

**THE STONY ISLAND AVENUE COMMERCIAL
AND BURNSIDE INDUSTRIAL CORRIDORS
TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT AND PLAN**

City of Chicago, Illinois

March 5, 1998

City of Chicago

Richard M. Daley, Mayor

Exhibit "A".
(To Ordinance)

*The Stony Island Avenue Commercial And Burnside Industrial Corridors
Tax Increment Financing Redevelopment Project And Plan.*

I. INTRODUCTION

This document is to serve as a redevelopment plan for an area located approximately 9 miles south of the City of Chicago's central business district (the "Loop") subsequently referred to in this document as the Stony Island Avenue Commercial and Burnside Industrial Corridors Tax Increment Financing Redevelopment Project Area (the "Project Area").

As part of its strategy to encourage managed growth and stimulate private investment within the Project Area, the City engaged Trkla, Pettigrew, Allen & Payne, Inc. ("TPAP") to study whether the Project Area of approximately 611.1 acres qualifies as a "conservation area," a "blighted area," an "industrial park/conservation area" or a combination thereof, under the Illinois Tax Increment Allocation Redevelopment Act (65 ILCS 5/11/74.4-1 et seq.) (the "Act"). In general, the Project Area can be divided into two parts: a) the "industrial district," which is generally bounded by Cottage Grove Avenue, the Norfolk Southern Rail Line, and the Bishop Ford Expressway and excludes most of the residential blocks within these general boundaries; and b) the "commercial district," which is generally bounded by the Stony Island Avenue frontage from 95th Street to 80th Street and the 87th Street frontage from Blackstone Avenue to Anthony Avenue.

This Redevelopment Plan (defined below) summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is the responsibility of TPAP, and was completed with the assistance of Andrew Heard and Associates, Ltd. The City of Chicago is entitled to rely on the findings and conclusions of this Redevelopment Plan in designating the Project Area as a redevelopment project area under the Act. TPAP has prepared this Redevelopment Plan and the related eligibility study with the understanding that the City would rely (i) on the findings and conclusions of the Redevelopment Plan and the related eligibility study in proceeding with the designation of the Project Area and the adoption and implementation of the Redevelopment Plan, and (ii) on the fact that TPAP has obtained the necessary information so that the Redevelopment Plan and the related eligibility study will comply with the Act.

Chicago Industrial Market

The Chicago metropolitan area maintains one of the country's largest inventories of industrial space, with a mid-1997 inventory of 861.7 million square feet. The market is very active: over the last year, approximately 24.3 million square feet of industrial space were leased, 12.1 million square feet were sold, and 11.1 million square feet of new construction were completed in the metropolitan area.¹

¹ Goodman Williams Group - Cushman & Wakefield of Illinois Research Service.

For purposes of industrial market analysis, real estate professionals divide the City of Chicago into two submarkets: Chicago North and Chicago South, with Roosevelt Road (1200 south) as the dividing line. The make-up of the City's industrial inventory is significantly different from that of the suburban inventory. Seventy-three percent of the city's inventory is manufacturing space, 27 percent is warehouse and distribution space, and less than 1 percent is office/service center. In contrast, 52 percent of the suburban inventory is manufacturing space, 44 percent is warehouse and distribution space, and 4 percent is office/service center. These proportions reflect the fact that the City has an older inventory of industrial space that was typically developed for large manufacturers.²

The Project Area is located within the Chicago South submarket. This South submarket contains 11.2 million square feet of available industrial space which results in a vacancy rate of 8.3 percent and represents 17 percent of the available industrial space and 11 percent of available warehouse/distribution space in the Chicago metropolitan area. Much of this available space is obsolete in its current condition and requires substantial renovation to attract modern industries.³

Industrial development occurred from the late 1800s through the early 1970s in the Chicago South submarket, taking advantage of the shipping opportunities provided by the South Branch of the Chicago River, the Illinois and Michigan Canal, Lake Michigan ports, and the confluence of multiple railroad lines. Construction of the Dan Ryan and Stevenson Expressways (Interstate Routes 90/94 and 55, respectively), two of the earliest sections of the federal highway system, further strengthened the Chicago South industrial market. More recently, the region's expanding expressway system has made suburban markets more accessible and, consequently, contributed to the attractiveness of suburban industrial development. In addition, changing industrial needs and obsolete facilities have led to the abandonment of many industrial properties in the Chicago South submarket. Despite these current development trends in the suburban industrial markets, the Chicago South submarket retains strong locational advantages for many types of industrial users.

