3%) buildings and in 21 of the 38 (55.3%) blocks in the Redevelopment Project Area. The structures below minimum code standard factors were reviewed for a five-year time period. As of November of 1998, ten of the buildings in the Redevelopment Project Area had building code violations.

3. EXCESSIVE VACANCIES

Excessive vacancy refers to buildings or sites, of which a large portion are unoccupied or underutilized and which exert an adverse influence on the area because of the frequency, duration or extent of vacancy. In the Redevelopment Project Area, excessive vacancies are *present to a minor extent* in 10 of the 148 (6.8%) buildings and in 3 of the 38 (7.9%) blocks.

4. LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES

Lack of ventilation, light or sanitary facilities refers to substandard conditions which adversely affect the health and welfare of building occupants, e.g., residents, employees or visitors. Lack of ventilation, light or sanitary facilities are *present to a minor extent* in 58 of the 148 (39.2%) buildings and in 16 of the 38 (42.1%) blocks.

B. ELIGIBILITY FINDINGS CONCLUSION

The number, degree and distribution of factors as documented in this report warrant the designation of the Redevelopment Project Area as a Blighted Area as set forth in the Act. Specifically:

- Of the seven blighting factors set forth in the Act for vacant land, of which only one is required for a finding of blight, *two are present in the vacant portion of the Redevelopment Project Area.*
- Of the 14 blighting factors set forth in the Act for improved land, of which five are required for a finding of blight, *ten are present* (six to a major extent and four to a minor extent) *in the improved portion of the Redevelopment Project Area.*
- The Blighted Area factors that are present are reasonably distributed throughout the Redevelopment Project Area.

The eligibility findings indicate that the Redevelopment Project Area contains factors which qualify it as a Blighted Area in need of revitalization and that designation as a redevelopment project area will contribute to the long-term well being of the City. The Blighted Area eligibility factors are reasonably distributed throughout the Redevelopment Project Area.

Additional research indicates that the Redevelopment Project Area on the whole (i) has not been subject to growth and development through investment by private enterprise and (ii) would not reasonably be anticipated to be developed without the adoption of the Plan. Specifically:

- Exhibit 2 - Building Permit Requests contains a summary of the building permit requests for new construction and major renovation submitted to the City of Chicago. There were a total of 26 building permits requested from January 1993 - November of 1998 for \$1,862,212. Of the 26 permits, one permit was issued for \$1,000,000. The remaining 25 permits were issued for 22 buildings in the Redevelopment Project Area.
- Additionally, there were 10 demolition permits issued for the Redevelopment Project Area from 1993 - 1998. Based on building permit requests for new construction, it appears that no new structures have replaced the demolished structures.
- The Redevelopment Project Area is primarily comprised of industrial uses. The EAV for all property in the City increased from \$28,661,954,119 in 1993 to \$35,893,677,135 in 1997, a total of 25.23% or an average of 6.31% per year. Over the last four years, from 1993 to 1997, the Redevelopment Project Area has experienced an overall EAV increase of 12.07% from \$43,013,837 in 1993 to \$48,204,480 in 1997, an average increase of 3.02% per year.

The analysis above was based upon data assembled by Louik/Schneider & Associates, Inc. Based upon the findings of the Eligibility Study for the Redevelopment Project Area, the Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of this Plan.

V. GALEWOOD/ARMITAGE INDUSTRIAL REDEVELOPMENT PROJECT

A. REDEVELOPMENT PROJECT

The purpose of this Plan is to create a planning and programming mechanism that also provides the financial vehicle to allow for the redevelopment of properties within the Redevelopment Project Area. The Plan contains specific redevelopment objectives addressing both private actions and public improvements, which are to assist in the overall redevelopment of the Redevelopment Project Area. Implementation of the Plan will be undertaken on a phased basis and will help to eliminate those existing conditions, which make the Redevelopment Project Area susceptible to blight.

The Plan proposes the development of new industrial facilities that takes advantage of the Redevelopment Project Area's Opportunity Areas. The industrial facilities and ancillary services will cover almost all of the vacant land within the Redevelopment Project Area. The Redevelopment Project Area will allow for the development of approximately 2,200,000 square feet of new industrial facilities located on 74 acres of land.

This Plan will make approximately 74 acres of land available for new industrial facilities development in the following Opportunity Areas (see Map 4 - Opportunity Areas):

<u>Opportunity Area</u>	<u>Acres</u>
#1	2
#2	2
#3	70

In addition, the Plan encourages the expansion of existing industry within the Redevelopment Project Area and commercial development along arterial streets in the Redevelopment Project Area. The proposed Redevelopment Project Area will require planning and programming of improvements.

The Plan for the Galewood/Armitage Industrial Redevelopment Project Area incorporates the use of tax increment funds to stimulate and stabilize not only the Redevelopment Project Area, but also the properties in the surrounding area through the planning and programming of public and private improvements. The underlying strategy of the Plan is to use tax increment financing to reinforce and encourage further private investment. The City may enter into redevelopment agreements, which will generally provide for the City to provide funding for activities permitted by the Act. The funds for these improvements will come from the incremental increase in tax revenues generated from the Redevelopment Project Area, or the City's issuance of bonds to be repaid from the incremental increase. A developer or user will undertake the responsibility for the required site improvements and will further be required to build any agreed upon improvements required for the project. Under a redevelopment agreement, a developer may also be reimbursed from incremental tax revenues (to the extent permitted by the Act) for all or a portion of the costs of required site improvements.

B. ESTIMATED REDEVELOPMENT PROJECT ACTIVITIES AND COSTS

The City proposes to realize its goals and objectives of redevelopment through public finance techniques, including but not limited to tax increment financing, and by undertaking certain activities and incurring certain costs. Such activities may include some or all of the following:

1. **ANALYSIS, ADMINISTRATION, STUDIES, LEGAL, ETC.** Funds may be used by the City to provide for activities including the long-term management of the Redevelopment Project as well as the costs of establishing the program and designing its components. Funds may be used by the City to provide for costs of studies, surveys, development of plans and specifications, implementation and administration of the plan, including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning, environmental or other services, provided, however, that no charges for professional services may be based on a percentage of the tax increment collected.
2. **SITE 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.

In connection with the City exercising its power to acquire real property, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary procedures of having each such 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.
3. **REHABILITATION COSTS.** The costs for rehabilitation, reconstruction or repair or remodeling of existing public or private buildings or fixtures including, but not limited to, provision of facade improvements for the purpose of improving the facades of privately held properties may be funded.
4. **PROVISION OF PUBLIC IMPROVEMENTS AND FACILITIES.** Adequate public improvements and facilities may be provided to service the entire Redevelopment Project Area. Public improvements and facilities may include, but are not limited to:

- a. Provision for streets, public rights-of-way and public transit facilities
 - b. Provision of utilities necessary to serve the redevelopment
 - c. Public landscaping
 - d. Public landscape/buffer improvements, street lighting and general beautification improvements
 - e. Public parking facilities
 - f. Public schools
 - g. Public open space
5. **JOB TRAINING AND RELATED EDUCATIONAL PROGRAMS.** Funds may be used by the City for programs to be created for Chicago residents so that they may take advantage of the employment opportunities in the Redevelopment Project Area.
6. **FINANCING COSTS.** Financing costs may be funded, 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 the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto.
7. **CAPITAL 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 Project, to the extent the City by written agreement accepts and approves such costs, may be funded.
8. **PROVISION FOR RELOCATION COSTS.** Relocation assistance may be provided in order to facilitate redevelopment of portions of the Redevelopment 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.
9. **PAYMENT IN LIEU OF TAXES AS DEFINED IN THE ACT.**
10. **COSTS OF JOB TRAINING.** Funds may be provided for costs of job training, 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, provided that such costs a) are 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 companies located in a redevelopment project area; and b) when incurred by a taxing district or taxing districts other than the City, are set forth in a written agreement by or among the City 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. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of The Public Community College Act (as defined in the Act) and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of The School Code (as defined in the Act).

11. **INTEREST COSTS.** Funds may be provided to developers or redevelopers for a portion of interest costs incurred in the construction of a redevelopment project. Interest costs incurred by a developer or redeveloper related to the construction, renovation or rehabilitation of a redevelopment project may be funded provided that:
 - a) Such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;
 - b) Such payments in any one-year may not exceed 30 percent of the annual interest costs incurred by the developer or the redeveloper with regard to the redevelopment project during that year;
 - c) If there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph then the amounts due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 - d) The total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total of costs paid or incurred by the developer or redeveloper for the redevelopment project plus redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act.
12. **NEW CONSTRUCTION COSTS.** Incremental property tax revenues **may not** be used by the City for the construction of new privately-owned buildings.
13. **REDEVELOPMENT AGREEMENTS** - The City may enter into redevelopment agreements with private developers or redevelopers, which may include but not be limited to, terms of sale, lease or conveyance of land, requirements for site improvements, public improvements, job training and interest subsidies. In the event that the City determines that construction of certain improvements is not financially feasible, the City may reduce the scope of the proposed improvements.

The City requires that developers who receive TIF assistance for market rate housing set aside at a minimum, 20% of the units to meet affordability criteria established by the City's Department of Housing. Generally, this means that the affordable for-sale units should be priced at a level that they may be purchased by persons earning no more than 120% of the area median income, and affordable rental units should be affordable to persons earning no more than 80% of the median income.

To undertake these activities, redevelopment project costs will be incurred. "Redevelopment Project Costs" (hereafter defined as the "Redevelopment Project Costs") mean the sum total of

all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Plan pursuant to the Act.

The estimated Redevelopment Project Costs are shown in Table 1. The total Redevelopment Project Costs provide an upper limit on expenditures (exclusive of capitalized interest, issuance costs, interest and other financing costs). Within this limit, adjustments may be made in line items without amendment to this Plan. The Redevelopment Project Costs represent estimated amounts and do not represent actual City commitments or expenditures.

Table 1 - (Estimated Redevelopment Project Costs) represents those eligible project costs pursuant to the Act. These upper limit expenditures are potential costs to be expended over the maximum 23-year life of the Redevelopment Project Area. These funds are subject to the amount of projects and incremental tax revenues generated and the City's willingness to fund proposed projects on a project-by-project basis.

TABLE 1 - ESTIMATED REDEVELOPMENT PROJECT COSTS

Program/ Action/Improvements	Estimated Costs*
Professional Services: studies, surveys, plans & specs., admin. Costs relating to redevelopment plan: architectural, engineering, legal, marketing, financial, planning or other services	\$ 2,500,000
Property Assembly: land acquisition, demolition, site preparation	\$ 38,000,000
Rehabilitation costs of public or private building and fixtures	\$ 6,300,000
Public Works or Improvements (1)	\$29,000,000
Relocation	\$ 750,000
Job Training	\$ 5,200,000
Interest Costs	\$ 2,000,000
TOTAL REDEVELOPMENT COSTS (2)	\$83,750,000.00

*Exclusive of capitalized interest, issuance costs and other financing costs.

- (1) This category may also include reimbursing capital costs of taxing districts impacted by the redevelopment of the Redevelopment Project Area.
- (2) All costs are 1999 dollars. In addition to the above stated costs, each issue of any bonds issued to finance a phase of the Redevelopment Project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected and may be made by the City without amendment to the Plan. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs as a result of changed redevelopment costs and needs.

C. SOURCES OF FUNDS TO PAY REDEVELOPMENT PROJECT COSTS

Funds necessary to pay for Redevelopment Project Costs are to be derived principally from tax increment revenues and proceeds of municipal obligations, which are secured principally by tax increment revenues created under the Act. There may be other sources of funds that the City may elect to use to pay for Redevelopment Project Costs or other obligations issued to pay for such costs. These sources include, but are not limited to, state and federal grants, developer contributions and land disposition proceeds generated from the Redevelopment Project Area. The tax increment revenue that may be used to secure municipal obligations or pay for eligible Redevelopment Project Costs shall be the incremental real property tax revenue. Incremental real property tax revenue is attributable to the increase in the current EAV of each taxable lot, block, tract or parcel of real property in the Redevelopment Project Area over and above the certified EAV base of each such property in the Redevelopment Project Area. Without the adoption of the Plan and the use of such tax incremental revenues, the Redevelopment Project Area would not reasonably be anticipated to be developed.

If the Redevelopment Project Area is contiguous to, or separated only by a public right-of-way from, one or more redevelopment project areas created under the Act, the City may utilize revenues received under the Act from the Redevelopment Project Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas or other redevelopment project areas separated only by a public right-of-way, and vice versa. In addition, if the Redevelopment Project Area is contiguous to, or separated only by a public right-of-way, from one or more redevelopment project areas created under the Industrial Jobs Recovery Law (the "Law"), 65 ILCS 5/11-74.6-1, et seq. (1996 State Bar Edition), as amended (an "IJRL Project Area"), the City may utilize revenues received from such IJRL Project Area(s) to pay eligible redevelopment project costs or obligations issued to pay such costs in the Redevelopment Project Area, and vice versa. Such revenues may be transferred outright from or loaned by the IJRL Project Area to the Redevelopment Project Area, and vice versa. The amount of revenue from the Redevelopment Project Area made available to support any contiguous redevelopment project areas, or those redevelopment project areas separated only by a public right-of-way, when added to all amounts used to pay eligible redevelopment project costs within the Redevelopment Project Area, shall not at any time exceed the total Redevelopment Project Costs described in this Redevelopment Plan. This paragraph is intended to give the City the full benefit of the "portability" provisions set forth in the Act.

D. ISSUANCE OF OBLIGATIONS

To finance Redevelopment Project Costs, the City may issue general obligation bonds or obligations secured by the anticipated tax increment revenue generated within the Redevelopment Project Area, or the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers to secure such obligations. In addition, the City may pledge toward payment of such obligations any part or any combination

of the following: 1) net revenues of all or part of any redevelopment project; 2) taxes levied and collected on any or all property in the City; 3) a mortgage on part or all of the Redevelopment Project Area.

All obligations issued by the City pursuant to this Plan and the Act shall be retired within 23 years (by the year 2022) from the adoption of the ordinance approving the Redevelopment Project Area. Also, the final maturity date of any such obligations, which are issued, may not be later than 20 years from their respective dates of issue. One or more series of obligations may be sold at one or more times in order to implement this Plan. The amounts payable in any year as principal and interest on all obligations issued by the City pursuant to the Plan and the Act shall not exceed the amounts available, or projected to be available, from tax increment revenues and from such bond sinking funds or other sources of funds (including ad valorem taxes) as may be provided by ordinance. Obligations may be of parity or senior/junior lien natures. Obligations issued may be serial or term maturities, and may or may not be subject to mandatory, sinking fund, or optional redemptions.

Tax increment revenues shall be used for the scheduled and/or early retirement of obligations, and for reserves, bond sinking funds and Redevelopment Project Costs, and, to the extent that real property tax increment is not used for such purposes, shall be declared surplus and shall then become available for distribution annually to taxing districts in the Redevelopment Project Area in the manner provided by the Act.

E. MOST RECENT EQUALIZED ASSESSED VALUATION OF PROPERTIES IN THE REDEVELOPMENT PROJECT AREA

After verification by the County Clerk of Cook County, this amount will serve as the Certified Base EAV from which all incremental property taxes in the Redevelopment Project Area will be calculated by the County. 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 1997 EAV of all taxable parcels in the Redevelopment project Area is approximately \$48,204,480. This total EAV amount, by PIN, is summarized in Table 2 – 1997 Equalized Assessed Valuation. 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 Redevelopment Project Area will be calculated by Cook County. If the 1998 EAV shall become available prior to the date of the adoption of the Redevelopment Plan by the City Council, the City may update the Redevelopment Plan by replacing the 1997 EAV with the 1998 EAV without further City Council action.

F. ANTICIPATED EQUALIZED ASSESSED VALUATION

By the year 2010, when it is estimated that the Redevelopment Project, based on currently known information, will be completed and fully assessed, the estimated EAV of real property within the Redevelopment Project Area is estimated at between \$90,000,000 and \$110,000,000.

These estimates are based on several key assumptions, including: 1) all currently projected development will be completed by 2009; 2) the market value of the anticipated developments will increase following completion of the redevelopment activities described in the Redevelopment Project; 3) the most recent State Multiplier of 2.1489 as applied to 1997 assessed values will remain unchanged; 4) for the duration of the Redevelopment Project Area, the tax rate for the entire area is assumed to be the same and will remain unchanged from the 1997 level; and 5) growth from reassessments of existing properties in the Redevelopment Project Area will be at a rate of 2.5% per year with a reassessment every three years. Although development in the Redevelopment Project Area may occur after 2009 it is not possible to estimate with accuracy the effect of such future development on the EAV for the Redevelopment Project Area. In addition, as described in Section N of the Plan, "Phasing and Scheduling of Redevelopment," public improvements and the expenditure of Redevelopment Project Costs may be necessary in furtherance of the Plan throughout the 23-year period that the Plan is in effect.

G. LACK OF GROWTH AND DEVELOPMENT THROUGH INVESTMENT BY PRIVATE ENTERPRISE

As described in Section IV - Blighted Area Conditions, the Redevelopment Project Area as a whole is adversely impacted by the presence of numerous factors, and these factors are reasonably distributed throughout the Redevelopment Project Area. The Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise. Continued existence of the factors referenced above and the lack of new development projects initiated or completed within the Redevelopment Project Area evidence the lack of private investment.

The lack of growth and investment by the private sector is supported by the trend in the EAV of all the property in the Redevelopment Project Area. The EAV for all property in the City increased from \$28,661,954,119 in 1993 to \$35,893,677,135 in 1997, a total of 25.23% or an average of 6.31% per year. Over the last four years, from 1993 to 1997, the Redevelopment Project Area has experienced an overall EAV *increase* of 12.07% from \$43,013,837 in 1993 to \$48,204,480 in 1997, an average *increase* of 3.02% per year.

A summary of the building permit requests for new construction and major renovation in the Redevelopment Project Area is found in Exhibit 2 - Building Permit Requests. Building permit requests for new construction and renovation for the Redevelopment Project Area from January 1993 – November 1998 totaled \$1,862,212.

