



OFFICE OF THE MAYOR  
CITY OF CHICAGO

**FOR IMMEDIATE RELEASE**

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**TIF APPROVED FOR JONES COLLEGE PREP BUILDING ENHANCEMENTS**

The current Jones College Prep high school building in the South Loop will be improved and integrated into the new Jones high school nearing completion on adjacent land through a Tax Increment Financing (TIF) plan approved today by City Council.

The \$13.9 million in TIF assistance will upgrade the existing school's mechanical systems, exterior and interior spaces, and provide for a direct connection with the new building.

"This project will provide for a bigger and better school that directly addresses the educational needs of families across the city," Mayor Rahm Emanuel said.

The existing Jones school, at 606 S. State St., was built in 1967. It currently enrolls more than 800 students. The new seven-story building, scheduled to open at 700 S. State St. in fall 2013, was designed for 1,200 students. The combined facilities are projected to accommodate approximately 1,700 students. Both structures are owned by Chicago Public Schools.

One of the most popular selective enrollment high schools in Chicago, Jones routinely ranks as one of the top five high schools in the state of Illinois.

TIF assistance in the amount of \$115 million is funding the construction of the new building. The improvements to the existing Jones building will be completed over the summer.

**TIF APPROVED FOR NEXT PHASE OF PULLMAN RETAIL PROJECT**

A 67,000-square-foot retail development will move forward in Pullman through \$11 million in TIF assistance approved today by City Council.

Planned for an 11.5-acre site near the northwest corner of 111<sup>th</sup> Street and the Bishop Ford Expressway, the \$45.8 million complex is the second phase of the Pullman Park mixed-use development.

"This project is more than a just new retail development. It's an economic anchor for the entire community," Mayor Rahm Emanuel said.



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Three hundred permanent jobs and 300 temporary construction jobs will be created by the new complex. Anticipated tenants include a national clothing store, a fitness center and smaller retailers.

“It’s a huge project with regional impact,” said Ald. Anthony Beale (9<sup>th</sup>). “We’re finally beginning to see it attracting businesses like it should, which means jobs and more choice for the underserved South Side.”

The TIF assistance will reimburse the developer, Pullman Park LLC, for the cost of street construction and other infrastructure work. The site was previously occupied by a Ryerson Steel plant.

Pullman Park’s \$37 million first phase is expected to be completed this spring: a 148,000-square-foot Walmart Supercenter.

Future development phases include additional retail anchors, restaurants, recreational space and up to 1,100 housing units.

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### **SENIOR HOUSING COMPLEX APPROVED FOR FORMER TOWN HALL POLICE STATION**

The former Town Hall Police Station in Lake View will be rehabilitated as part of a 79-unit apartment complex for gay, lesbian, bisexual, and transgender seniors through financial measures approved today by City Council.

The \$27 million development planned for the northwest corner of Halsted and Addison streets will be made possible through a \$5 million City loan and \$1.5 million in Low Income Housing Tax Credits that will generate \$14.5 million in equity for the project.

“The assistance is designed to provide important housing options for Lake View seniors as well as preserve one of the community’s most prominent and iconic buildings,” Mayor Emanuel said.

Originally built in 1907, the two-story station was operated by the Chicago Police Department until 2010, when it was replaced by a larger, modern police station nearby. That year, the Department of Housing and Development issued a request for proposals (RFP) to redevelop the building and vacant, City-owned land next door.

Heartland Housing Inc.’s proposed redevelopment, selected last year, will combine a refurbished police station with a new six-story apartment building on the adjacent land.



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The complex will largely be comprised of studio and one-bedroom units. Two ground-floor retail spaces will face Halsted Street.

City support for the project will also include \$1.5 million in donations tax credits, made possible by the sale of the former station and the adjacent 27,000 square feet of land for \$1.

Last month, the Commission on Chicago Landmarks approved a preliminary landmark recommendation for the brick and limestone police station in anticipation of its adaptive re-use. A pending City Council designation would protect the building's south and east Classical Revival style facades from significant alteration.

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**LANDMARK STATUS APPROVED FOR NORTH SIDE OFFICE BUILDING,  
NORTHWEST SIDE CHURCH**

The former Mutual Insurance Building in Uptown and St. John Evangelical Lutheran Church complex in Ukrainian Village were approved as official City of Chicago landmarks today by City Council.

*Mutual Insurance Building*

One of the largest office buildings outside of the Loop when it was completed in the 1920s, the eight-story structure at 4750 N. Broadway served as headquarters for James S. Kemper & Co. and several affiliated insurance firms into the 1960s. Its cream-colored Classical Revival-style exterior is characterized by decorative piers, foliated moldings, sculptured heads and animal figures. The building's first four floors, designed by architects Fugard and Knapp, were constructed in 1921. A four-story addition designed by B. Leo Steif and Co. doubled the height of the building in 1927. The designation protects the building's exterior elevations and rooflines from significant alteration.

*St. John Evangelical Lutheran Church and School Building*

The Gothic Revival-style church and school buildings at 913-25 N. Hoyne Ave. were built in 1906. Designed by the Chicago architectural firm of Worthmann & Steinbach, the church features a limestone portico, stained-glass windows and a central gable flanked by two towers. The adjacent, two-story school building is characterized a red brick facade trimmed with limestone and brick accents and other gothic-style motifs. The proposal will expand the nearby Ukrainian Village Landmark District to include the two buildings. The district was originally designated in 2002. The exterior elevations and rooflines of buildings in the district are protected from significant alteration.



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**CITY GRANTS WILL CREATE NEW HOMES FOR FOSTER FAMILIES**

Two new housing developments designed for families with foster children will be supported through financial measures approved today by City Council.

**SOS Children's Village-Parnell Place**

The City will provide an \$800,000 grant to SOS Children's Villages of Illinois for the acquisition and rehabilitation of three two-flats on the 7600 block of South Parnell Avenue in the Auburn Gresham community. Currently vacant and in foreclosure, the properties are located near 16 other SOS foster homes and a community center.

**SOS Children's Village-Roosevelt Square**

The City will provide a \$1.9 million grant for the development of 14 single-family homes on the 1200 block of West Washburne Avenue in the Near West Side. The homes will be built on vacant land that SOS Children's Villages of Illinois acquired from the Chicago Housing Authority. Additional funding will come from private sources.

SOS Children's Villages of Illinois is the local chapter of SOS Children's Villages International, a non-profit organization that provides long-term support to foster children by trained and licensed foster parents in 133 countries.

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**TIF APPROVED FOR BRYN MAWR RED LINE STATION IMPROVEMENTS**

Enhancements to the CTA's Bryn Mawr Red Line transit station in Edgewater will be supported with up to \$10 million in TIF assistance under a plan approved today by City Council.

The \$25 million project will include new lighting, fixtures, and platform surfaces, along with upgrades to the existing station house, tracks, and elevator.

Originally opened in 1908, the station at 1119 W. Bryn Mawr Ave. serves 1.6 million riders annually. Ridership increased by more than five percent between 2010 and 2011.

The balance of project funding is being provided by the Illinois Department of Transportation.

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