When analyzed as a whole, the Chicago metropolitan area has a healthy and active industrial real estate market. Yet the City's South Side, representing 15.6 percent of the metropolitan area's inventory of industrial space, is not fully participating in this strong market. The South Side has a higher vacancy rate, achieves lower rents, and is not capturing its share of the metropolitan area's considerable new construction activity.

Goodman Williams Group - Cushman & Wakefield of Illinois Research Service.
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The nature of industrial employment in Chicago has been affected by two major national factors.

- Starting in the 1970s and continuing through the 1980s, the job base shifted away from manufacturing toward a service-oriented economy. In 1985, industrial employment represented 52 percent of all private-sector employment in the six-county Chicago metropolitan area, and 46 percent of the City's total. In 1995, those figures had fallen to 39 percent and 27 percent, respectively.
- Industrial jobs continued to move out of central urban areas to suburban communities. In 1985, 43 percent of all jobs in the Chicago metropolitan area were located within the City; by 1995, the City's share had fallen to 34 percent. The City's share of the industrial employment in the metropolitan area fell from 39 percent in 1985 to 26 percent in 1995.⁴

Despite these shifts in employment for the City and for the metropolitan area as a whole, industrial employment remains very important to the job base of the Project Area. Within the industrial portion of the Project Area, 94 percent of the private-sector employment is in the manufacturing trade. In comparison, the City as a whole contains only 21 percent of private-sector employment in the industrial categories.⁵ The industrial portion comprises 72.2 percent of the Project Area.

Employment data show that while employment within the Project Area continues to remain overwhelmingly industrial in nature, many jobs are leaving the Project Area. According to the Illinois Department of Employment Security (IDES), employment declined 18.7 percent between 1991 and 1995 in the Grand Crossing district, which encompasses a majority of the Project Area's industrial area. In the face of structural economic changes and the City's loss of jobs to the suburban areas, the City as a whole has an industrial job base that has remained relatively stable. The maintenance of this industrial job base is critical to the economic well being of the area and to the City.

Chicago Commercial Market

Chicago contains nearly twice the amount of commercially zoned land needed to support the population yet many Chicago residents travel outside their neighborhood, often outside the City itself, in search of quality goods and services. At the same time, many neighborhoods with surplus space lack basic services while residents must cope with a limited selection of retail

⁴ Illinois Department of Employment Security

⁵ Illinois Department of Employment Security

goods and services at higher prices, or bear the additional expense and inconvenience of traveling outside the neighborhood to meet basic shopping needs.

The 1923 Chicago Zoning Ordinance originally designated all of the mile, half-mile and diagonal street fronts for commercial use, setting the precedent for commercial land-use development that hinders us today. Commercial strip zoning was established during a time characterized by the need for daily food shopping and dependence upon the street cars that served these zones. Hubs of activity developed at major intersections while the intervening areas tended to remain underdeveloped or vacant. Even thriving retail centers tend to be fringed with borderline, inappropriate businesses and deteriorating properties that sprawl on for blocks. Oftentimes, the blight in commercial districts spills over to nearby residential neighborhoods, discouraging investment and driving down property values.⁶

The present condition of neighborhood commercial centers has been influenced by a number of changes in population demographics, shopping habits and retail practices.

- The Chicago population has been declining since the 1950s. With this decrease in population comes a decrease in consumer dollars to support neighborhood retail activity. In addition, many households have seen a decline in median household income. Between 1980 and 1990 there was a significant increase in the number of low-moderate income census tracts, particularly in the south and west side neighborhoods.
- Technological changes and proliferation of the automobile have drastically altered shopping habits. Shoppers make fewer trips with more stops per shopping trip and traveling for routine shopping continues to increase. Parking has become a necessary component of successful commercial centers. The development of the enclosed mall has met many of these changing needs and offer other conveniences that consumers have come to expect such as a controlled environment and a good mix of retail and service establishments.
- Most recently, the introduction of the value retailers or "big box" retailers has had a profound effect on commercial developments. These establishments, preceded by the success of shopping centers in the 1960s serve as anchors that attract smaller stores to a major location. Requiring substantial lots for development, neighborhood commercial strips, as currently configured cannot accommodate these establishments. Not surprisingly, value retailers have located and are flourishing in the suburbs, attracting city shoppers.⁷

⁶ Retail Chicago - a commercial development initiative, which provides assistance in marketing commercial developments in the City.