It is clear from the study of this Redevelopment Project Area that private investment in revitalization and redevelopment has not occurred to overcome the Blighted Area conditions that

178	13-33-300-001	\$158,670
179	13-33-300-002	\$164,745
180	13-33-300-003	\$186,164
181	13-33-300-004	\$3,210
182	13-33-300-006	\$334,953
183	13-33-300-008	\$266,515
184	13-33-300-010	\$185,951
185	13-33-300-012	\$143,602
186	13-33-300-014	\$319,114
187	13-33-300-015	\$375,383
188	13-33-300-016	\$51,449
189	13-33-300-017	\$3,851
190	13-33-307-001	\$35,876
191	13-33-307-002	\$44,272
192	13-33-307-003	\$2,658
193	13-33-307-004	\$2,658
194	13-33-307-005	\$2,658
195	13-33-307-006	\$16,115
196	13-33-307-007	\$57,288
197	13-33-307-008	\$57,288
198	13-33-307-009	\$391,968
199	13-33-308-001	\$11,161
200	13-33-308-002	\$99,107
201	13-33-308-003	\$91,262
202	13-33-308-004	\$6,722
203	13-33-308-005	\$7,566
204	13-33-308-009	\$36,450
205	13-33-308-010	\$37,589
206	13-33-308-011	\$74,520
207	13-33-308-012	\$5,854
208	13-33-308-013	\$5,965
209	13-33-308-014	\$58,500
210	13-33-308-015	\$55,491
211	13-33-308-016	\$49,474
212	13-33-308-025	\$68,879
213	13-33-309-001	\$4,147
214	13-33-309-002	\$12,805
215	13-33-309-003	\$2,667
216	13-33-309-004	\$6,608
217	13-33-309-005	\$6,215
218	13-33-309-006	\$23,180
219	13-33-309-007	\$17,548
220	13-33-309-008	\$7,571
221	13-33-309-009	\$2,658
222	13-33-309-010	\$2,658
223	13-33-309-011	\$35,420
224	13-33-309-012	\$34,507
225	13-33-309-013	\$34,507

226	13-33-309-014	\$70,445
227	13-33-310-001	\$37,829
228	13-33-310-002	\$5,793
229	13-33-310-003	\$37,902
230	13-33-310-004	\$37,902
231	13-33-310-005	\$8,310
232	13-33-310-006	\$10,375
233	13-33-310-007	\$97,433
234	13-33-310-008	\$76,245
235	13-33-310-009	\$22,321
236	13-33-310-010	\$85,034
237	13-33-310-011	\$85,034
238	13-33-310-012	\$85,047
239	13-33-310-013	\$85,047
240	13-33-400-006	\$14,888
241	13-33-400-007	\$19,007
242	13-33-400-008	\$20,836
243	13-33-400-009	\$5,439
244	13-33-400-010	\$32,128
245	13-33-400-011	\$32,545
246	13-33-400-012	\$57,442
247	13-33-400-015	\$34,513
248	13-33-400-016	\$3,041
249	13-33-400-017	\$15,891
250	13-33-400-018	\$19,153
251	13-33-400-019	\$16,641
252	13-33-400-020	\$17,892
253	13-33-400-031	\$1,300
254	13-33-400-033	\$12,457
255	13-33-400-034	\$93,991
256	13-33-400-037	\$58,136
257	13-33-400-038	\$154,538
258	13-33-400-039	\$55,702
259	13-33-400-040	\$182,641
260	13-33-400-043	\$69,450
261	13-33-400-044	\$104,119
262	13-33-400-045	\$98,456
263	13-33-404-001	\$30,269
264	13-33-404-002	\$30,536
265	13-33-404-003	\$5,925
266	13-33-404-004	\$5,074
267	13-33-404-005	\$26,952
268	13-33-404-006	\$27,145
269	13-33-404-009	\$13,916
270	13-33-404-010	\$2,813
271	13-33-404-011	\$18,085
272	13-33-404-012	\$136,466
273	13-33-404-015	\$6,593

currently exist. The Redevelopment Project Area is not reasonably expected to be developed without the efforts and leadership of the City, including the adoption of this Plan.

H. FINANCIAL IMPACT OF THE REDEVELOPMENT PROJECT

Without the adoption of this Plan and tax increment financing, the Redevelopment Project Area is not reasonably expected to be redeveloped by private enterprise. There is a real prospect that the Blighted Area conditions will continue and are likely to spread, and the surrounding area will become less attractive for the maintenance and improvement of existing buildings and sites. The possible erosion of the assessed value of property, which would result from the lack of a concerted effort by the City to stimulate revitalization and redevelopment, could lead to a reduction of real estate tax revenue to all taxing districts. If successful, the implementation of the Plan may enhance the values of properties within and adjacent to the Redevelopment Project Area.

Subsections A, B, & C of Section V of this Plan describe the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Project will be staged with various developments taking place over a period of years. If the Redevelopment Project is successful, various new private projects will be undertaken that will assist in alleviating the blighting conditions which caused the Redevelopment Project Area to qualify as a Blighted Area under the Act, creating new jobs and promoting development in the Redevelopment Project Area.

The Redevelopment Project is expected to have minor financial impacts on the taxing districts affected by the Plan. During the period when tax increment financing is utilized in furtherance of this Plan, real estate tax increment revenues (from the increases in EAV over and above the Certified Base EAV established at the time of adoption of this Plan) will be used to pay eligible redevelopment project costs for the Redevelopment Project Area. Incremental revenues will not be available to these taxing districts during this period. When the Redevelopment Project Area is no longer in place, the real estate tax revenues will be distributed to all taxing districts levying taxes against property located in the Redevelopment Project Area.

I. DEMAND ON TAXING DISTRICT SERVICES

The following major taxing districts presently levy taxes on properties located within the Redevelopment Project Area: City of Chicago; Chicago Board of Education District 299; Chicago School Finance Authority; Chicago Park District; Chicago Community College District 508; Metropolitan Water Reclamation District of Greater Chicago; County of Cook; and Cook County Forest Preserve District.

The proposed Plan and Redevelopment Project involves the rehabilitation of existing industrial and commercial buildings and the construction of new industrial and commercial developments. Future development is unlikely to have a significant impact on the schools (see Map 5). A

coordinated planning effort will be developed with the Chicago Board of Education as development occurs within the Redevelopment Project Area. Therefore, as discussed below, the financial burden of the Redevelopment Plan and Project on taxing districts is expected to be minimal.

In 1994, the Act was amended to require an assessment of any financial impact of the Redevelopment Project Area on, or any increased demand for services from, any taxing district affected by the Plan and a description of any program to address such financial impacts or increased demand. The City intends to monitor development in the areas 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.

In addition to the major taxing districts summarized above, the City of Chicago Library Fund has taxing jurisdiction over part or all of the Redevelopment Project Area. The City of Chicago Library Fund (formerly a separate taxing district from the City) no longer extends taxing levies but continues to exist for the purpose of receiving delinquent taxes.

Impact of the Redevelopment Project

The replacement of vacant and underutilized properties with industrial development may increase the demand for services and/or capital improvements to be provided by the Chicago Board of Education, the Metropolitan Water Reclamation District, the Chicago Park District and the City. The estimated nature of these increased demands for services on these taxing districts are described below.

Chicago Board of Education. The replacement of vacant and underutilized properties should not substantially increase for the educational services and the number of schools provided by the Chicago Board of Education.

Metropolitan Water Reclamation District of Greater Chicago. The replacement of vacant and underutilized properties should not substantially increase the demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District.

Chicago Park District. The replacement of vacant and underutilized industrial properties will not increase the need for additional parks. The City intends to monitor development with the cooperation of the Chicago Park District to ensure that any increase in the demand for services will be adequately addressed.

City of Chicago. The replacement of vacant and underutilized industrial properties may increase the demand for services and programs provided by the City, including police protection, fire protection, sanitary collection, recycling, etc. It is expected that any increase in demand for the City services and programs maintained and operated by the City, can be adequately addressed by the appropriate City departments.

J. PROGRAM TO ADDRESS FINANCIAL AND SERVICE IMPACTS

As described in detail in prior sections of this Plan, the complete scale and amount of development in the Redevelopment Project Area cannot be predicted with complete certainty and the demand for services provided by the affected taxing districts cannot be quantified. As a result, the City has not developed, at present, a specific plan to address the impact of the Redevelopment Project on taxing districts.

As indicated in Section V, subsection C and Table 1, Estimated Redevelopment Project Costs, the City may provide public improvements and facilities to service the Redevelopment Project Area. Potential public improvements and facilities provided by the City may mitigate some of the additional service and capital demands placed on taxing districts as a result of the implementation of this Redevelopment Project.

The City intends to monitor development in the Redevelopment 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.

K. PROVISION FOR AMENDING ACTION PLAN

The Galewood/Armitage Industrial Redevelopment Project Area Tax Increment Finance Program Redevelopment Plan and Project may be amended pursuant to the provisions of the Act.

L. FAIR EMPLOYMENT PRACTICES, AFFIRMATIVE ACTION PLAN AND PREVAILING WAGE AGREEMENT

The City is committed to and will affirmatively implement the following principles with respect to the Redevelopment Project Area.

1. The assurance of equal opportunity in all personnel and employment actions with respect to the Redevelopment Project, including but not limited to hiring, training, 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.
2. Redevelopers must meet City's standards for participation of 25% Minority Business Enterprise and 5% Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in Redevelopment Agreements.
3. This commitment to affirmative action and nondiscrimination will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.

4. Redevelopers must meet City standards for the prevailing wage rate as ascertained by the Illinois Department of Labor to all project employees.

M. PHASING AND SCHEDULING OF REDEVELOPMENT

A phased implementation strategy will be used to achieve a timely and orderly redevelopment of the Redevelopment Project Area. It is expected that over the 23 years that this Plan is in effect for the Redevelopment Project Area, numerous public/private improvements and developments can be expected to take place. The specific time frame and financial investment will be staged in a timely manner. Development within the Redevelopment Project Area intended to be used for industrial and other uses, will be staged consistently with the funding and construction of infrastructure improvements, and private sector interest in new industrial facilities. City expenditures for Redevelopment Project Costs will be carefully staged on a reasonable and proportional basis to coincide with expenditures in redevelopment by private developers. The estimated completion date of the Redevelopment Project shall be no later than 23 years from the adoption of the ordinance by the City Council approving the Redevelopment Project Area.

APPENDIX

TABLE 1 - ESTIMATED REDEVELOPMENT PROJECT COSTS

Program/ Action/Improvements	Estimated Costs*
Professional Services: studies, surveys, plans & specs., admin. Costs relating to redevelopment plan: architectural, engineering, legal, marketing, financial, planning or other services	\$ 2,500,000
Property Assembly: land acquisition, demolition, site preparation	\$ 38,000,000
Rehabilitation costs of public or private building and fixtures	\$ 6,300,000
Public Works or Improvements (1)	\$29,000,000
Relocation	\$ 750,000
Job Training	\$ 5,200,000
Interest Costs	\$ 2,000,000
TOTAL REDEVELOPMENT COSTS (2)	\$83,750,000.00

*Exclusive of capitalized interest, issuance costs and other financing costs.

- (1) This category may also include reimbursing capital costs of taxing districts impacted by the redevelopment of the Redevelopment Project Area.
- (2) All costs are 1999 dollars. In addition to the above stated costs, each issue of any bonds issued to finance a phase of the Redevelopment Project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected and may be made by the City without amendment to the Plan. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs as a result of changed redevelopment costs and needs.

TABLE 2 - 1997 EQUALIZED ASSESSED VALUATION

PERMANENT INDEX NUMBER	EAV		EAV
1	13-31-205-019		\$282,065
2	13-31-205-023		\$323,424
3	13-31-205-024		\$714,275
4	13-31-205-025		\$269,225
5	13-31-205-026		\$269,115
6	13-31-205-027	Railroad	
7	13-31-205-030		\$572,188
8	13-31-205-031		\$1,224,312
9	13-31-205-041		\$25,020
10	13-31-205-042		\$370
11	13-31-205-047		\$23,705
12	13-31-205-048		\$617
13	13-31-205-053		\$395,585
14	13-31-205-054	Railroad	
15	13-31-205-055		\$2,150,058
16	13-31-205-057		\$18,358
17	13-31-205-058		\$187,287
18	13-31-205-059		\$65,342
19	13-31-205-063		\$542,301
20	13-31-205-064		\$152,331
21	13-31-212-008		\$19,482
22	13-31-212-009		\$19,708
23	13-31-212-010		\$36,207
24	13-31-212-018		\$38,618
25	13-31-212-019		\$17,896
26	13-31-213-024		\$17,776
27	13-31-213-025		\$17,776
28	13-31-213-026		\$14,709
29	13-31-213-031		\$14,900
30	13-31-425-001		\$380,514
31	13-31-425-003		\$1,367,371
32	13-31-425-004		\$1,770,994
33	13-31-425-005		\$870,309
34	13-31-425-006		\$986,345
35	13-31-425-008		\$480,629
36	13-31-425-010		\$388,480
37	13-31-425-011	Railroad	
38	13-31-500-002	Exempt	
39	13-32-121-024		\$14,585
40	13-32-121-025		\$14,088
41	13-32-122-034		\$14,585
42	13-32-122-035		\$14,585
43	13-32-122-055		\$14,585
44	13-32-122-056		\$14,585
45	13-32-122-057		\$14,585
46	13-32-122-058		\$14,585
47	13-32-122-059		\$14,585
48	13-32-122-060		\$14,585
49	13-32-122-061		\$14,585
50	13-32-122-062		\$14,585
51	13-32-122-063		\$14,585
52	13-32-122-064		\$14,585
53	13-32-123-033		\$14,585
54	13-32-123-034		\$14,585
55	13-32-123-035		\$14,585
56	13-32-123-036		\$14,585
57	13-32-123-055		\$7,801
58	13-32-123-056		\$7,801
59	13-32-123-057		\$14,524
60	13-32-123-058		\$14,524
61	13-32-123-059		\$14,524
62	13-32-123-060		\$14,524
63	13-32-123-061		\$14,524
64	13-32-123-062		\$14,524
65	13-32-124-003	Railroad	
66	13-32-124-007		\$612,430
67	13-32-124-008		\$825,178
68	13-32-124-009		\$93,224
69	13-32-125-002		\$12,083
70	13-32-125-040	Exempt	
71	13-32-126-001		\$754,599
72	13-32-127-001		\$819,002
73	13-32-224-021		\$9,797
74	13-32-224-030		\$222,284
75	13-32-225-001		\$920,269
76	13-32-225-002		\$396,569
77	13-32-225-004		\$475,014
78	13-32-225-005		\$622,448
79	13-32-226-002		\$7,351
80	13-32-226-003		\$1,983
81	13-32-226-004		\$6,554
82	13-32-226-005		\$148,521
83	13-32-226-007		\$228,533
84	13-32-226-008		\$14,131

85	13-32-226-009	\$9,300
86	13-32-226-010	\$81,882
87	13-32-227-004	\$272,038
88	13-32-227-005	\$12,797
89	13-32-227-006	\$413,732
90	13-32-227-007	\$156,850
91	13-32-228-027	\$40,576
92	13-32-228-028	\$34,933
93	13-32-228-029	\$64,551
94	13-32-228-051	\$103,311
95	13-32-228-052	\$167,116
96	13-32-228-053	\$48,550
97	13-32-228-054	\$88,303
98	13-32-229-019	\$48,973
99	13-32-229-028	\$16,721
100	13-32-229-039	\$282,754
101	13-32-300-003	\$1,389,820
102	13-32-300-006	\$3,190,287
103	13-32-300-007	Railroad
104	13-32-300-008	\$1,216
105	13-32-304-001	Exempt
106	13-32-305-001	Exempt
107	13-32-400-001	\$22,881
108	13-32-400-003	\$247,089
109	13-32-400-004	\$18,528
110	13-32-400-005	\$47,276
111	13-32-400-007	\$129,119
112	13-32-400-008	\$27,053
113	13-32-400-011	\$306,934
114	13-32-400-013	\$276,525
115	13-32-400-014	\$240,866
116	13-32-400-015	\$568,152
117	13-32-400-018	\$451,265
118	13-32-400-019	\$136,453
119	13-32-400-023	\$350,690
120	13-32-400-025	\$212,874
121	13-32-400-027	\$429,892
122	13-32-400-028	\$32,483
123	13-32-400-029	\$425,009
124	13-32-400-030	\$317,857
125	13-32-400-033	\$238,371
126	13-32-400-034	\$443,419
127	13-32-400-035	\$9,790
128	13-32-400-036	\$11,325
129	13-32-400-037	\$3,281
130	13-32-400-038	\$314,754
131	13-32-400-039	\$118,589
132	13-32-400-040	\$16,794

133	13-32-400-041	\$47,349
134	13-32-400-042	\$577,962
135	13-32-400-046	\$2,448
136	13-32-400-047	\$108,599
137	13-32-400-048	\$47,276
138	13-32-500-001	Exempt
139	13-32-500-002	Railroad
140	13-32-500-006	Railroad
141	13-33-100-002	Exempt
142	13-33-100-006-8001	Exempt
	13-33-100-006-8002	\$688,469
	13-33-100-006-8003	\$1,157,728
	13-33-100-006-8004	\$2
143	13-33-115-001	\$397,119
144	13-33-115-002	\$152,361
145	13-33-115-008	\$28,280
146	13-33-115-009	\$28,297
147	13-33-115-010	\$17,955
148	13-33-115-011	\$18,807
149	13-33-115-012	\$19,592
150	13-33-115-013	\$19,592
151	13-33-115-014	\$51,522
152	13-33-115-015	\$292,867
153	13-33-116-001	\$50,284
154	13-33-116-010	\$35,680
155	13-33-116-011	\$35,680
156	13-33-116-012	\$10,194
157	13-33-116-013	\$10,194
158	13-33-116-014	\$38,611
159	13-33-116-015	\$41,977
160	13-33-116-016	\$7,122
161	13-33-116-019	\$61,693
162	13-33-116-020	\$64,564
163	13-33-116-021	\$126,759
164	13-33-116-022	\$127,653
165	13-33-116-023	\$98,329
166	13-33-116-024	\$127,643
167	13-33-116-025	\$67,037
168	13-33-116-026	\$16,940
169	13-33-117-001	\$56,103
170	13-33-117-002	\$56,020
171	13-33-117-003	\$56,020
172	13-33-117-004	\$56,020
173	13-33-117-005	\$50,467
174	13-33-117-008	\$99,442
175	13-33-117-009	\$164,743
176	13-33-117-010	\$59,787
177	13-33-117-011	\$78,609