⁷ Retail Chicago

Thriving commercial districts are a necessary and sustaining part of community life. They not only meet neighborhood needs for routine shopping and services but contribute to the local tax base through commercial property taxes and retail sales taxes, support merchants who hire local residents, provide entrepreneurial opportunities, and maintain the individual neighborhood identity. Healthy, sustainable neighborhoods depend upon a critical proportion of commercial activities to serve the residents.

The Project Area

The Stony Island Avenue Commercial and Burnside Industrial Corridors Project Area consists of an industrial district and a commercial district. The industrial district threatens to negatively impact adjacent uses unless proactive steps are taken to eliminate the presence of blight. In the commercial district, revitalization and enhancement of commercial properties will strengthen the viability of the district and contribute to the health of the larger community. Through the implementation of a single redevelopment program, the entire Project Area stands to benefit from the individual improvement of each district. As a single project area, the Stony Island Avenue Commercial and Burnside Industrial Corridors Project Area can be revitalized on a comprehensive and coordinated basis to ensure that private investment occurs in a timely manner and thereby contribute productively to the economic vitality of the City.

The industrial portion has boundaries similar to those of the Burnside Industrial Corridor, which is among seven corridors defined by the City in its report, *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*. The designation by the City indicates that the corridor is already home to industrial companies as well as a resource of space for industrial development. The commercial portion consist of the frontage along the corridors of 87th Street and Stony Island Avenue in the Avalon Park and Calumet Heights community areas.

The Project Area is located within the five Chicago community areas of Burnside, Chatham, Pullman, Avalon Park and Calumet Heights. Originally built on swamp and grasslands, most of the area remained undeveloped even after the turn of the century. The industrial area grew up slowly around a triangle created by the establishment of the Illinois Central, New York Central & St. Louis, and Short Line Railroads. Residential settlement began after sewers were built to drain the swamps. Modest single family homes and two flats were built around the industry in Burnside and neighboring Avalon Park to house the increasing number of Hungarian immigrants who came to work on the railroads and related industry. The community areas of Chatham and Calumet Heights reached residential maturity a few decades later and, today, are primarily residential areas with commercial corridors along 87th Street and Stony Island Avenue.

The Burnside Industrial Corridor is one of the last industrial areas to be developed in the City. The original industrial development of this corridor area occurred in a triangular area isolated by several rail lines including the Illinois Central, Norfolk Southern, Belt Railway of Chicago

(BRC), and Chicago Short Line. Industry developed slowly despite the corridor's proximity to the highly active Pullman industrial development directly to the south. The Burnside Corridor is home to a number of manufacturing companies as well as construction, wholesale and retail, transportation and public utility, and service employment trades. Vacant buildings exist throughout the industrial area and both large and small tracts of vacant land remain available for development including the former Burnside Steel Foundry site.

The assets of the Project Area include the following features:

- The west leg of the Bishop Ford Expressway (I-94) passes just south of the Industrial Corridor and can be accessed by the Stony Island Connector at 95th Street or 103rd Street.
- The Dan Ryan Expressway (I-90/94) is located 1½ miles west of the Project Area.
- The Chicago Skyway is located immediately northeast of the Project Area and runs parallel with South Chicago Avenue. Access in the vicinity of the Project Area is available at 79th Street and 87th Street.
- Rail service is provided by Norfolk Southern on the eastern edge of the industrial district, while the Belt Railway of Chicago (BRC), Chicago Rail Link (CRL), South Shore, and Chicago Short Line bisect the Project Area north of 95th Street. One mile southeast of the Project Area is Norfolk Southern's Triple Crown intermodal facility.
- The CTA provides bus service along Stony Island Avenue, 87th Street and 95th Street. Commuter service is provided by the Metra Electric Line with stations at 83rd, 87th, 91st and 95th Streets.
- Major north-south arterials serving the Project Area are Stony Island Avenue and Cottage Grove Avenue while the Stony Island Connector, a major east-west arterial, provides expressway access and connections to commercial areas in and around the Project Area.