274	13-33-405-001	\$14,279
275	13-33-405-002	\$8,488
276	13-33-405-003	\$18,085
277	13-33-405-004	\$8,355
278	13-33-405-005	\$54,445
279	13-33-405-006	\$68,311
280	13-33-405-007	\$68,288
281	13-33-405-008	\$13,776
282	13-33-405-009	\$1,023
283	13-33-405-010	\$34,941
284	13-33-405-011	\$37,051
285	13-33-405-012	\$5,334
286	13-33-405-013	\$20,208
287	13-33-405-014	\$5,334
288	13-33-405-015	\$6,593
289	13-33-406-001	\$40,827
290	13-33-406-002	\$38,998
291	13-33-406-003	\$51,475
292	13-33-406-004	\$50,927
293	13-33-406-005	\$10,409
294	13-33-406-006	\$6,543
295	13-33-406-007	\$1,285
296	13-33-406-008	\$1,296
297	13-33-406-009	\$10,734
298	13-33-406-010	\$11,855
299	13-33-406-011	\$2,725
300	13-33-406-012	\$57,474
301	13-33-406-013	\$9,313
302	13-33-406-014	\$71,283
303	13-33-406-015	\$9,141
304	13-33-406-016	\$5,585
305	13-33-406-017	\$5,196
306	13-33-406-018	\$55,822
307	13-33-406-019	\$40,593
308	13-33-406-020	\$32,816
309	13-33-406-021	\$32,902
310	13-33-406-022	\$4,391
311	13-33-406-023	\$4,468
312	13-33-406-024	\$18,306
313	13-33-406-025	\$3,690
314	13-33-406-026	\$3,284
315	13-33-406-027	\$14,883
316	13-33-406-028	\$15,943
317	13-33-406-029	\$11,187
318	13-33-406-030	\$10,136
319	13-33-406-031	\$10,136
320	13-33-406-032	\$13,387
321	13-33-406-033	\$2,725

322	13-33-406-034	\$13,024
323	13-33-406-035	\$15,897
324	13-33-406-036	\$4,214
325	13-33-406-037	\$13,576
326	13-33-406-038	\$11,430
327	13-33-406-039	\$11,247
328	13-33-406-040	\$11,028
329	13-33-406-041	\$10,835
330	13-33-406-047	\$29,956
331	13-33-406-048	\$27,192
332	13-33-406-049	\$26,784
333	13-33-406-050	\$26,305
334	13-33-406-051	\$4,296
335	13-33-406-052	\$3,982
336	13-33-406-053	\$10,523
337	13-33-406-054	Railroad
338	13-33-406-055	\$122,103
339	13-33-406-056	\$5,308
340	13-33-406-057	\$11,280
341	13-33-406-058	\$8,295
342	13-33-406-059	\$64,723
343	13-33-406-060	\$5,570
344	13-33-406-061	\$6,101
345	13-33-406-062	\$6,099
346	13-33-406-063	\$6,099
347	13-33-406-064	\$6,290
348	13-33-406-065	\$6,099
349	13-33-406-066	\$9,844
350	13-33-406-067	\$2,955
351	13-33-406-068	\$6,683
352	13-33-406-069	\$6,683
353	13-33-406-071	\$315,108
354	13-33-406-076	\$126,764
355	13-33-406-077	\$88,707
356	13-33-406-079	\$185,476
357	13-33-406-080	\$527,905
358	13-33-406-081	\$348,004
359	13-33-406-082	\$372,768
360	13-33-406-083	\$373,533
361	13-33-406-084	\$129,772
362	13-33-409-001	\$587,939
363	13-33-411-001	\$201,000
364	13-33-411-005	\$135,258
365	13-33-411-006	\$5,239
366	13-33-411-007	\$4,480
367	13-33-411-008	\$4,339
368	13-33-411-009	\$4,225
369	13-33-411-010	\$4,113

370	13-33-411-024	\$115,929
371	13-33-411-025	\$116,322
372	13-33-500-001	Exempt
373	13-33-500-002	Exempt

Total:

\$48,204,480

EXHIBIT 1 - LEGAL DESCRIPTION

THAT PART OF SECTIONS 31, 32 AND 33, TOWNSHIP 40 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF NORTH OAK PARK AVENUE AND THE NORTHEASTERLY RIGHT-OF-WAY LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD; THENCE SOUTHEASTERLY ON SAID NORTHEASTERLY RIGHT-OF-WAY LINE TO THE EAST LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 31; THENCE NORTH, ALONG SAID EAST LINE OF THE WEST HALF OF SECTION 31, TO THE WESTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH RAILROAD RIGHT-OF-WAY OF SAID CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD; THENCE NORTHERLY ON SAID WESTERLY RIGHT-OF-WAY TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF GRAND AVENUE; THENCE SOUTHEASTERLY ON SAID SOUTHWESTERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF NATCHEZ AVENUE; THENCE SOUTHERLY ON SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF LOT 7 IN BLOCK 5 OF GRAND HEIGHTS SUBDIVISION, BEING A SUBDIVISION IN THE EAST HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 31, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE EASTERLY ON SAID NORTHERLY LINE TO THE WESTERLY LINE OF A NORTH-SOUTH ALLEY ADJOINING THE EASTERLY LINE OF SAID LOT 7; THENCE SOUTHERLY ON SAID WESTERLY ALLEY LINE TO THE NORTHERLY LINE OF LOT 4, BLOCK 5 EXTENDED WESTERLY; THENCE EASTERLY ON THE WESTERLY EXTENSION AND THE NORTHERLY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF NAGLE AVENUE; THENCE SOUTHERLY ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY LINE OF THE NORTHERLY 46.00 FEET OF LOT 18, BLOCK 4 IN SAID GRAND HEIGHTS SUBDIVISION; THENCE EASTERLY ON SAID SOUTHERLY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH ALLEY ADJOINING THE EASTERLY LINE OF SAID LOT 18; THENCE NORTHERLY ON SAID WESTERLY ALLEY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 15, BLOCK 4 IN SAID GRAND HEIGHTS SUBDIVISION; THENCE EASTERLY ON SAID NORTHERLY LINE OF LOT 15 TO THE WESTERLY RIGHT-OF-WAY LINE OF NARRAGANSETT AVENUE; THENCE NORTHERLY ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF DICKENS AVENUE EXTENDED WESTERLY; THENCE EASTERLY ON SAID NORTHERLY RIGHT-OF-WAY LINE EXTENDED WESTERLY, THE NORTHERLY RIGHT-OF-WAY LINE AND THE NORTHERLY LINE EXTENDED EASTERLY TO THE EASTERLY RIGHT-OF-WAY LINE OF MELVINA AVENUE; THENCE SOUTHERLY ON SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF DICKENS AVENUE; THENCE EASTERLY ON SAID NORTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF NORTH MOODY AVENUE; THENCE NORTHERLY ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 24, BLOCK 9 IN GRAND AVENUE ESTATES SUBDIVISION, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 40, RANGE 13; THENCE EASTERLY ON SAID NORTHERLY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH ALLEY IN SAID BLOCK 9; THENCE SOUTHERLY ON SAID EASTERLY RIGHT-OF-WAY LINE TO SAID NORTHERLY RIGHT-OF-WAY LINE OF WEST DICKENS AVENUE; THENCE EASTERLY ON SAID NORTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF NORTH MEADE AVENUE; THENCE NORTHERLY ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 39 IN BLOCK 4 IN GRAND AVENUE ESTATES, BEING A SUBDIVISION OF (EXCEPT THE SOUTH 466 FEET) OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 40, RANGE 13; THENCE EASTERLY ON SAID NORTHERLY LINE EXTENSION AND THE NORTHERLY LINE OF SAID LOT 39 TO THE WESTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH ALLEY IN SAID BLOCK 4; THENCE NORTHERLY ON SAID WESTERLY ALLEY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 50 IN SAID BLOCK 4; THENCE EASTERLY ON SAID NORTHERLY LINE EXTENDED AND THE NORTHERLY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF MCVICKER AVENUE; THENCE SOUTHERLY ON SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF LOT 34 IN BLOCK 3 IN SAID GRAND AVENUE

ESTATES; THENCE EASTERLY ON SAID NORTHERLY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH ALLEY IN SAID BLOCK 3; THENCE NORTHERLY ON SAID WESTERLY ALLEY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 45 IN SAID BLOCK 3; THENCE EASTERLY ON THE WESTERLY EXTENSION AND THE NORTHERLY LINE TO THE EASTERLY RIGHT-OF-WAY OF AUSTIN AVENUE; THENCE SOUTHERLY ON SAID EASTERLY LINE TO SAID NORTHERLY RIGHT-OF-WAY LINE OF DICKENS AVENUE; THENCE EASTERLY ON SAID NORTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH ALLEY IN BLOCK 3 OF CENTRAL AVENUE SUBDIVISION, BEING A SUBDIVISION IN THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 32, TOWNSHIP 40 NORTH, RANGE 13 EAST, LYING SOUTH OF GRAND AVENUE; THENCE NORTHERLY ON SAID WESTERLY ALLEY LINE TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF A NORTHWEST/SOUTHEAST ALLEY; THENCE SOUTHEASTERLY ON SAID NORTHEASTERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF MAJOR AVENUE; THENCE SOUTHERLY ON SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF LOT 22, BLOCK 2 IN SAID CENTRAL AVENUE SUBDIVISION; THENCE EASTERLY ON SAID NORTHERLY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH ALLEY ADJOINING THE EASTERLY LINE OF SAID LOT 22; THENCE SOUTHERLY ON SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF ARMITAGE AVENUE; THENCE EASTERLY ON SAID NORTHERLY LINE OF ARMITAGE AVENUE TO THE WESTERLY RIGHT-OF-WAY LINE OF PARKSIDE AVENUE; THENCE NORTHERLY ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF LOT 22, BLOCK 1, EXTENDED WESTERLY, IN SAID CENTRAL AVENUE SUBDIVISION; THENCE EASTERLY ON SAID NORTHERLY LINE EXTENDED WESTERLY, THE NORTHERLY LINE AND THE NORTHERLY LINE EXTENDED EASTERLY TO THE EASTERLY RIGHT-OF-WAY LINE OF A NORTH-SOUTH ALLEY IN SAID BLOCK 1; THENCE SOUTHERLY ON SAID EASTERLY ALLEY LINE TO SAID NORTHERLY RIGHT-OF-WAY LINE OF ARMITAGE AVENUE; THENCE EASTERLY ON SAID NORTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF CENTRAL AVENUE; THENCE NORTHERLY ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF FULLERTON AVENUE; THENCE EASTERLY ON SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF LONG AVENUE; THENCE SOUTHERLY ON SAID EASTERLY LINE TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF GRAND AVENUE; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE TO ITS INTERSECTION WITH A LINE THAT IS PERPENDICULAR TO THE NORTH LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 33, SAID PERPENDICULAR LINE ORIGINATING FROM AN ANGLE POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF GRAND AVENUE, SAID ANGLE POINT BEING 125 FEET NORTHWEST OF THE WEST LINE OF LECLAIRE AVENUE AS MEASURED ALONG SAID SOUTHERLY LINE OF GRAND AVENUE (SAID WEST LINE OF LECLAIRE AVENUE BEING IN THE SOUTHEAST QUARTER OF SAID SECTION 33); THENCE SOUTH, ALONG SAID PERPENDICULAR LINE TO SAID ANGLE POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF GRAND AVENUE; THENCE SOUTHEASTERLY, ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF GRAND AVENUE TO THE NORTHERLY RIGHT-OF-WAY LINE OF THE CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF CICERO AVENUE; THENCE SOUTH, ALONG SAID WEST LINE TO THE SOUTHERLY LINE OF SAID CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD; THENCE WESTERLY, ALONG SAID SOUTHERLY LINE TO THE SOUTHWESTERLY LINE OF LOT 21 IN BLOCK 4 OF LYFORD AND MANN'S ADDITION TO CRAGIN OF COUNTY CLERKS DIVISION OF THE EAST THREE-QUARTERS OF SECTION 33, TOWNSHIP 40, RANGE 13; THENCE SOUTHEASTERLY ON SAID SOUTHWESTERLY LINE TO THE NORTHERLY EXTENSION OF THE EASTERLY LINE OF LOT 31 IN BLOCK 1 OF W.W. MARCY'S RESUBDIVISION OF BLOCK 1 (EXCEPT THAT PART TAKEN FOR GRAND AVENUE) OF BLOCK 2, ALL OF BLOCK 3 AND LOTS 26-41 OF BLOCK 4; THENCE SOUTHERLY ON SAID EASTERLY LINE TO THE NORTHERLY LINE OF AN EAST-WEST ALLEY IN SAID BLOCK 1; THENCE WESTERLY ON SAID NORTHERLY LINE TO THE NORTHERLY EXTENSION OF THE WESTERLY LINE OF A NORTH-SOUTH ALLEY IN SAID BLOCK 1; THENCE SOUTHERLY ON SAID NORTHERLY EXTENSION TO THE SOUTHERLY LINE OF SAID EAST-WEST ALLEY IN SAID BLOCK 1; THENCE WESTERLY ON SAID

SOUTHERLY LINE TO THE EASTERLY LINE OF LOT 14 IN SAID BLOCK 1 OF W. W. MARCY=S RESUBDIVISION; THENCE SOUTHERLY ON SAID EASTERLY LINE AND THE EASTERLY LINE EXTENDED SOUTHERLY TO THE SOUTHERLY RIGHT-OF-WAY LINE OF BLOOMINGDALE AVENUE; THENCE WESTERLY ON SAID SOUTHERLY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF NORTH LECLAIRE AVENUE; THENCE NORTHERLY ON SAID EASTERLY LINE TO THE SAID SOUTHERLY RIGHT-OF-WAY LINE OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD; THENCE WESTERLY ON SAID SOUTHERLY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF NORTH LARAMIE AVENUE; THENCE SOUTHERLY ON SAID EASTERLY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF AN EAST-WEST ALLEY IN DAN BOOTH=S SUBDIVISION ON THE SOUTH TWELVE AND THREE-QUARTER ACRES OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 33, TOWNSHIP 40, RANGE 13; THENCE WESTERLY ON SAID SOUTHERLY ALLEY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF LONG AVENUE; THENCE NORTHERLY ON SAID WESTERLY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF AN EAST-WEST ALLEY IN BLOCK 1 IN MILLS & SONS NORTH AVENUE AND CENTRAL AVENUE SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST AND IN MILLS & SONS SUBDIVISION OF LOT 11 IN BLOCK 2 AND BLOCK 3, IN MILLS & SONS SUBDIVISION; THENCE WESTERLY ON SAID SOUTHERLY ALLEY LINE TO THE EASTERLY LINE OF CENTRAL AVENUE; THENCE SOUTHERLY ON SAID EASTERLY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF BLOOMINGDALE AVENUE; THENCE WESTERLY ON SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF MONITOR AVENUE; THENCE NORTHERLY ON SAID WESTERLY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF AN EAST-WEST ALLEY IN BLOCK 1 IN MILLS AND SONS SUBDIVISION NO. 4 (EXCEPT THE WEST 53 FEET AND EXCEPT THE NORTH 665 FEET) PART OF BLOOMINGDALE AVENUE AND WITH VACATED BLOCKS 6-7-18 OF PECK=S ADDITION TO THE SOUTHEAST QUARTER; THENCE WESTERLY ON SAID NORTHERLY LINE TO THE EASTERLY ROW LINE OF AUSTIN AVENUE; THENCE SOUTHERLY ON SAID EASTERLY LINE TO THE SOUTHERLY LINE OF CORTLAND STREET; THENCE WESTERLY ON SAID SOUTHERLY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF MCVICKER AVENUE; THENCE SOUTHERLY ON SAID EASTERLY LINE TO THE SAID SOUTHERLY LINE OF BLOOMINGDALE AVENUE; THENCE WESTERLY ON SAID SOUTHERLY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF MERRIMAC AVENUE; THENCE NORTHERLY ON SAID WESTERLY LINE TO SAID SOUTHERLY LINE OF CORTLAND STREET; THENCE WESTERLY ON SAID SOUTHERLY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF NASHVILLE AVENUE; THENCE NORTHERLY ON SAID WESTERLY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 10 IN A. GALE=S SUBDIVISION OF THE SOUTHEAST QUARTER OF SECTION 31 AND THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 40 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE EASTERLY ON SAID EXTENSION AND NORTHERLY LINE OF SAID LOT 10, 208.00 FEET; THENCE NORTHERLY, ON A CURVE, TANGENT TO A LINE THAT IS 208.00 FEET EAST OF AND PARALLEL TO THE WEST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 31, CONVEX EASTERLY, HAVING A RADIUS OF 348.55 FEET, AN ARC DISTANCE OF 85.78 FEET, TO A POINT OF TANGENCY; THENCE NORTHERLY, ALONG SAID TANGENT, 44.74 FEET; THENCE NORTHWESTERLY, ALONG A CURVE, CONVEX SOUTHERLY, HAVING A RADIUS OF 769.02 FEET, A DISTANCE OF 8.30 FEET; THENCE NORTHWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE EAST AND HAVING A RADIUS OF 272.94 FEET, A DISTANCE OF 14.75 FEET TO A POINT OF TANGENT WHICH IS 175.47 FEET, MEASURED PERPENDICULARLY EAST FROM THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AFORESAID; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 24.27 FEET TO A POINT OF CURVE WHICH IS 169.56 FEET, MEASURED PERPENDICULARLY, EAST FROM THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AFORESAID; THENCE NORTHWESTWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 272.94 FEET, A DISTANCE OF 97.63 FEET TO A POINT OF COMPOUND CURVE WHICH IS 129.54 FEET, MEASURED PERPENDICULARLY, EAST FROM THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AFORESAID; THENCE NORTHWESTWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 558.69 FEET, A DISTANCE OF 98.06 FEET

TO A POINT OF TANGENT WHICH IS 67.10 FEET, MEASURED PERPENDICULARLY, EAST FROM THE WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AFORESAID; THENCE NORTHWESTWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 26.85 FEET TO A POINT OF CURVE WHICH IS 48.24 FEET, MEASURED PERPENDICULARLY, EAST FROM THE WEST LINE OF THE SOUTHEAST QUARTER OF NORTHEAST QUARTER AFORESAID, THENCE NORTHWESTWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 558.69 FEET, TO POINT ON SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER; THENCE NORTH TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD; THENCE NORTHWESTERLY ON SAID SOUTHWESTERLY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF OAK PARK AVENUE; THENCE NORTHERLY ON SAID WESTERLY RIGHT-OF-WAY TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

TIF12-1.WPD

Prepared by: Manhard Consulting Ltd.,

**EXHIBIT 2 - BUILDING PERMIT REQUESTS
 NEW CONSTRUCTION/INVESTMENT PERMITS**

	Permit #	Date	Address	Investment
1.	799306	2/2/95	1920 N. Austin Avenue	\$1,000,000
2.	833832	10/18/96	6243 W. Fletcher Street	\$6,000
3.	788873	7/7/94	5033 W. Grand Avenue	\$5,800
4.	871107	5/11/98	5401 W. Grand Avenue	\$50,000
5.	875844	7/15/98	5401 W. Grand Avenue	\$65,000
6.	801466	3/27/95	2027 N. Major Avenue	\$50,000
7.	96006167	5/28/96	2028 N. Major Avenue	\$225,000
8.	779973	12/23/93	2035 N. Narragansett Avenue	\$90,000
9.	780577	01/13/94	2148 N. Natchez Avenue	\$28,000
10	96005872	5/22/96	5136 W. Bloomingdale Avenue	\$4,000
11	811547	9/21/95	5250 W. Bloomingdale Avenue	\$6,050
13	853965	8/4/97	1829 N. Central Avenue	\$6,500
14	883196	9/29/98	5520 W. Cortland Street	\$3,400
15	813417	10/23/95	1807 N. Leclaire Avenue	\$4,200
16	808845	8/3/95	1801 N. Lotus Avenue	\$4,992
17	883333	10/1/98	1817 N. Lotus Avenue	\$7,800
18	883929	10/8/98	1819 N. Luna Avenue	\$5,294
19	814491	11/08/95	1819 N. Major Avenue	\$25,000
20	834752	10/29/96	1819 N. Major Avenue	\$12,135
21	784235	4/14/94	1916 N. Meade Avenue	\$4,800
22	871198	5/12/98	1823 N. Monitor Avenue	\$80,000
23	858356	9/26/97	1942 N. Nashville Avenue	\$9,241
24	792807	9/20/94	1956 N. Nashville Avenue	\$6,000
25	792212	9/13/94	2019 N. Oak Park Avenue	\$50,000
26	866273	2/18/98	2019 N. Oak Park Avenue	\$113,000
			TOTAL (permits)	\$1,862,212.00

Demolition Permit Requests

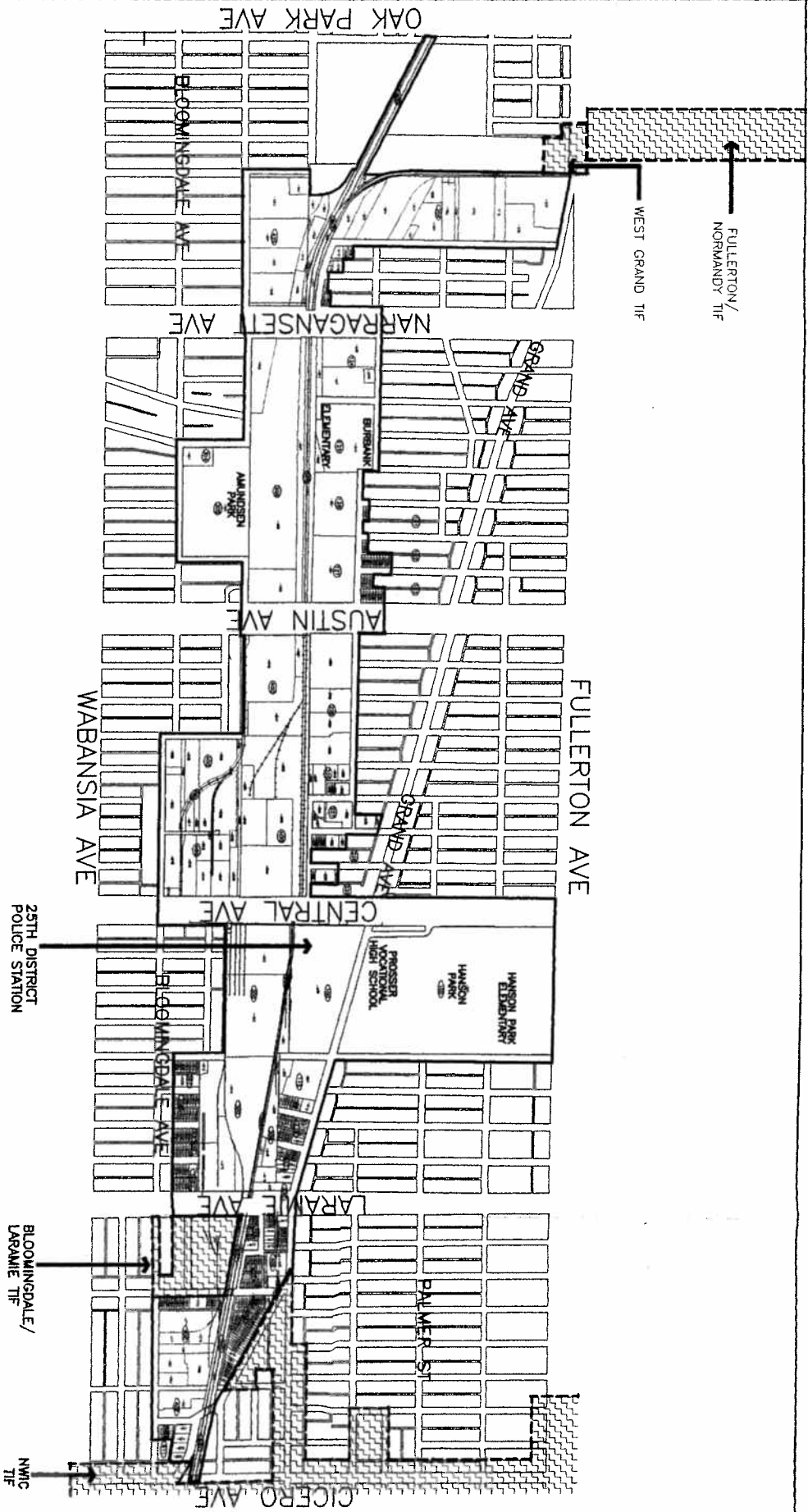
	Permit #	Date	Address	Amount
1.	775083	09/14/1993	2035 N. Narragansett Avenue	\$0.00
2.	775081	09/14/1993	2035 N. Narragansett Avenue	\$0.00
3.	882086	09/02/1998	2023 N. Parkside Avenue	\$11,500.00
4.	964396	12/31/1997	5146 W. Bloomingdale Avenue	\$5,700.00
5.	803119	04/27/1995	5318 W. Bloomingdale Avenue	\$0.00
6.	834513	10/25/1996	4905 W. Grand Avenue	\$7,300.00
7.	780156	12/30/1993	1911 N. Laramie Avenue	\$0.00
8.	860267	10/23/1997	1840 N. Laramie Avenue	\$10,00.00
9.	880358	08/11/1998	1840 N. Laramie Avenue	\$25,000.00
10	834441	10/24/1996	1829 N. Lockwood Avenue	\$4,999.00
			TOTAL (demolition permits)	\$54,509.00

EXHIBIT 3 - MAP LEGEND

MAP 1	REDEVELOPMENT PROJECT AREA – BOUNDARY MAP
MAP 2	EXISTING LAND USE
MAP 3	PROPOSED LAND USE
MAP 4	OPPORTUNITY AREAS
MAP 5	AREA MAP - SCHOOL, PARKS AND PUBLIC FACILITIES


GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
BOUNDARY MAP

MAP 1



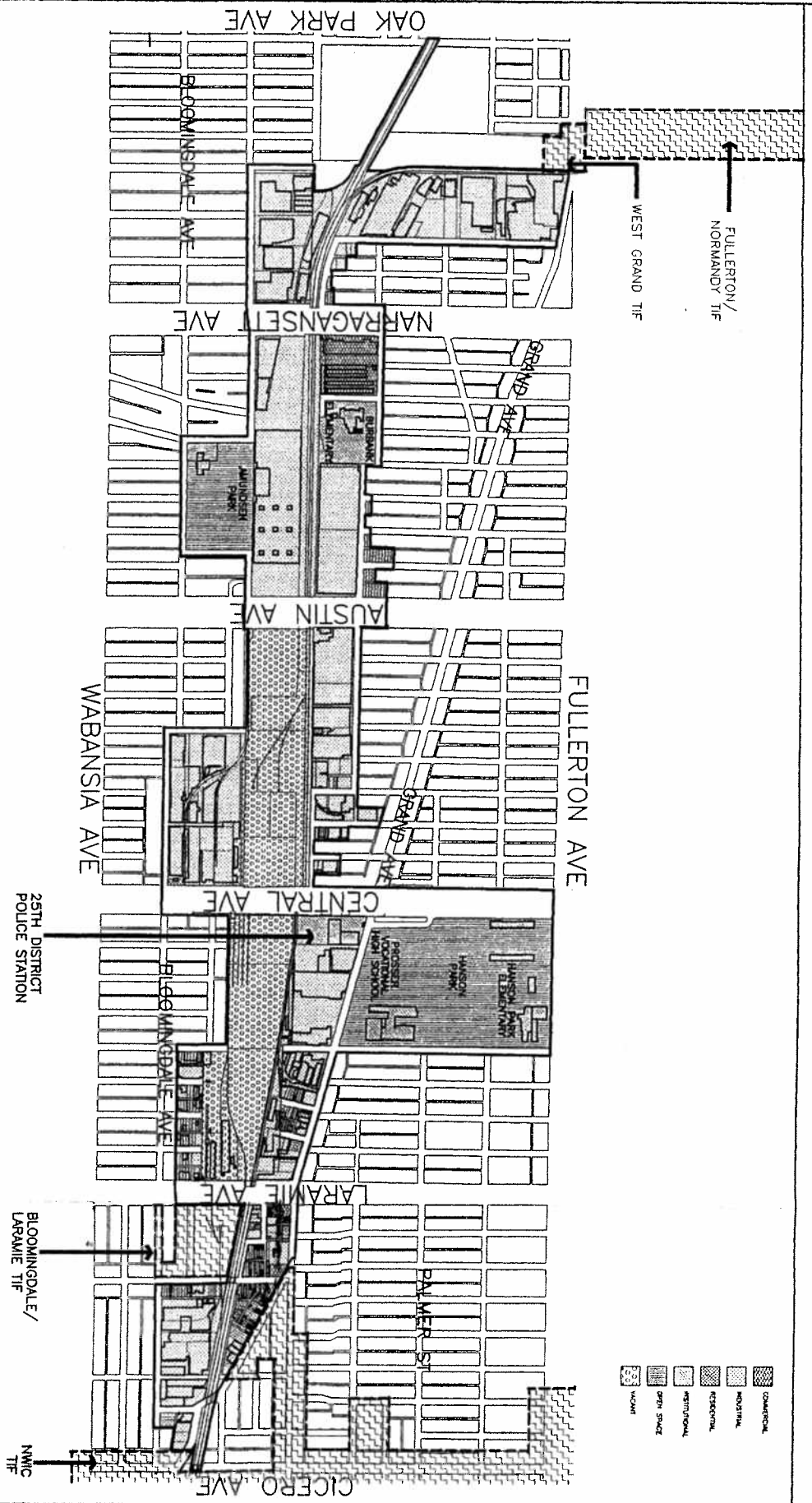
ARCHITECTURE · ENGINEERING · PLANNING · LAND ACQUISITION
 ECONOMIC DEVELOPMENT · CONSTRUCTION MANAGEMENT
MACONDO
 CORP.
 22 North Morgan Street, Suite 110 Chicago, Illinois 60607
 Telephone: (312) 733-0288 Facsimile: (312) 733-0289

LOUIK / SCHNEIDER AND ASSOCIATES, INC.
 54 W. Hubbard St., Suite 210, Chicago IL 60610
 Telephone: 312 828 9222 Facsimile: 312 828 9347

DATE: 03/03/99

 NORTH

GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
EXISTING LAND USE

MAP 2



ARCHITECTURE · ENGINEERING · PLANNING · URBAN DESIGN
ECONOMIC DEVELOPMENT · CONSTRUCTION MANAGEMENT


MACONDO CORP.

23 North LaSalle Street, Suite 110 Chicago, Illinois 60602
Telephone: (312) 321-0244 Facsimile: (312) 321-0240

LOUIK / SCHNEIDER AND ASSOCIATES, INC.

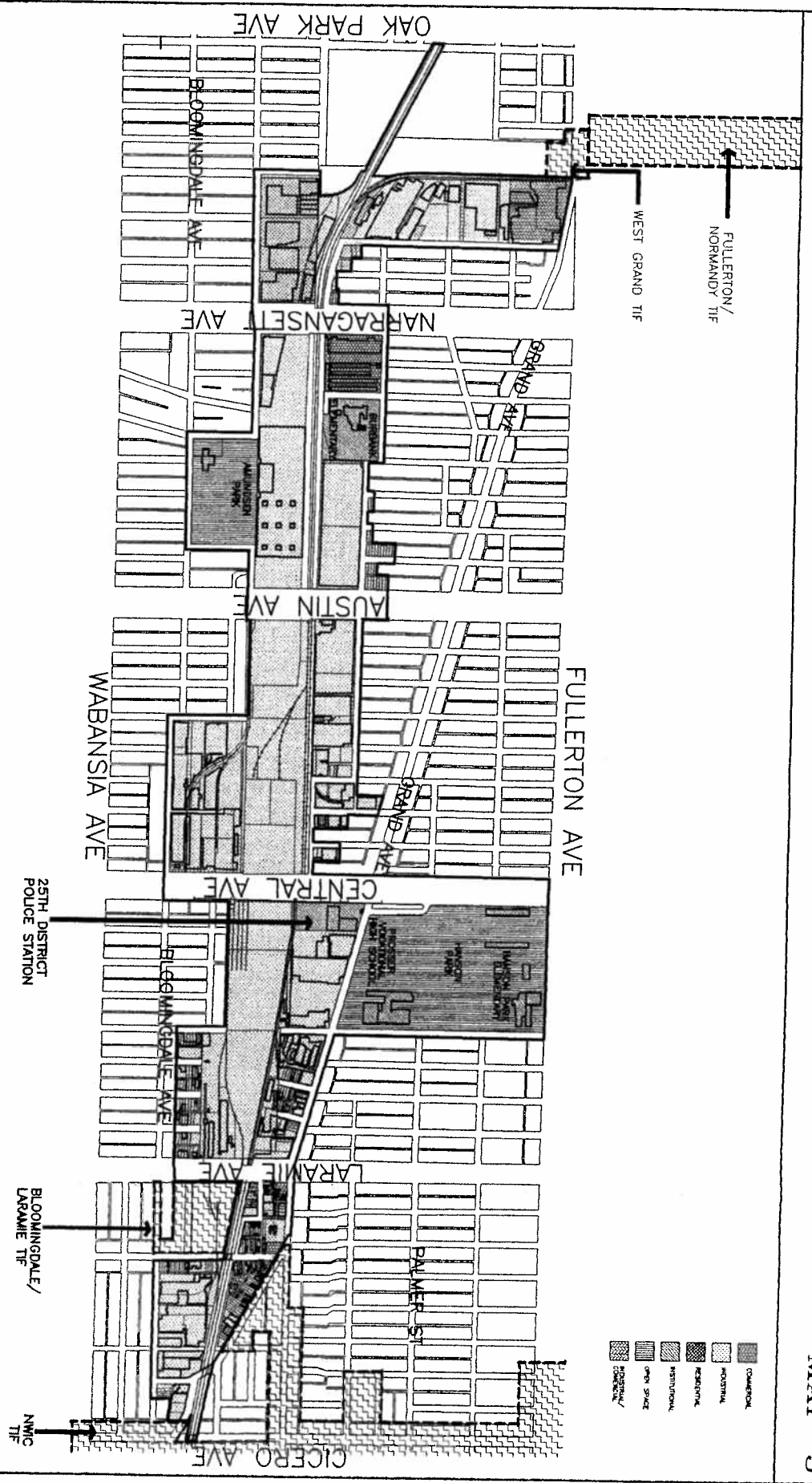
54 W. Hubbard St. Suite 210, Chicago IL 60610
Telephone: 312 828 9222 Facsimile: 312 828 9347

DATE:
03/03/99

 NORTH

GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 PROPOSED LAND USE

MAP 3



ARCHITECTURE · DESIGNING PLANNING · URBAN DESIGN
 ECONOMIC DEVELOPMENT · CONSTRUCTION MANAGEMENT
MACONDO C077P
 22 North Morgan Street, Suite 110 Chicago, Illinois 60607
 Telephone: (312) 753-9388 Facsimile: (312) 753-0280

LOUIK / SCHNEIDER AND ASSOCIATES, INC.
 54 W. Hubbard St. Suite 210, Chicago Il 60610
 Telephone: 312 828 9222 Facsimile: 312 828 9347

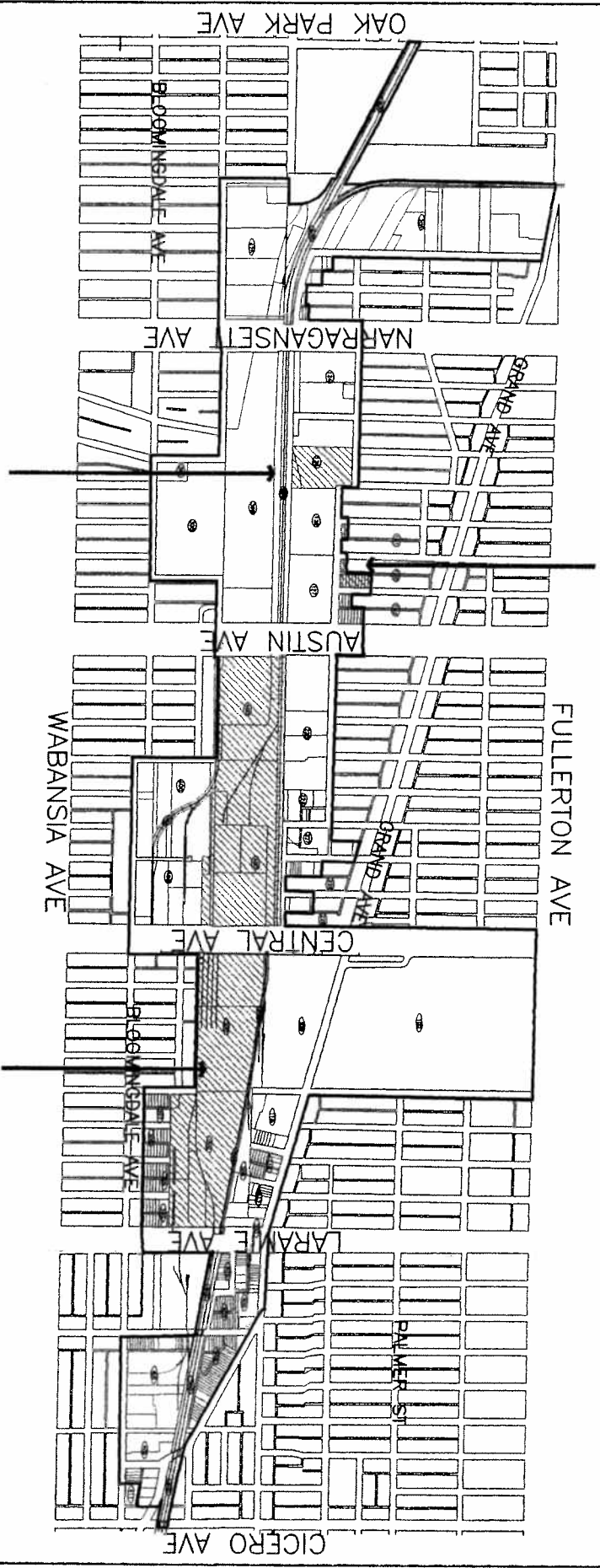
DATE:
 03/03/99



GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 REDEVELOPMENT PLAN: OPPORTUNITY AREAS