One of the major physical constraints of the industrial district is the absence of east-west through routes between 87th and 94th Streets. Some industrial facilities north of 95th Street experience problems during heavy rains, when flooding and sewer back-ups occur. Environmental contamination and the perception of contamination also may serve as a deterrent to prospective industries.⁸ These and other concerns were discussed by industrial companies in the Burnside Industrial Corridor Strategic Plan.

The industrial district enjoys strong locational assets, particularly its excellent highway and rail access, and is a key resource of the city's industrial market. However, the presence of blighting factors throughout the industrial district has resulted in deteriorating physical conditions and the

⁸ Burnside Industrial Corridor Strategic Plan Draft

lack of private investment in the area. Without reinvestment, the area is likely to continue to erode as existing companies choose to relocate and prospective businesses find more attractive environments. With modern industrial infrastructure and competitive buildings, the Project Area could successfully compete in the Chicago area.

The commercial district of the Project Area consists of two commercial corridors along Stony Island Avenue and 87th Street. These are typical Chicago commercial corridors that have developed over several decades. Stony Island Avenue is a rapidly moving boulevard with a landscaped center median. Many of the buildings date back to the 1940s and 1950s including several of the motels located along Stony Island Avenue. The strongest activity is located at or near 87th Street and Stony Island Avenue. The corridors contain a mix of retail and service uses including restaurants, medical offices, food stores, and auto-related retail and services.

The commercial areas serve the residential neighborhoods of Calumet Heights, Stony Island Park, Pill Hill, Grand Crossing, and Marynook. Though largely developed, the corridors exhibit a number of vacant buildings and sites throughout this area. Limited signs of decline are present along the corridors that should be arrested so that the corridors will have the ability and means to support the developing industrial portion of the Project Area and to prevent any negative impact on the solid residential neighborhoods adjacent to the Project Area.

Recognizing the Project Area's continuing potential as a vital industrial and commercial corridor, the City of Chicago is taking a proactive step toward the economic renaissance of the Project Area. The City applauds previous efforts to stabilize industrial and commercial land uses and encourages private investment and development activity through the use of Tax Increment Financing. These past efforts include the Model Industrial Corridors Program, which supports industrial and business expansion and the Retail Chicago Commercial Development Initiative, which provides assistance in marketing commercial developments in the City.

The Project Area, described in more detail below, as well as in the accompanying Eligibility Study, has not been subject to growth and development through investment by private enterprise and is not reasonably expected to be developed without the efforts and leadership of the City.

A. Stony Island Avenue Commercial and Burnside Industrial Corridors Tax Increment Financing Redevelopment Project Area

The Project Area contains 291 buildings, encompasses a total of approximately 611.1 acres, and is located nine miles south of downtown Chicago. The Project Area consists of both vacant areas as well as areas improved with buildings. For a map depicting the boundaries and legal description of the Project Area, see Section II, Legal Description.

In general, the Project Area can be divided into two parts: a) the "industrial district," which is generally bounded by Cottage Grove Avenue, the Norfolk Southern Rail Line, and the Bishop Ford Expressway and excludes most of the residential blocks within these general boundaries; and b) the "commercial district," which is generally bounded by the Stony Island Avenue frontage from 95th Street to 80th Street and the 87th Street frontage from Blackstone Avenue to Anthony Avenue.

The Burnside Industrial District

More than half of the Project Area is occupied by the Burnside Industrial Corridor. In March of 1995, The Model Industrial Corridor Initiative: Burnside Industrial Corridor Draft Plan (the "Strategic Plan") was completed as a precursor to this Redevelopment Plan. The Strategic Plan forms the basis for many of the recommendations contained in this Redevelopment Plan.

The industrial district encompasses approximately 441.3 acres and contains primarily industrial uses with scattered commercial and residential properties. The majority of the industrial properties are located alongside the railroads and railyards and generally include large sites undisturbed by east/west cross streets. Smaller sites mixed among a number of non-industrial uses are found along Cottage Grove Avenue in the southern portion of the industrial district.

The Burnside Industrial Corridor, of which the industrial uses comprise approximately 76 percent, contains approximately 26 businesses employing a total of approximately 3,750 people.⁹ Major employers include: Jays Foods, Verson, Soft Sheen Products, Triangle Home Products, Naylor Pipe, Polycon Industries, Akers Packaging Service, Midway Industrial Contractors, Stuart Hopper Business Forms, Arrow Lumber, Sonicraft, Groban Manufacturing, Ada S. McKinley Community Service, Ideas Inc., Autoforms, Crown Energy, Chemical Connection and A Perfect Type Business Machine.

The industrial district contains a mix of industrial buildings with 77 percent of the 98 buildings being over 35 years old. The area is characterized by building and site deterioration, widespread fly dumping, vacant land and buildings, deteriorating local streets, abandoned rail spurs and limited access. Many of the older industrial buildings have become functionally obsolete for contemporary industrial operations. Scattered residential properties are located adjacent to and sometimes surrounded by industrial activity. The incompatible mix and resulting conflict continues to have a negative affect in the area where these conditions are present.

The Commercial Redevelopment District

The commercial district made up of 87th Street and Stony Island Avenue corridors contains approximately 169.8 acres. The majority of the buildings are service commercial uses, many of

⁹ Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side

which date back to the 1940s and 1950s. The commercial district consists of a number of small businesses and stores as well as several large churches, schools, and related facilities. Incompatible residential properties are located on several blocks and a number of vacant sites are present along Stony Island Avenue. The district is characterized by a mix of sound and deteriorating commercial areas. Some of the factors that impact the overall commercial district include obsolete buildings, vacancies, poor property maintenance, insufficient parking areas and incompatible uses. Seventy-seven percent of the 193 buildings are over 35 years old and require major repair or maintenance. Since 1993, the City of Chicago Building Department has issued building code violations for 44 different buildings in the commercial area, indicating that many of the buildings in the area are in need of major repair.

The Project Area as a Whole

The Project Area on the whole has not been subject to growth and development through investment by private enterprise. Evidence of this lack of growth and development is detailed in *Section VI* and summarized below.

- Numerous buildings show signs of obsolescence, deterioration, building code violations, excessive vacancies, and an overall depreciation of physical maintenance.
- The majority of the industrial district's infrastructure needs to be repaired or replaced. There are several viaducts that need to be improved to enable passage of trucks through the Project Area. Street conditions are poor, requiring rebuilding or resurfacing. Many of the area's perimeter streets have deteriorating sidewalks, curbs and gutters and are in need of replacement.
- Between September 1994 and September 1997, 27 building permits were issued in the Project Area for additions and alterations. Estimated cost for these improvements total \$4,403,470 in private investment. The bulk of this investment, 87%, or \$3,830,014 was provided by Verson Steel Press in the industrial portion of the Project Area. Other industrial improvements make up less than 1% of the total investment. Aside from the singular expansion of one company, investment is present to a minimal degree in the industrial district.
- Of the 98 buildings in the industrial district, 2 buildings, or 2%, were improved based on building permit data between September 1994 and September 1997.
- Of the 27 building permits issued in the Project Area, 18 permits were issued in the commercial district for an estimated cost of \$567,456. Improvements to office/commercial use buildings represent 12.9% of the total investment in the Project Area. Overall, investment in the commercial district is scattered, with little to no impact on the commercial district as a whole.
- Of the 193 buildings in the commercial district, 16 buildings, or 8% were improved based on building permit data between September 1994 and September 1997.

- There has been no new construction permits for free standing buildings nor has there been any demolition permits issued within the last five years for the area. These data are reflective of a static business environment within the Project Area.
- Between 1991 and 1996, the assessed valuation (the "AV") of the Project Area increased by only 1.10%, while the AV of the City as a whole increased by 7.10% between 1991 and 1996.
- The Burnside Industrial Corridor, part of the Chicago South industrial submarket, has significantly lower rents than the Chicago North industrial submarket and the metropolitan area. The dividing line between the North and South submarkets is Roosevelt Road (1200 south). The average weighted rental rate¹⁰ for manufacturing in the south submarket is \$2.53 per square foot, as compared to \$3.67/sq. ft. and \$3.55/sq. ft. in the north submarket and metropolitan area, respectively.¹¹
- The Chicago South industrial submarket has a significantly higher vacancy rate as compared to the Chicago North submarket and the metropolitan area. The vacancy rates are as follows: Chicago South submarket - 8.3%, Chicago North submarket - 5.6%, and the metropolitan area - 7.7%.¹²

Without a comprehensive and area-wide effort by the City to promote investment, the Project Area will not likely be subject to sound growth and development through private investment. Additionally, the Project Area would likely continue to be characterized by dilapidation, obsolescence, deterioration, structures below minimum code standards, excessive vacancies, the depreciation of physical maintenance and an overall lack of community planning.