MAP 4

OPPORTUNITY
 AREA 2



OPPORTUNITY
 AREA 1

OPPORTUNITY
 AREA 3

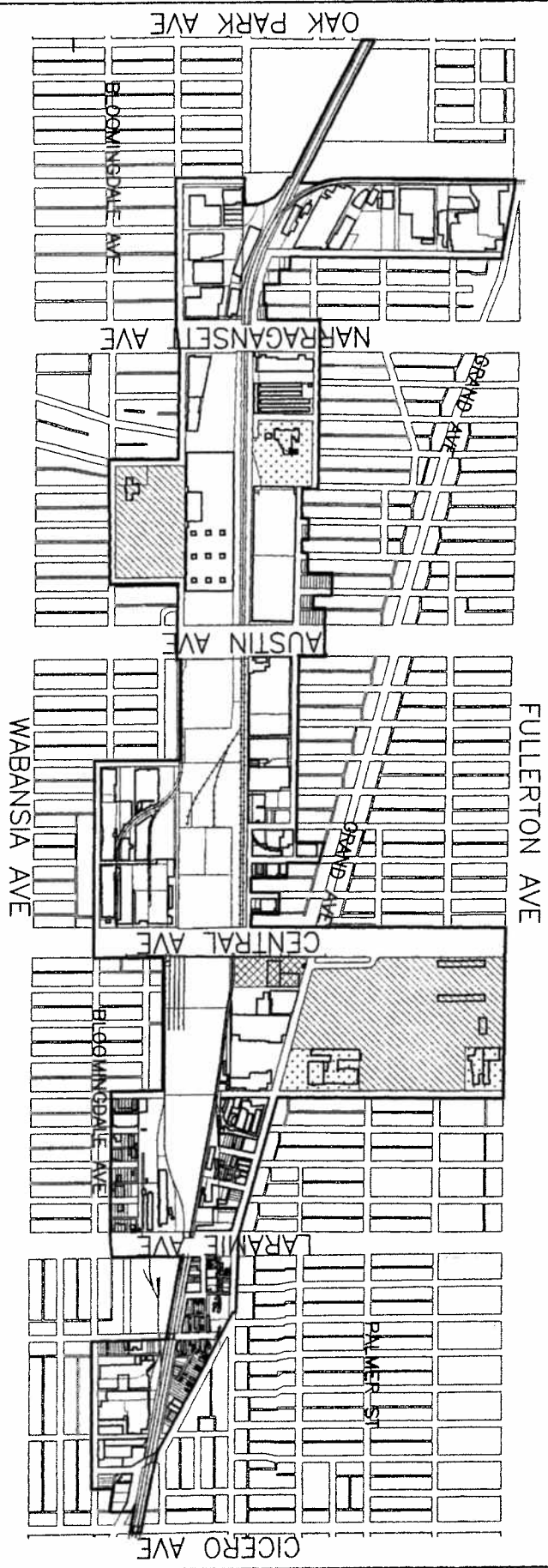
ARCHITECTURE · ENGINEERING · PLANNING · URBAN DESIGN
 ECONOMIC DEVELOPMENT · CONSTRUCTION MANAGEMENT
MACONDO
 Corp.
 22 North LaSalle Street, Suite 110 Chicago, Illinois 60601
 Telephone: (312) 731-0288 Facsimile: (312) 731-0288




LOUIK / SCHNEIDER AND ASSOCIATES, INC.
 54 W. Hubbard St. Suite 210, Chicago IL 60610
 Telephone: 312 828 9222 Facsimile: 312 828 9347

DATE:
 03/03/99



GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 REDEVELOPMENT PLAN SCHOOLS, PARKS AND PUBLIC FACILITY MAP 5



-  PARK
-  PUBLIC FACILITY
-  SCHOOLS

ARCHITECTURE · ENGINEERING · PLANNING · URBAN DESIGN
 ECONOMIC DEVELOPMENT · CONSTRUCTION MANAGEMENT

MACONDO
 Corp.

22 North Morgan Street, Suite 110 Chicago, Illinois 60607
 Telephone: (312) 733-0288 Facsimile: (312) 733-0286

LOUIK / SCHNEIDER AND ASSOCIATES, INC.
 54 W. Hubbard St. Suite 210, Chicago IL 60610
 Telephone: 312 828 9222 Facsimile: 312 828 9347

DATE:
 03/03/99


 NORTH

EXHIBIT 4 - ELIGIBILITY STUDY

CITY OF CHICAGO

GALEWOOD/ARMITAGE INDUSTRIAL REDEVELOPMENT PROJECT AREA

TAX INCREMENT FINANCE PROGRAM

ELIGIBILITY STUDY

**CITY OF CHICAGO
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**GALEWOOD/ARMITAGE INDUSTRIAL
REDEVELOPMENT PROJECT AREA**

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I. INTRODUCTION

Louik/Schneider and Associates, Inc. has been retained by the City of Chicago to conduct an independent initial study and survey of the proposed redevelopment area known as the Galewood/Armitage Industrial, Chicago, Illinois (the "Study Area"). The purpose of the study is to determine whether the 38 blocks in the Study Area qualify for designation as a "Blighted Area" for the purpose of establishing a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (1996 State Bar Edition), as amended (the "Act"). This report summarizes the analyses and findings of the consultants' work, which is the responsibility of Louik/Schneider and Associates, Inc., Macondo Corp. and The Lambert Group. Louik/Schneider and Associates, Inc. has prepared this report with the understanding that the City would rely on: 1) the findings and conclusions of this report in proceeding with the designation of the Study Area as a redevelopment project area under the Act, and 2) the fact that Louik/Schneider and Associates, Inc. has obtained the necessary information to conclude that the Study Area can be designated as a redevelopment project area in compliance with the Act.

Following this introduction, Section II presents background information of the Study Area including the area location, description of current conditions, and site history. Section III explains the Building Condition Assessment and documents the qualifications of the Study Area as a Blighted Area under the Act. Section IV, Summary and Conclusions, presents the findings.

This report was prepared by Louik/Schneider and Associates, Inc. with input and information provided by Macondo Corp. and The Lambert Group. Macondo Corp. conducted building condition surveys and assessments for each parcel and building within the Study Area.

II. BACKGROUND INFORMATION

A. LOCATION

The Galewood/Armitage Industrial Study Area (hereafter referred to as the "Study Area") is located on the northwest side of the City, approximately eight miles from the central business district. The Study Area is approximately 464.7 acres and includes 38 (full and partial) blocks. The boundaries of the Study Area are Grand Avenue, Dickens Avenue and Fullerton Avenue on the north; Cortland and Bloomington Avenue on the south; the eastern alley of Cicero Avenue on the east; and Nashville Avenue as well as the Metra Railway on the west. The boundaries are shown on Plan Map 1, Project Boundary in the Appendix.

B. DESCRIPTION OF CURRENT CONDITIONS

In the 38 blocks of the Study Area, there are 373 parcels. Much of the Study Area is in need of redevelopment, rehabilitation, and revitalization and is characterized by:

- deteriorated and dilapidated buildings and site improvements
- current and past obsolescence
- vacant rail yard
- vacant parcels and buildings
- other blighting characteristics

Additionally, a lack of growth and investment by the private sector is evidenced by 1) the lack of building permit requests for the Study Area in terms of both number and dollar amounts, and 2) the overall increase of equalized assessed valuation ("EAV") of the property in the Study Area during the period from 1993 to 1997. Specifically:

- Exhibit 2 - Building Permit Requests, contains a summary of the building permit requests for new construction and major renovation from the City for the Study Area. There were a total of 26 building permit requested from 1993 - November of 1998 totaling \$1,862,212 for this Study Area. Of the 26 permits, one permit was issued for \$1,000,000. The remaining 25 permits were issued for 22 buildings in the Study Area.
- Additionally, there were 10 demolition permits issued for the Study Area from 1993-1998. Based on building permit requests for new construction, it appears that no new structures have replaced the demolished structures
- The Study Area is comprised primarily of industrial uses with approximately 70 acres of vacant land and some commercial uses along major arterial streets. The EAV for all property in the City increased from \$28,661,954,119 in 1993 to \$35,893,677,135 in 1997, a total of 25.23% or an average of 6.31% per year. Over the last five years, from 1993 to 1997, the Study Area has experienced an overall increase of 12.07%, from \$43,013,837 in 1993 to \$48,204,480 in 1997, an average increase of 3.02% per year.

It is clear from the review of this information regarding the Study Area that private investment in revitalization and redevelopment has not occurred to overcome the blighted area conditions that currently exist. The Study Area is not reasonably expected to be developed without the efforts and leadership of the City, including the approval of this Plan and Redevelopment Project.

III. QUALIFICATION AS A BLIGHTED AREA

A. ILLINOIS TAX INCREMENT ALLOCATION REDEVELOPMENT ACT

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a Blighted Area, a Conservation Area (or a combination of the two) or an Industrial Park Conservation Area. At 6 ILCS 5/11-7.4-3(a) (1996 State Bar Edition) as amended, the Act defines a “blighted area” as follows:

(a) “Blighted Area” means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 5 or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare or, if vacant, the sound growth of the taxing districts is impaired by, (1) a combination of 2 or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused rail yards, rail tracks or railroad rights-of-way or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

The Act also requires at 65 ILCS 5/11-74.4-3(n)(1) that a municipality find that: “the redevelopment project area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the redevelopment plan.”

On the basis of these requirements, the Study Area is eligible for designation as a vacant and improved Blighted Area within the requirements of the Act.

B. SURVEY, ANALYSIS, AND DISTRIBUTION OF ELIGIBILITY FACTORS

Exterior surveys were conducted on all of the 373 parcels located within the Study Area. An analysis was made of each of the Blighted Area eligibility factors contained in the Act to determine its presence in the Study Area. This exterior survey examined not only the condition and use of buildings but also included conditions of streets, sidewalks, curbs, gutters, lighting, vacant land, underutilized land, parking facilities, landscaping, fences and walls, and general maintenance. In addition, an analysis was conducted of existing site coverage and parking, land uses, zoning and their relationship to the surrounding area.

The Study Area qualified in two (2) ways. The Galewood Rail Yard portion (12 parcels) of the Study Area is defined as the “vacant portion of the Study Area” and these parcels are qualified as a vacant Blighted Area. The remaining 361 parcels of the Study Area are defined as the “improved portion of the Study Area” and are qualified as an improved Blighted Area.

Of the 38 blocks in the Study Area, two blocks are qualified as part of the vacant portion of the Blighted Area. Although two of the blocks are qualified as vacant portion of the Study Area, there are parcels within those blocks that will also be counted as the improved portion of the Blighted Area. Therefore, 38 blocks/361 parcels are qualified as the improved portion of the Blighted Area and two blocks/12 parcels are qualified as the vacant portion of the Blighted Area.

A parcel-by-parcel analysis of the 38 blocks was conducted to identify the eligibility factors (see Exhibit 3 - Distribution of Criteria Matrix). If there is more than one building on a parcel and only one of the buildings exhibits an eligibility factor, that factor is only counted for the appropriate building. However, the parcel will be counted as having the factor as present. The factors are present to a varying degree. The following three levels are identified:

- **Not present** - indicates that either the condition does not exist or that no evidence could be found or documented during the survey or analysis.
- **Present to a minor extent** - indicates that the condition does exist, but its distribution or impact was limited.
- **Present to a major extent** - indicates that the condition does exist and is present throughout the Study Area and is at a level to influence the Study Area and adjacent and nearby parcels of property.

C. BUILDING EVALUATION PROCEDURE

This section will describe how the buildings within the Study Area were evaluated.

During the field survey, all components of and improvements to the subject buildings were examined to determine whether they were in sound condition or had minor, major, or critical defects. These examinations were completed to determine whether conditions existed to evidence the presence of any of the following related factors: dilapidation, deterioration, or depreciation of physical maintenance.

Building components and improvements examined were of two types:

PRIMARY STRUCTURAL COMPONENTS

These include the basic elements of any building or improvement including foundation walls, load bearing walls and columns, roof, and roof structure.

SECONDARY COMPONENTS

These are components generally added to the primary structural components and are necessary parts of the building and improvements, including porches and steps, windows and window units, doors and door units, facade, chimneys, and gutters and downspouts.

Each primary and secondary component and improvement was evaluated separately as a basis for determining the overall condition of the building and surrounding area. This evaluation considered the relative importance of specific components within the building and the effect that deficiencies in components and improvements have on the remainder of the building.

Once the buildings were evaluated, they were classified as shown in the following section.

BUILDING COMPONENT AND IMPROVEMENT CLASSIFICATIONS

The following describes the four categories used in classifying building components and improvements and the criteria used in evaluating structures:

1. SOUND

Building components and improvements, which contain no defects, are adequately maintained, and require no treatment outside of normal ongoing maintenance.

2. REQUIRING MINOR REPAIR -- DEPRECIATION OF PHYSICAL MAINTENANCE

Building components and improvements which contain defects (loose or missing material or holes and cracks over a limited area) which often may be corrected through the course of normal maintenance. Minor defects have no real effect on either primary or secondary components and improvements, and the correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated components and improvements. Minor defects are not considered in rating a building as structurally substandard.

3. REQUIRING MAJOR REPAIR -- DETERIORATION

Building components and improvements which contain major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings and improvements in this category would require replacement or rebuilding of components and improvements by people skilled in the building trades.

4. CRITICAL -- DILAPIDATED

Building components and improvements which contain major defects (bowing, sagging, or settling to any or all exterior components, for example) causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area so extensive, that the cost of repair would be excessive.

D. VACANT BLIGHTED AREA ELIGIBILITY FACTORS

The vacant portion of the Study Area contains two blocks representing 12 parcels. The vacant area is the former Galewood Rail Yards bounded by the railroad on the north, Cortland Avenue on the south, Laramie Avenue on the east and Austin Avenue on the west.

The Act requires that one of the seven eligibility factors must be met for a finding as a vacant blighted area. The Study Area exceeds the necessary requirements of the Act, by meeting two of the eligibility factors for a vacant blighted area. The following section examines each of the blighted area eligibility factors.

1. THE AREA CONSISTS OF UNUSED RAIL YARDS, RAIL TRACKS OR RAILROAD RIGHTS-OF-WAY

All of the parcels included in the vacant portion of the Study Area were part of the former Galewood Rail Yards. The railroad was owned and operated by Chicago Milwaukee Corporation until 1980. The Galewood Rail Yards contain unused rail yard and rail tracks.

2. A COMBINATION OF TWO OR MORE OF THE FOLLOWING FACTORS: OBSOLETE PLATTING OF THE VACANT LAND; DIVERSITY OF OWNERSHIP OF SUCH LAND; TAX AND SPECIAL ASSESSMENT DELINQUENCIES ON SUCH LAND; FLOODING ON ALL OR PART OF SUCH VACANT LAND; DETERIORATION OF STRUCTURES OR SITE IMPROVEMENTS IN NEIGHBORING AREAS ADJACENT TO THE VACANT LAND.

A. DETERIORATION OF STRUCTURES OR SITE IMPROVEMENTS IN NEIGHBORING AREAS ADJACENT TO THE VACANT LAND

There are three severely dilapidated structures on the same blocks as the vacant parcels. In the adjacent improved portion of the Study Area, 94% of the buildings are deteriorated. An unused rail line runs through three parcels in the vacant portion.

B. OBSOLETE PLATTING OF VACANT LAND

The majority of the parcels in the vacant portion of the Study Area exhibit obsolete platting. Eight of these parcels are of too small and narrow in size for contemporary industrial development. Not only does the size of these parcels constitute a problem, but also the location of the parcels. The parcels have limited, if any street access to the parcels. Except for the parcels located along Central Avenue, the parcels are inaccessible to the street. The parcels are only accessible through other adjacent parcels. Therefore, obsolete platting is a factor within this vacant portion of the Study Area.

CONCLUSION

The vacant portion of the Study Area exhibits two of the seven factors which would allow for a finding of a vacant Blighted Area as defined in the Act (only one factor is required by the Act).

E. IMPROVED BLIGHTED AREA ELIGIBILITY FACTORS

The improved portion of the Study Area is represented by 38 blocks and contains 361 and parcels.

A finding is made that the improved portion of the Study Area is a Blighted Area based on the fact that the Study Area exhibits ten improved blighted area eligibility factors listed in Section III. The Act requires that five (5) or more of the improved blighted area eligibility factors must be found. This Section III - E examines each of the blighted area eligibility factors.

1. AGE

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures over a period of years. Since building deterioration and related structural problems are a function of time, temperature, and moisture, structures that are 35 years or older typically exhibit more problems than more recently constructed buildings.

There are 133 of the 148 (89.9%) buildings in the Study Area that are at least 35 years or older. Age is present to a major extent in 28 and to a minor extent in one of the 38 blocks.

CONCLUSION

Age is *present to a major extent* in the Study Area in 133 of the 148 (89.9%) buildings and in 29 of the 38 (76.3%) blocks. The results of the age analysis are presented in Eligibility Study Map 3.

2. DILAPIDATION

Dilapidation refers to an advanced state of disrepair of buildings and improvements. In November of 1998, Macondo Corp. conducted exterior surveys of all parcels in the Study Area.

Based on exterior building surveys, it was determined that many buildings are dilapidated and exhibit major structural problems making them structurally substandard. These buildings are all in an advanced state of disrepair. Major masonry wall work is required where water and lack of maintenance has allowed buildings to incur structural damage. Since wood elements require the most maintenance of all exterior materials, these are the ones showing the greatest signs of deterioration.

Dilapidation is present in a majority of commercial structures in the Study Area. Its presence is seen as bowed and sagging walls in many buildings, as missing primary components, and as broken, loose or missing secondary components. The heavy concentrations of dilapidated structures can be found in blocks 13-33-300, 406, 409, and 411.

Dilapidation is present in 11 of the 148 (7.4%) buildings. Dilapidation is present to a major extent in 4 and to a minor extent in 6 of the 38 blocks.

CONCLUSION

Dilapidation is *present to a minor extent* in the Study Area in 11 of the 148 (7.4%) buildings, and 10 of the 38 (26.3%) blocks.

3. OBSOLESCENCE

Webster's New Collegiate Dictionary defines "obsolescence" as "being out of use; obsolete." "Obsolete" is further defined as "no longer in use; disused" or "of a type or fashion no longer current." These definitions are helpful in describing the general obsolescence of buildings or site improvements in the Study Area. In making findings with respect to buildings and improvements, it is important to distinguish between *functional obsolescence*, which relates to the physical utility of a structure, and *economic obsolescence*, which relates to a property's ability to compete in the marketplace.

- **FUNCTIONAL OBSOLESCENCE**

Structures historically have been built for specific uses or purposes. The design, location, heights and space arrangement are intended for a specific occupancy at a given time. Functional Obsolescence is present in different parcels such as 13-31-425-008, 13-32-228-032, 13-32-228-029, 13-33-115-015, 13-33-307-001, and 13-33-406-055. They contain characteristics or deficiencies which limit the use and marketability because they were designed for a single purpose use and their shape and lot size are inadequate for contemporary industrial or manufacturing design. The characteristics may include loss in value to a property resulting from poor design or layout, or the improper orientation of the building on its site, which detracts from the overall usefulness or desirability of a property.

- **ECONOMIC OBSOLESCENCE**

Economic obsolescence is normally a result of adverse conditions which cause some degree of market rejection and, hence, depreciation in market values. Typically, buildings classified as dilapidated and buildings that contain vacant space are characterized by problem conditions which may not be economically curable, resulting in net rental losses

and/or depreciation in market value.

Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also be obsolete relative to contemporary development standards for such improvements. Factors of obsolescence may include inadequate utility capacities, or outdated designs.

Obsolescence, as a factor, should be based upon the documented presence and reasonable distribution of buildings and site improvements evidencing such obsolescence.

OBSOLETE BUILDING TYPES

Obsolete buildings contain characteristics or deficiencies, which limit their long-term sound use or reuse for the purpose for which they were built. Obsolescence in such buildings is typically difficult and expensive to correct. Obsolete building types have an adverse effect on nearby and surrounding developments and detract from the physical, functional, and economic vitality of the area.

These structures are characterized by conditions indicating that they are incapable of efficient or economic use according to contemporary standards. The obsolescence of building types is evidenced by the industrial structures in the Study Area. Many of the industrial buildings occupy the majority of or the entire parcel. This diminishes their desirability for future use. Also, these older buildings are not cost-effective to upgrade for current standards of use and are typically expensive to maintain.

Obsolescence of building types is present in 131 of the 148 (88.5%) buildings in the Study Area.

OBSOLETE PLATTING

Obsolete platting includes parcels of irregular shape, narrow or small size, and parcels improperly platted within the Study Area blocks. Development of the individual parcels is not possible without the development of the surrounding parcels. Obsolete platting can be found throughout the entire Study Area. The Study Area is dominated with odd-shaped parcels developed around the rail lines.

The other obsolescence factors including inadequate utility capacity and outdated design. This is particularly prevalent in the following parcels: 13-33-300-008, and at block 13-33-116, 13-32-228-053.

OBSOLETE SITE IMPROVEMENTS

Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also be obsolete in relation to contemporary development standards for such improvements. Factors of obsolescence may include inadequate utility capacities, outdated designs, and others.

Another important factor is the inadequate street widths found in West Dickens Street from 13-32-126 to 13-32-229 and West Bloomingdale Street from 13-33-409 to 13-33-307. The Study Area lacks the necessary amount of industrial streets to currently serve the existing industrial companies as well as any further developments.

Obsolescence of site improvements is present to a major extent in 30 blocks and to a minor extent in one of the 38 blocks in the Study Area.

CONCLUSION

Obsolescence is **present to a major extent** in 131 of the 148 (88.5%) buildings, 342 of the 361 (94.7%) parcels and 31 of the 38 (81.6%) blocks of the Study Area. The results of the obsolescence analysis are presented in Eligibility Study Map 4.

4. DETERIORATION

Deterioration refers to any physical deficiencies or disrepair in buildings or site improvements requiring major treatment or repair

Deterioration, which is not easily correctable and cannot be repaired in the course of normal maintenance may be evident in buildings. Such buildings and improvements may be classified as requiring major or many minor repairs depending upon the degree or extent of defects. This would include buildings with defects in the secondary building components (e.g., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and defects in primary building components (e.g., foundations, frames, roofs, etc.), respectively. All buildings and site improvements classified as dilapidated are also deteriorated.

DETERIORATION OF BUILDINGS

The analysis of building deterioration is based on the survey methodology and criteria described in Section III - C. The deteriorated buildings in the Study Area exhibit defects in both their primary and secondary components. For example, the primary components exhibiting defects include walls, roofs and foundations with loose or missing materials (mortar, shingles), and holes and/or cracks in these components. The defects of secondary components include damage to windows, doors, stairs and/or porches; missing or cracked tuckpointing and/or masonry on the facade, chimneys, and others; missing parapets, gutters and/or downspouts; foundation cracks or settling; and other missing structural components.

Deteriorated buildings exist throughout the Study Area. Deterioration of windows, frames, doors, porch structures and brick is especially apparent in the area. The deterioration of many properties was very extensive. For example, the building in parcel 13-33-117-005 is missing structural components, as well as in blocks 13-32-227, 13-31-205-025, 13-32-126 and 13-32-127.

DETERIORATION OF PARKING AND SURFACE AREAS

Field surveys were also conducted to identify the condition of the parcels without structures, which contain improved lots with no buildings (parking and outside storage), alleys and vacant lots. These parcels are characterized by uneven surfaces with insufficient gravel, vegetation growing through the parking surface, depressions and standing water, absence of curbs or guardrails, falling or broken fences and extensive debris. Furthermore, street and sidewalk deterioration is widespread.

Deterioration can be found in 245 of the 361 (67.9%) parcels. It is found present to a major extent in 33 and to a minor extent in one of the 38 blocks of the Study Area.

CONCLUSION

Deterioration is *present to a major extent* in the Study Area in 139 of the 148 (94%) buildings, in 245 of the 361 (67.9%) parcels, and in 34 of the 38 (89.5%) blocks. The results of the deterioration analysis are presented in Eligibility Study Map 5.

5. ILLEGAL USE OF INDIVIDUAL STRUCTURES

Illegal use of individual structures refers to the presence of uses or activities which are not permitted by law.

CONCLUSION

Based on a review of the Chicago Zoning Ordinance, illegal use of individual structures was not present in the 38 blocks in the Study Area.

6. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards include all structures which do not meet the standards of zoning, subdivision, building, housing, property maintenance, fire, or other governmental codes applicable to the property. The principal purposes of such codes are 1) to require buildings to be constructed in such a way as to sustain safety of loads expected from the type of occupancy, 2) to make buildings safe for occupancy against fire and similar hazards, 3) and to establish minimum standards essential for safe and sanitary habitation.

From 1993 through 1998, 70 of the 148 (47.3%) buildings in the Study Area have been cited for building code violations by the City's Department of Buildings.

CONCLUSION

Structures below minimum code standards are *present to a minor extent* and have been identified in 70 of the 148 (47.3%) buildings and in 21 of the 38 (55.3%) blocks in the Study Area over the last five years. The structures below minimum code standard factors was reviewed for a five-year time period. As of November of 1998, ten of the buildings in the Study Area had building code violations.

7. EXCESSIVE VACANCIES

Excessive vacancy refers to buildings which are unoccupied or underutilized and that exert an adverse influence on the area because of the frequency, duration, or extent of vacancy. Excessive vacancies include properties which evidence no effort directed toward their occupancy or utilization.

Excessive vacancies occur in varying degrees throughout the Study Area. A building is considered to have excessive vacancies if at least 50% of the building is vacant or underutilized. There are vacancies in the industrial and commercial buildings. Of the 148 buildings in the Study Area, ten are vacant or partially vacant. Excessive vacancies are present to a major extent in 1 block and to a minor extent in 2 of the 38 blocks of the Study Area.

CONCLUSION

Excessive vacancies are *present to a minor extent* in 10 of the 148(6.8%) buildings and 3 of the 38 (7.9%) blocks in the Study Area.

8. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES

Overcrowding of structures and community facilities refers to utilization of public or private buildings, facilities, or properties beyond their reasonable or legally permitted capacity. Overcrowding is frequently found in buildings and improvements originally designed for a specific use and later converted to accommodate a more intensive use of activities without adequate provision for minimum floor area requirements, privacy ingress and egress, loading and services, capacity of building systems, etc.

CONCLUSION

Overcrowding of structures and community facilities was not present in the Study Area.

9. LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES

Lack of ventilation, light or sanitary facilities refers to substandard conditions which adversely affect the health and welfare of building occupants, e.g., residents, employees or visitors. Typical requirements for ventilation, light, and sanitary facilities include:

- Adequate mechanical ventilation for air circulation in spaces or rooms without windows, i.e., bathrooms, and dust, odor or smoke-producing activity areas;
- Adequate natural light and ventilation by means of skylights or windows or interior rooms/spaces, and proper window sizes and amounts by room area to window area ratios; and
- Adequate sanitary facilities, i.e., garbage storage/enclosure, bathroom facilities, hot water, and kitchens.

Lack of ventilation, light or sanitary facilities was found to a major extent in 14 blocks and to a minor extent in 2 blocks within the Study Area.

CONCLUSION

Lack of ventilation, light or sanitary facilities are **present to a minor extent** in 58 of the 148 (39.2%) buildings and in 16 of the 38 (42.1%) blocks in the Study Area.

10. INADEQUATE UTILITIES

Inadequate utilities refer to deficiencies in the capacity or condition of the infrastructure which services a property or area, including, but not limited to, storm drainage, water supply, electrical power, streets, sanitary sewers, gas, and electricity.

There were a few parking lots near industrial buildings which did not appear to have storm sewers. These parking lots evidently channel storm run-off water into the adjacent streets, which is not an adequate design or to City building code.

CONCLUSION

Based on the exterior surveys and analyses undertaken within the Study Area, inadequate utilities were not present to a minor extent in the Study Area.

11. EXCESSIVE LAND COVERAGE

Excessive land coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of spread of fires due to close proximity to nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provision for loading and service. Excessive land coverage conditions have an adverse or blighting effect on nearby development.

Excessive land coverage occurs in 182 of the 201 (90.5%) parcels with structures/buildings in the Study Area. Many multi-story buildings have been built from property line to property line, leaving no area for parking, open space or other amenities. Because these buildings cover virtually the entire parcel, there is an inadequate amount of space for off-street loading of residents, employees and/or customers. The Study Area presents insufficient off-street parking in 100% of the buildings. Additionally in blocks 13-32-225, 13-32-226, 13-32-227, 13-33-406, 13-32-126 and 13-32-127; there is an inadequate amount of open space and off-street loading.

Excessive land coverage can be found to a major extent in 23 of the 38 blocks and to a minor extent in 3 blocks of the improved portion of the Study Area.

CONCLUSION

Excessive land coverage is **present to a major extent** in the Study Area in 95 of the 148 (64.2%) buildings and in 26 of the 38 (68.4%) blocks. The results of the excessive land coverage analysis are presented in Eligibility Study Map 6.

12. DELETERIOUS LAND USE OR LAYOUT

Deleterious land uses include all instances of incompatible land-use relationships, buildings occupied by inappropriate mixed uses, or uses which may be considered noxious, offensive or environmentally unsuitable. It also includes residential uses, which front on or are located near heavily traveled streets, thus causing susceptibility to noise, fumes and glare. This case is present on blocks 13-33-405, 13-33-400, 13-33-116, 13-33-307, 13-33-308 and 13-33-309. Deleterious layout includes evidence of improper or obsolete platting of the land, inadequate street layout, and parcels of inadequate size or shape to meet contemporary development standards. It also includes evidence of poor layout of buildings on parcels and in relation to other buildings.

In the Study Area, deleterious land use or layout is identified in 351 of the 361 (97.2%) parcels. Throughout the Study Area, there are small sized parcels that are inadequate for contemporary development. Blocks 13 33 116, 307, 308, 309, 400, and 405 in the Study Area have a combination of industrial and residential land uses. As a result of the inadequate amount of industrial streets and the location of the industrial parcels, truck and semi-trailer traffic down the residential area, however necessary, inappropriate. This situation is predominate in the following blocks: 13-31-205, 13-32-126, 13-32-127, 13-32-225, 13-32-226, 13-32-227, 13-33-300, 13-33-116, 13-33-117, 13-33-406, 13-33-405. Many of the parcels throughout the Study Area are located next to a vacant parcel or building. Deleterious land use and layout is present to a major extent in 29 blocks and present to a minor extent in two blocks. Over 97% parcels, containing buildings, parking/storage areas, and vacant land, evidence the presence of this factor.

CONCLUSION

Deleterious land use and layout is **present to a major extent** in the Study Area in 351 of the 361 (97.2%) parcels, and in 31 of the 38 (81.6%) blocks. The results of the deleterious land use and layout analysis are presented in Eligibility Study Map 7.

13. DEPRECIATION OF PHYSICAL MAINTENANCE

Depreciation of physical maintenance refers to the effects of deferred maintenance and the lack of maintenance of buildings, parking areas and public improvements, including alleys, walks, streets and utility structures.

The entire Study Area is affected by lack of physical maintenance. Over 97% parcels, containing buildings, parking/storage areas, and vacant land, evidence the presence of this factor.

The buildings that evidence depreciation of physical maintenance exhibit problems such as unpainted or unfinished surfaces, peeling paint, loose or missing materials, broken windows, loose or missing gutters or downspouts, loose or missing shingles, overgrown vegetation and general lack of maintenance, etc. There are 133 of the 148 (89.9%) buildings in the Study Area that are affected by depreciation of physical maintenance.

Depreciation of physical maintenance is present to a major extent in 37 blocks in the Study Area. These characteristics are present on block 13-31-212, 13-31-213, 13-32-121, 13-32-122 and 13-32-123, used as parking lots; and parcels such as 13-33-300-002, 13-33-300-003, 13-33-300-014, 13-33-404-017 and 13-32-400.

This condition is noticeable on buildings, in parking lots, driveways, and yards. Many streets and public sidewalks are poorly maintained.

CONCLUSION

Depreciation of physical maintenance is *present to a major extent* in 133 of the 148 (89.9%) buildings, 351 of the 361 (97.2%) parcels, and in 37 of the 38 (97.4%) blocks. The results of the depreciation of physical maintenance analysis are presented in Eligibility Study Map 8.

14. LACK OF COMMUNITY PLANNING

Lack of community planning may be a factor if the proposed Study Area was developed prior to or without the benefit of a community plan. This finding may be amplified by other evidence which shows the deleterious results of the lack of community planning, including adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, and parcels of inadequate size or shape to meet contemporary development standards.

The Study Area is part of the “Corridors of Industrial Opportunity A Plan for Industry in Chicago’s West Side”, prepared by the City’s Department of Planning and Development in 1991 and revised in March 1992. The Study Area has been the subject to some recent rather vague development plans however, more comprehensive redevelopment plans are needed to eliminate blighting conditions.

CONCLUSION

Based on the analyses undertaken within the Study Area, lack of community planning was not present in the Study Area.

SUMMARY

Ten of the Blighted Area eligibility criteria are present in varying degrees throughout the Study Area, and six are present to a major extent and four are present to a minor extent. The ten Blighted Area eligibility factors that have been identified in the Study Area are as follows:

MAJOR EXTENT

- age
- obsolescence
- deterioration
- excessive land coverage
- deleterious land use or layout
- depreciation of physical maintenance

MINOR EXTENT

- dilapidation
- excessive vacancies
- lack of ventilation, light or sanitary facilities
- structures below minimum code

IV. SUMMARY AND CONCLUSION

The conclusion of the consulting team is that the number, degree, and distribution of Blighted Area eligibility factors as documented in this report warrant the designation of the Study Area as a vacant and improved Blighted Area as set forth in the Act. Specifically:

- Of the seven blighting factors set forth in the Act for vacant land of which only one is required for a finding of blight, **two are present in the vacant portion of the Study Area.**
- Of the 14 blighting factors set forth in the Act for improved land, of which five are required for a finding of Blight, **ten are present** (six to a major extent and four to a minor extent) **in the improved portion of the Study Area.**
- The Blighted Area factors that are present are reasonably distributed throughout the Area.

Although it may be concluded that the mere presence of the stated eligibility factors in Section III may be sufficient to make a finding of qualification as a Blighted Area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of Blighted Area eligibility factors throughout the Study Area must be reasonable so that a basically good area is not arbitrarily found to be a Blighted Area simply because of proximity to an area which exhibits Blighted Area factors. The majority of the blocks (92%) exhibit three or more the eligibility factors.

Additional research indicates that the Study Area on the whole has not been subject to growth and development as a result of investments by private enterprise, and will not be developed without action by the City. Specifically:

- Exhibit 2 - Building Permit Requests, contains a summary of the building permit requests for new construction and major renovation from the City. There were a total of 26 building permit requested from January 1993 - November of 1998 for \$1,862,212. Of the 26 permits, one permit was issued for \$1,000,000. The remaining 25 permits were issued for 22 buildings in the Study Area.
- Additionally, there were 10 demolition permits issued for the Study Area from 1993-1998. Based on building permit requests for new construction, it appears that no new structures have replaced the demolished structures.

- The Study Area is comprised primarily of industrial uses. The equalized assessed value (EAV) for all property in the City increased from \$28,661,954,119 in 1993 to \$35,893,677,135 in 1997, a total of 25.23% or 6.31% per year. Over the last five years, from 1993 to 1997, the Study Area has experienced an overall EAV increase of 12.07% from \$43,013,837 in 1993 to \$48,204,480 in 1997, an average increase of 3.02% per year.

The conclusions presented in this report are those of the consulting team. The local governing body should review this report and, if satisfied with the summary of findings contained herein, adopt a resolution making a finding of a Blighted Area and making this report a part of the public record. The analysis above was based upon data assembled by Louik/Schneider & Associates, Macondo Corp., and The Lambert Group. The surveys, research and analysis conducted include:

1. Exterior surveys of the conditions and use of the Study Area;
2. Field surveys of environmental conditions covering streets, sidewalks, curbs and gutters, lighting, traffic, parking facilities, landscaping, fences and walls, and general property maintenance.
3. Comparison of current land uses to current zoning ordinance and the current zoning maps;
4. Historical analysis of site uses and users;
5. Analysis of original and current platting and building size layout;
6. Review of previously prepared plans, studies and data;
7. Analysis of building permits from 1993-1997 and building code violations from 1993-1997 requested from the Department of Buildings for all parcels in the Study Area; and
8. Evaluation of the EAV's in the Study Area from 1993 to 1997.

The study and survey of the Study Area indicate that requirements necessary for designation as a Blighted Area are present. Therefore, the Study Area is qualified as a Blighted Area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act (see Exhibit 3 - Distribution of Criteria Matrix).

Appendix

**Exhibit 1 – Building Permit Requests
 New Construction/Investment Permits**

	Permit #	Date	Address	Investment
1.	799306	2/2/95	1920 N. Austin Avenue	\$1,000,000
2.	833832	10/18/96	6243 W. Fletcher Street	\$6,000
3.	788873	7/7/94	5033 W. Grand Avenue	\$5,800
4.	871107	5/11/98	5401 W. Grand Avenue	\$50,000
5.	875844	7/15/98	5401 W. Grand Avenue	\$65,000
6.	801466	3/27/95	2027 N. Major Avenue	\$50,000
7.	96006167	5/28/96	2028 N. Major Avenue	\$225,000
8.	779973	12/23/93	2035 N. Narragansett Avenue	\$90,000
9.	780577	01/13/94	2148 N. Natchez Avenue	\$28,000
10.	96005872	5/22/96	5136 W. Bloomingdale Avenue	\$4,000
11.	811547	9/21/95	5250 W. Bloomingdale Avenue	\$6,050
13.	853965	8/4/97	1829 N. Central Avenue	\$6,500
14.	883196	9/29/98	5520 W. Cortland Street	\$3,400
15.	813417	10/23/95	1807 N. Leclaire Avenue	\$4,200
16.	808845	8/3/95	1801 N. Lotus Avenue	\$4,992
17.	883333	10/1/98	1817 N. Lotus Avenue	\$7,800
18.	883929	10/8/98	1819 N. Luna Avenue	\$5,294
19.	814491	11/08/95	1819 N. Major Avenue	\$25,000
20.	834752	10/29/96	1819 N. Major Avenue	\$12,135
21.	784235	4/14/94	1916 N. Meade Avenue	\$4,800
22.	871198	5/12/98	1823 N. Monitor Avenue	\$80,000
23.	858356	9/26/97	1942 N. Nashville Avenue	\$9,241
24.	792807	9/20/94	1956 N. Nashville Avenue	\$6,000
25.	792212	9/13/94	2019 N. Oak Park Avenue	\$50,000
26.	866273	2/18/98	2019 N. Oak Park Avenue	\$113,000
			TOTAL (permits)	\$1,862,212.00

Demolition Permit Requests

	Permit #	Date	Address	Amount
1.	775083	09/14/1993	2035 N. Narragansett Avenue	\$0.00
2.	775081	09/14/1993	2035 N. Narragansett Avenue	\$0.00
3.	882086	09/02/1998	2023 N. Parkside Avenue	\$11,500.00
4.	964396	12/31/1997	5146 W. Bloomingdale Avenue	\$5,700.00
5.	803119	04/27/1995	5318 W. Bloomingdale Avenue	\$0.00
6.	834513	10/25/1996	4905 W. Grand Avenue	\$7,300.00
7.	780156	12/30/1993	1911 N. Laramie Avenue	\$0.00
8.	860267	10/23/1997	1840 N. Laramie Avenue	\$10,00.00
9.	880358	08/11/1998	1840 N. Laramie Avenue	\$25,000.00
10.	834441	10/24/1996	1829 N. Lockwood Avenue	\$4,999.00
			TOTAL (demolition permits)	\$54,509.00

Exhibit 2 – Building Code Violation

1. 5720 W. Armitage
2. 1900 N. Austin
3. 2035 N. Austin
4. 4850 W. Bloomingdale
5. 4900 W. Bloomingdale
6. 5000 W. Bloomingdale
7. 5008 W. Bloomingdale
8. 5244 W. Bloomingdale
9. 5258 W. Bloomingdale
10. 5334 W. Bloomingdale
11. 5610 W. Bloomingdale
12. 5700 W. Bloomingdale
13. 5402 W. Cortland
14. 5406 W. Cortland
15. 5436 W. Cortland
16. 5520 W. Cortland
17. 5550 W. Cortland
18. 6460 W. Cortland
19. 6470 W. Cortland
20. 6500 W. Cortland
21. 5801 W. Dickens
22. 5831 W. Dickens
23. 6001 W. Dickens
24. 6101 W. Dickens
25. 5501 W. Fullerton
26. 4801 W. Grand
27. 4849 W. Grand
28. 5003 W. Grand
29. 5011 W. Grand
30. 5021 W. Grand
31. 5027 W. Grand
32. 5033 W. Grand
33. 5141 W. Grand
34. 5165 W. Grand
35. 5245 W. Grand
36. 5255 W. Grand
37. 5259 W. Grand
38. 5357 W. Grand
39. 5401 W. Grand
40. 5501 W. Grand
41. 5555 W. Grand
42. 1830 N. Lamon
43. 1830 N. Laramie
44. 1851 N. Laramie
45. 1960 N. Latrobe
46. 1827 N. LeClaire
47. 1855 N. LeClaire
48. 1913 N. LeClaire
49. 1927 N. LeClaire
50. 1934 N. LeClaire
51. 1938 N. LeClaire
52. 1941 N. LeClaire
53. 1839 N. Long
54. 1960 N. Long
55. 1831 N. Lorel
56. 2000 N. Major
57. 2001 N. Major
58. 2007 N. Major
59. 2014 N. Major
60. 2000 N. Mango
61. 2035 N. Mobile
62. 1823 N. Monitor
63. 1901 N. Narragansett
64. 2001 N. Narragansett
65. 2035 N. Narragansett
66. 1939 N. Nashville
67. 2030 N. Natchez
68. 2044 N. Natchez
69. 2108 N. Natchez
70. 2244 N. Natchez

Exhibit 3 – Distribution of Criteria Matrix

	BLOCK	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	13 31 205	X	P	X	X	P				P		X	X	X	
2	13 31 212			X	P								X	X	
3.	13 31 213			X	X			X					X	X	
4.	13 31 425	X	P	X	X	X						P	X	X	
5.	13 31 500													X	
6.	13 32 121			X	X								X	X	
7.	13 32 122			X	X								X	X	
8.	13 32 123			X	X								X	X	
9.	13 32 124					X									
10.	13 32 125	X			X	X								X	
11.	13 32 126	X		X	X	X						X	X	X	
12.	13 32 127	X		X	X	P						X	X	X	
13.	13 32 224	X		X	X					X		X	X	X	
14.	13 32 225	X		X	X	X				X		X	X	X	
15.	13 32 226	X		X	X	X				X		X	X	X	
16.	13 32 227	P	P	X	X	X						X	X	X	
17.	13 32 228	X		X	X		X			X		X	X	X	
18.	13 32 229	X		P	X							P	P	X	
19.	13 32 300	X		X	X	X				X		X	X	X	
20.	13 32 304	X			X									X	
21.	13 32 305	X			X									X	
22.	13 32 400	X	P	X	X							X	X	X	
23.	13 32 500													X	
24.	13 33 100	X		X	X	X						P	P	X	
25.	13 33 115	X		X	X	P						X	X	X	
26.	13 33 116	X		X	X	P						X	X	X	
27.	13 33 117	X	X	X	X	P				X		X	X	X	

	BLOCK	1	2	3	4	5	6	7	8	9	10	11	12	13	14
28.	13 33 300	X	X	X	X					X		X	X	X	
29.	13 33 307	X		X	X	X				X		X	X	X	
30.	13 33 308	X		X	X	P				X		X	X	X	
31.	13 33 309	X		X	X	X		P		X		X	X	X	
32.	13 33 310	X		X	X	X				X		X	X	X	
33.	13 33 400	X	P	X	X	P				X		X	X	X	
34.	13 33 405	X		X	X							X	X	X	
35.	13 33 406	X	P	X	X	X		P		P		X	X	X	
36.	13 33 409	X	X	X	X	X				X		X	X	X	
37.	13 33 411	X	X	X	X					X		X	X	X	
38.	13 33 500													X	

Key

X Present to Major Extent

P Present

Not Present

Criteria

- | | |
|---|---|
| 1 AGE | 8 OVERCROWDING |
| 2 DILAPIDATION | 9 LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES |
| 3 OBSOLESCENCE | 10 INADEQUATE UTILITIES |
| 4 DETERIORATION | 11 EXCESSIVE LAND COVERAGE |
| 5 ILLEGAL USE OF INDIVIDUAL STRUCTURES | 12 DELETERIOUS LAND USE OR LAYOUT |
| 6 PRESENCE OF STRUCTURES BELOW MINIMUM MINIMUM CODE | 13 DEPRECIATION OF PHYSICAL MAINTENANCE |
| 7 EXCESSIVE VACANCIES | 14 LACK OF COMMUNITY PLANNING |

Exhibit 4 – Map Legend

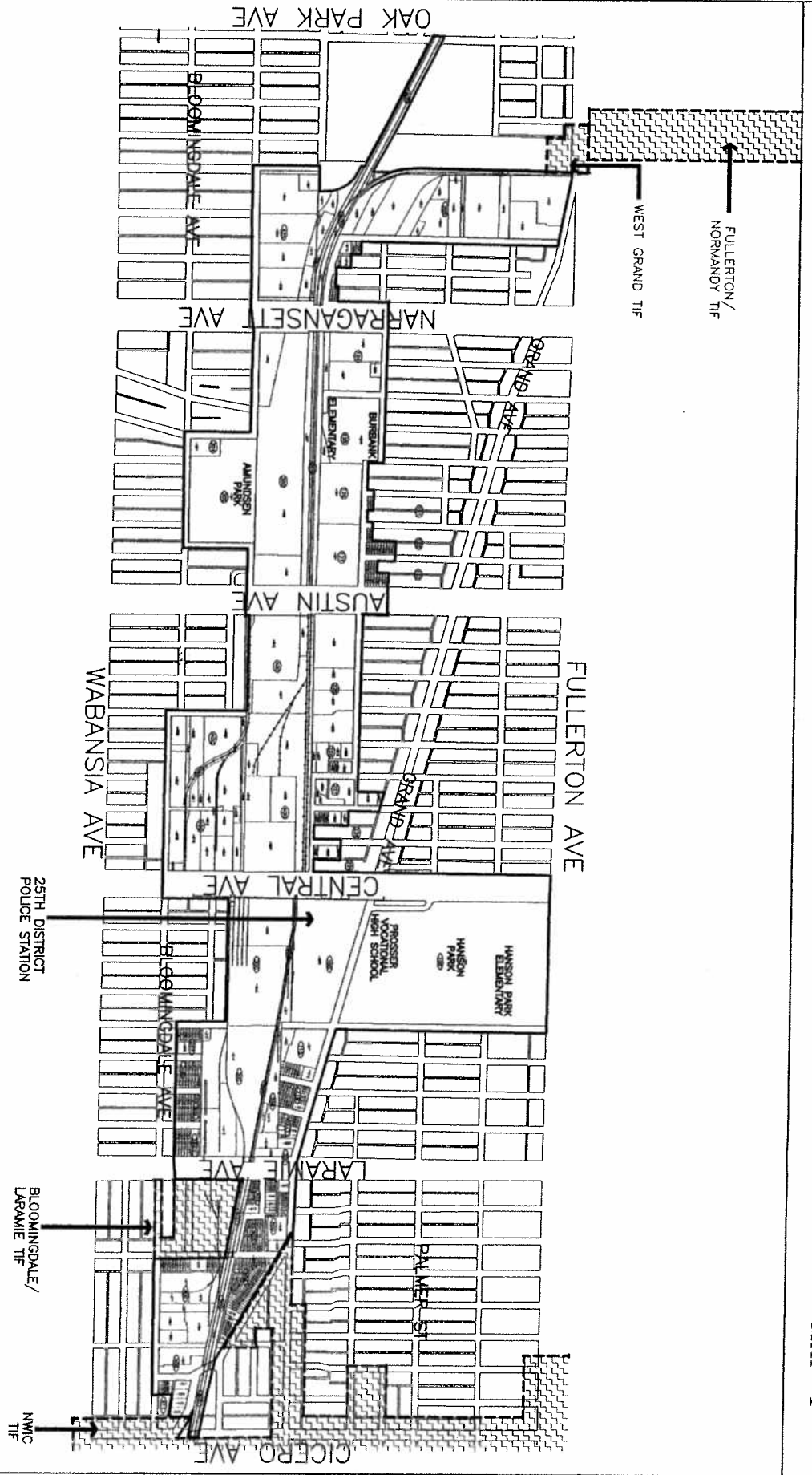
Map 1	Project Boundary
Map 2	Existing Land Use
Map 3	Age
Map 4	Obsolescence
Map 5	Deterioration
Map 6	Excessive Land Coverage
Map 7	Deleterious Land Use/Layout
Map 8	Depreciation of Physical Maintenance

Exhibit 4 – Map Legend

Map 1	Project Boundary
Map 2	Existing Land Use
Map 3	Age
Map 4	Obsolescence
Map 5	Deterioration
Map 6	Excessive Land Coverage
Map 7	Deleterious Land Use/Layout
Map 8	Depreciation of Physical Maintenance

GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
BOUNDARY MAP

MAP 1




ARCHITECTURE • DESIGN • PLANNING • URBAN DESIGN
ECONOMIC DEVELOPMENT • CONSTRUCTION MANAGEMENT

MACONDO
CORP.

22 North Morgan Street, Suite 110 Chicago, Illinois 60607
Telephone: (312) 733-0888 Facsimile: (312) 733-0980

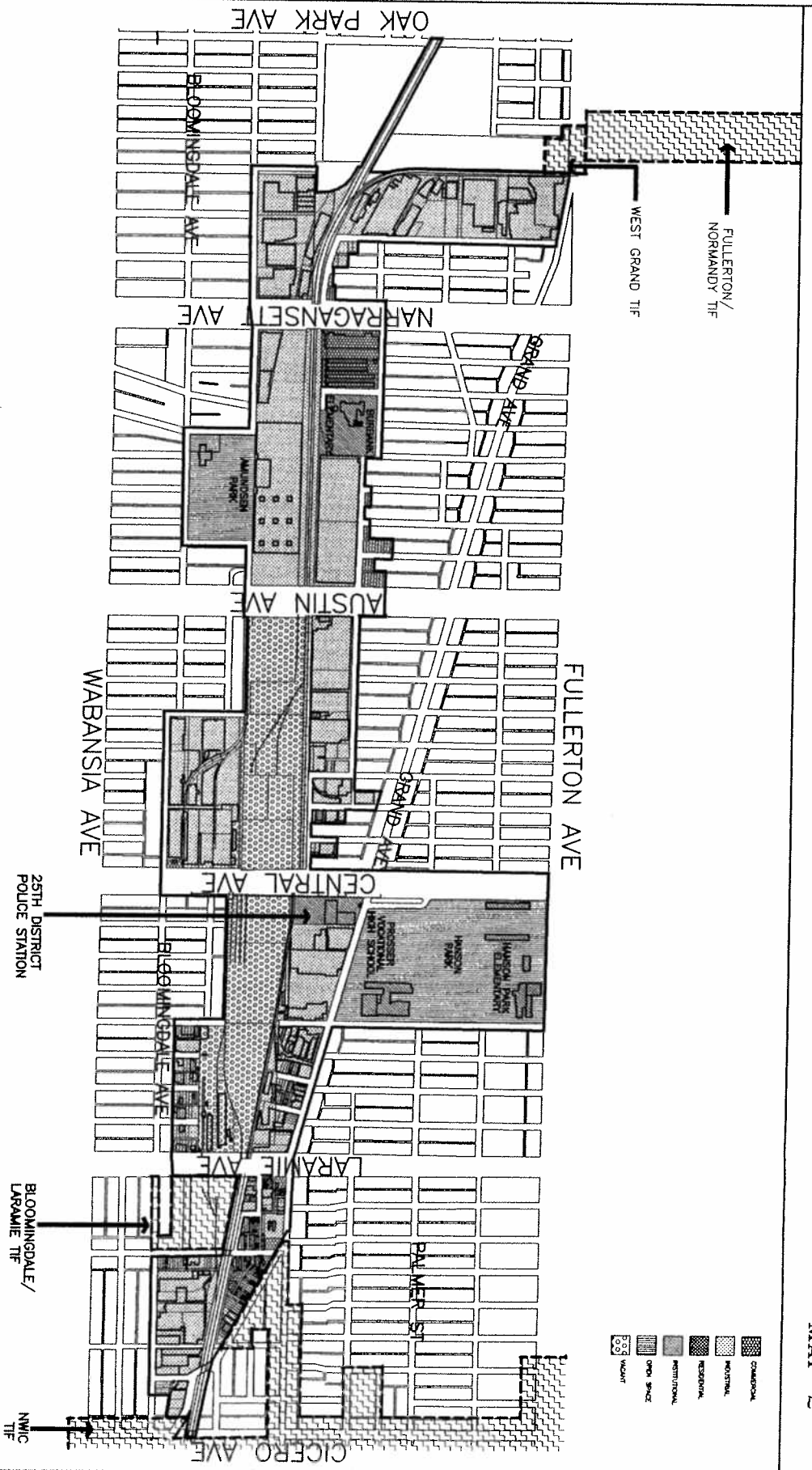
LOUIK / SCHNEIDER AND ASSOCIATES, INC.
54 W. Hubbard St. Suite 210, Chicago IL 60610
Telephone: 312 828 9222 Facsimile: 312 828 9347

DATE: 03/03/99

 NORTH

GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
EXISTING LAND USE

MAP 2



ARCHITECTURE ENGINEERING PLANNING • URBAN DESIGN
ECONOMIC DEVELOPMENT • CONSTRUCTION MANAGEMENT

MACONDO
CORP.

22 North LaSalle Street, Suite 110 Chicago, Illinois 60607
Telephone: (312) 733-0288 Facsimile: (312) 733-0280

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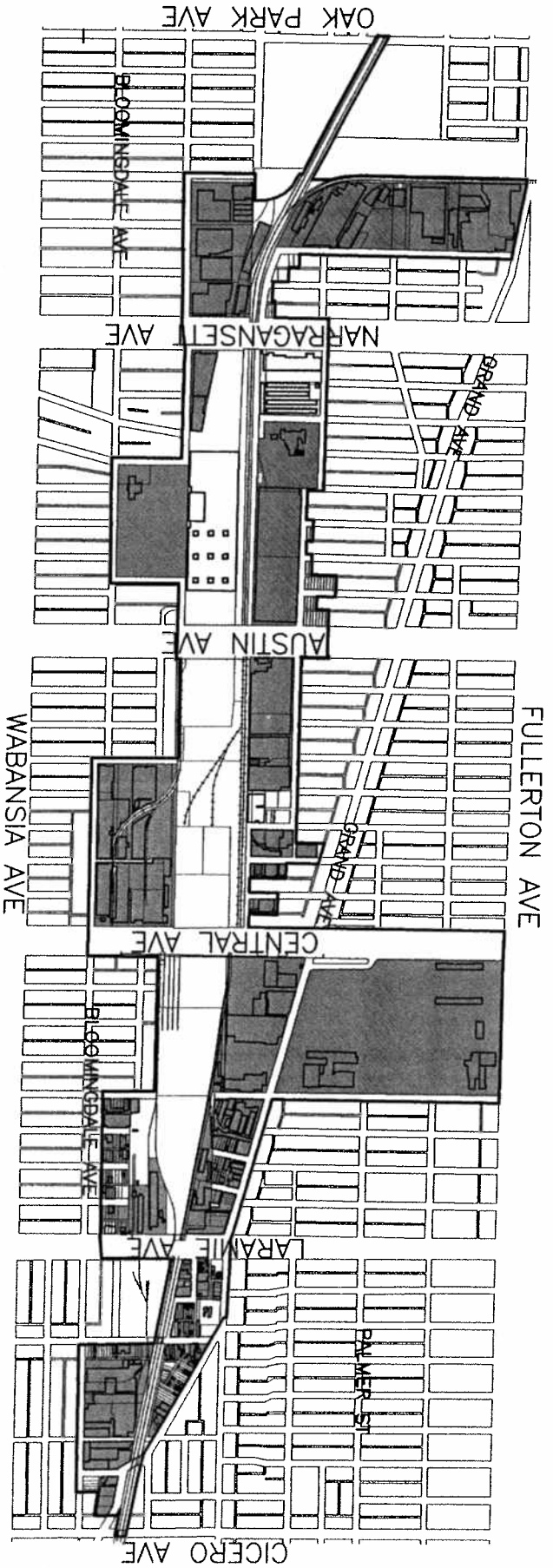
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03/03/99



GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 ELIGIBILITY STUDY : AGE

MAP 3



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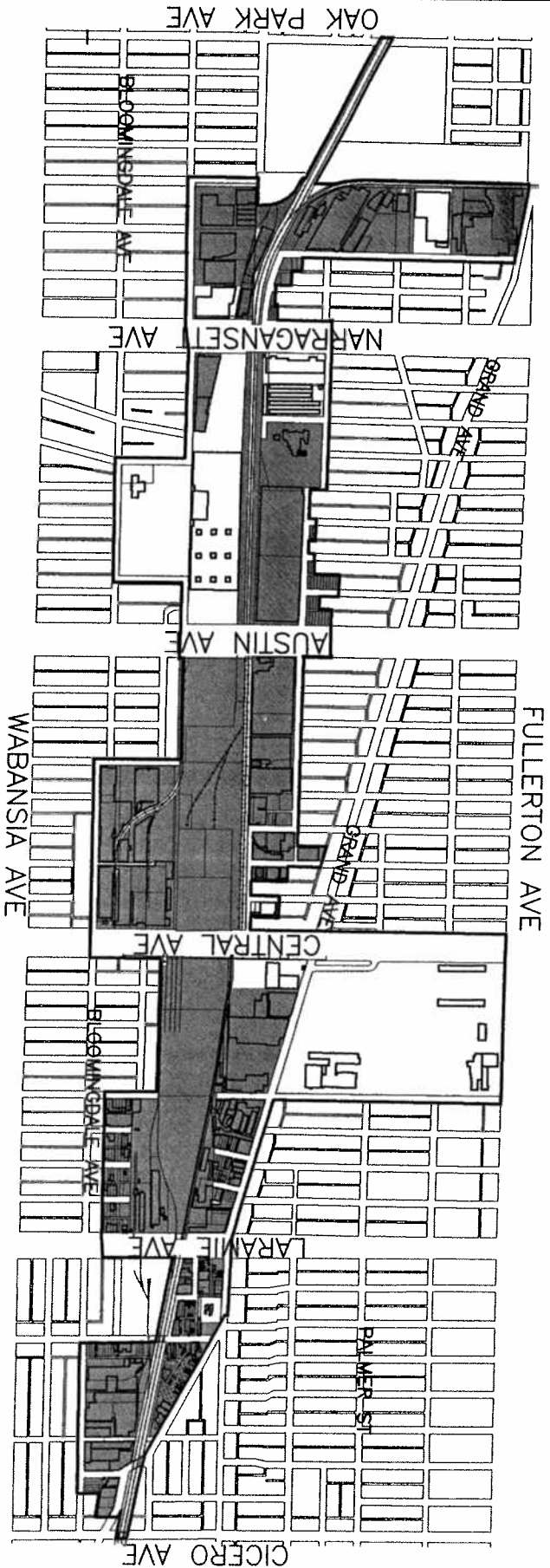
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DATE:
 03/03/99



GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 ELIGIBILITY STUDY : OBSOLESCENCE

MAP 4



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 ECONOMIC DEVELOPMENT, CONSTRUCTION MANAGEMENT
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 corp.
 22 North Western Street, Suite 110 Chicago, Illinois 60607
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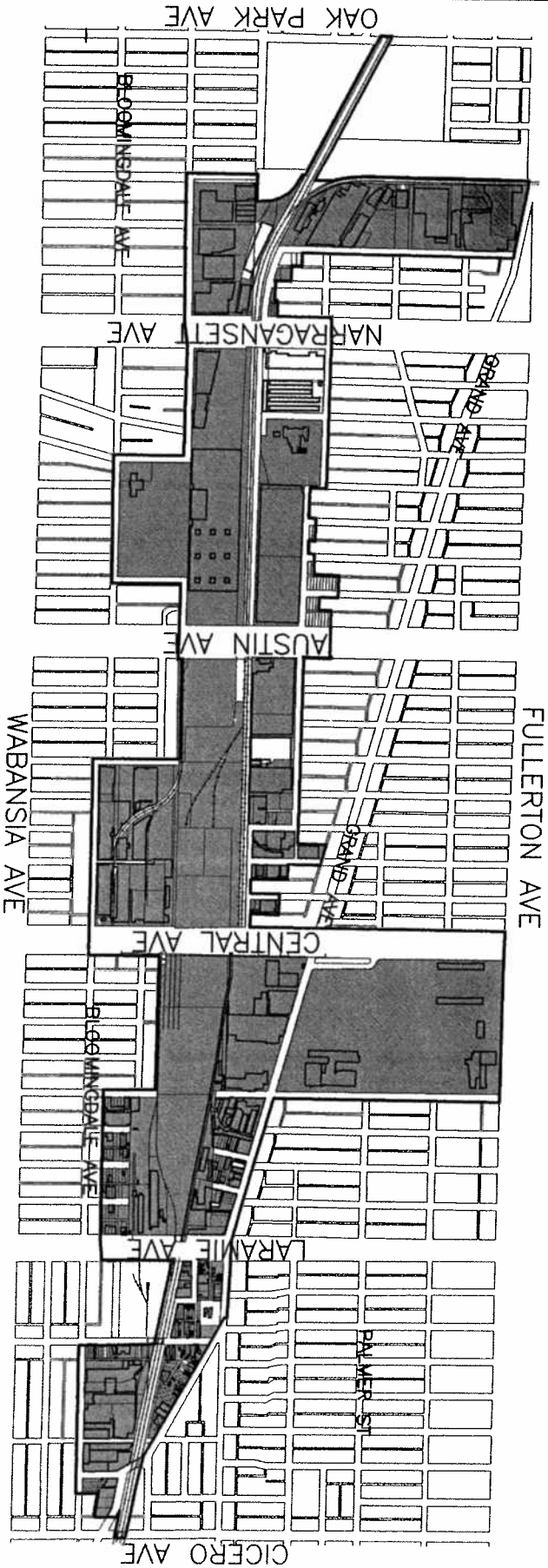
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 03/03/99



GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 ELIGIBILITY STUDY : DETERIORATION

MAP 5



ARCHITECTURE · ENGINEERING · PLANNING · URBAN DESIGN
 ECONOMIC DEVELOPMENT · CONSTRUCTION MANAGEMENT



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 CO, LTD.

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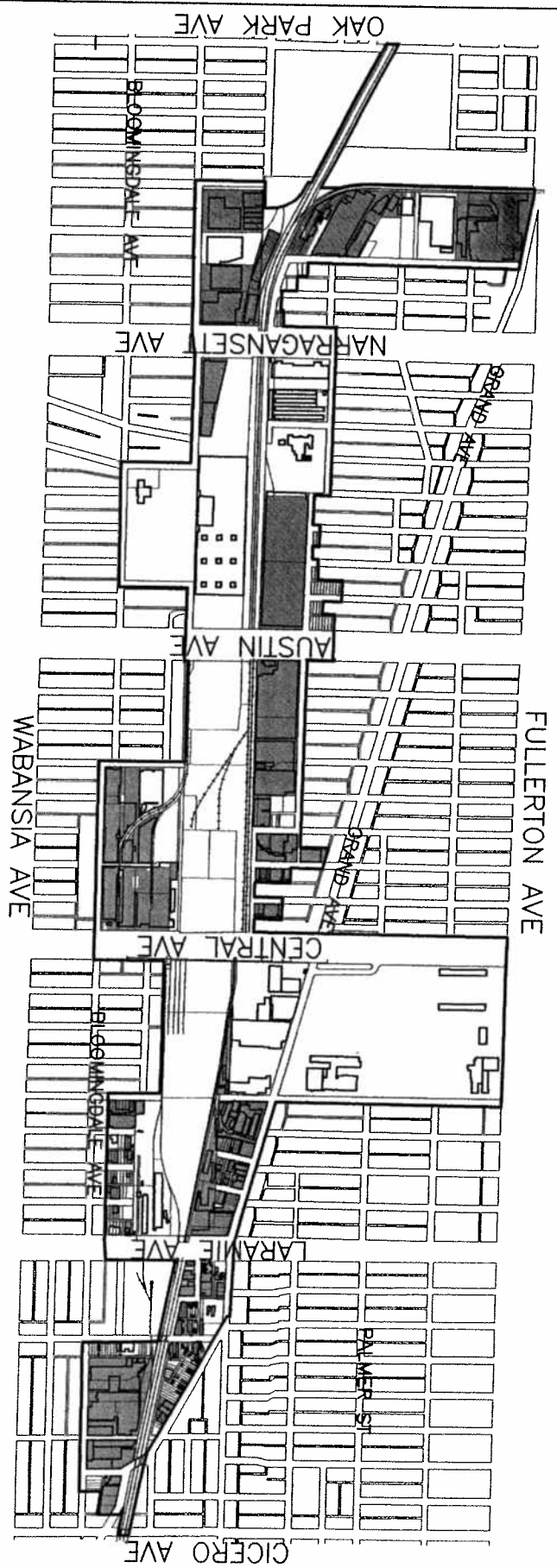
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GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 ELIGIBILITY STUDY : EXCESSIVE LAND COVERAGE

MAP 6



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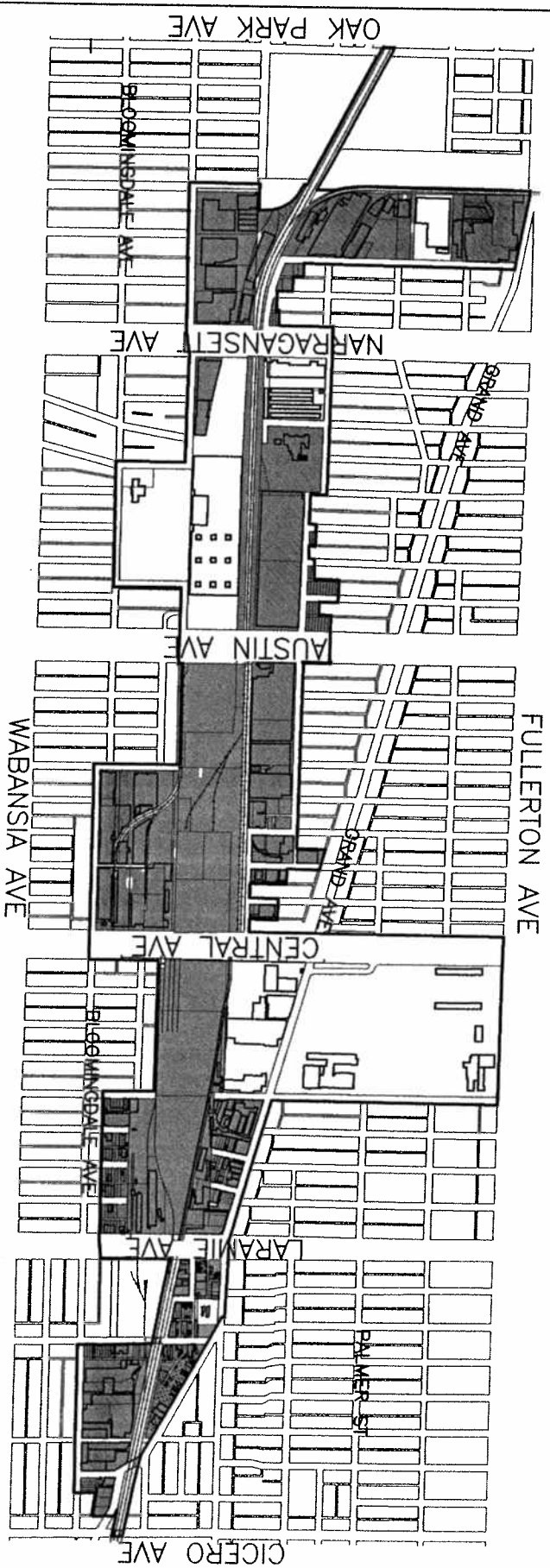
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GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 ELIGIBILITY STUDY : DELETERIOUS
 LAND USE/LAYOUT

MAP 7



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 22 North Morgan Street, Suite 110, Chicago, Illinois 60607
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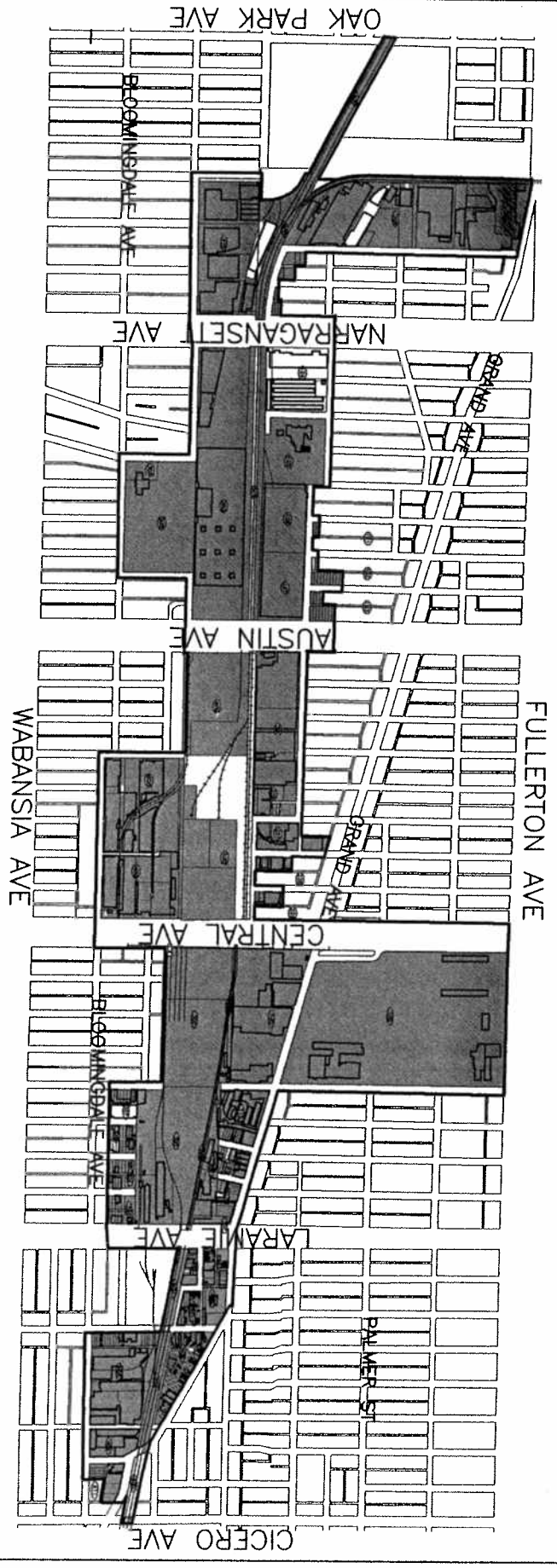
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GALEWOOD / ARMITAGE INDUSTRIAL T.I.F.
 ELIGIBILITY STUDY : DEPRECIATION OF
 PHYSICAL MAINTENANCE

MAP 8



ARCHITECTURE · DESIGNING · PLANNING · VISUAL DESIGN
 ECONOMIC DEVELOPMENT · CONSTRUCTION MANAGEMENT
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LOUIK / SCHNEIDER AND ASSOCIATES, INC.
 54 W. Hubbard St., Suite 210, Chicago IL 60610
 Telephone: 312 828 9222 Facsimile: 312 828 9347

DATE:
 03/03/99