While small-scale, piecemeal development might occur in limited portions of the Project Area, the City believes that the Project Area should be revitalized on a coordinated, comprehensive and planned basis to ensure continuity with the planning efforts of the surrounding industrial and commercial corridors and the adjoining neighborhoods. A coordinated and comprehensive redevelopment effort will allow the City and other taxing districts to work cooperatively to prepare for the increased service demands that may arise from the conversion of underutilized land and buildings to more intensive uses. Such a comprehensive redevelopment plan will also encourage job training to assist in putting residents of the surrounding neighborhoods to work in the newly created jobs within the Project Area.

¹⁰ The average weighted rental rate as defined by Cushman and Wakefield is the triple net (net of all expenses including taxes) asking rental rate for direct space.

¹¹ Goodman Williams Group/Cushman and Wakefield

¹² Goodman Williams Group/Cushman and Wakefield

B. Tax Increment Financing

In January 1977, Tax Increment Financing ("TIF") was made possible by the Illinois General Assembly through passage of the Act. The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, conservation, or industrial park conservation areas and to finance eligible "redevelopment project costs" with incremental property tax revenues. "Incremental Property Tax" or "Incremental Property Taxes" are derived from the increase in the current Equalized Assessed Value (the "EAV") of real property within the redevelopment project area over and above the "Certified Initial EAV" of such real property. Any increase in EAV is then multiplied by the current tax rate which results in Incremental Property Taxes. A decline in current EAV does not result in a negative Incremental Property Tax.

To finance redevelopment project costs, a municipality may issue obligations secured by Incremental Property Taxes to be generated within the project area. In addition, a municipality may pledge towards payment of such obligations any part or any combination of the following: (a) net revenues of all or part of any redevelopment project; (b) taxes levied and collected on any or all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the redevelopment project; or (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

Tax increment financing does not generate tax revenues by increasing tax rates; it generates revenues by allowing the municipality to capture, for a designated period of time, the new tax revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, improvements and activities, various redevelopment projects, and the reassessment of properties. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the redevelopment project area. Additionally, taxing districts can receive distributions of excess Incremental Property Taxes when annual Incremental Property Taxes received exceed principal and interest obligations for that year and redevelopment project costs necessary to implement the redevelopment plan have been paid. Taxing districts also benefit from the increased property tax base after redevelopment project costs and obligations are paid.

C. The Redevelopment Plan for the Stony Island Avenue Commercial and Burnside Industrial Corridors Tax Increment Financing Redevelopment Project Area

As evidenced in *Section VI*, the Project Area as a whole has not been subject to growth and development through private investment. Furthermore, it is not reasonable to expect that the Project Area as a whole will be redeveloped without the use of TIF.

This Stony Island Avenue Commercial and Burnside Industrial Corridors Tax Increment Financing Redevelopment Plan and Project (the "Redevelopment Plan") has been formulated in

accordance with the provisions of the Act and is intended to guide improvements and activities within the Project Area in order to stimulate private investment in the Project Area. The goal of the City, through implementation of this Redevelopment Plan, is that the entire Project Area be revitalized on a comprehensive and planned basis to ensure that private investment in rehabilitation and new development occurs:

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

Redevelopment of the Project Area will constitute a large and complex endeavor, and presents challenges and opportunities commensurate with its scale. The success of this redevelopment effort will depend to a large extent on the cooperation between the private sector and agencies of local government. Adoption of this Redevelopment Plan will make possible the implementation of a comprehensive program for redevelopment of the Project Area. By means of public investment, the Project Area will become a stable environment that will again attract private investment. Public investment will set the stage for area-wide redevelopment by the private sector. Through this Redevelopment Plan, the City will serve as the central force for directing the assets and energies of the private sector to ensure a unified and cooperative public-private redevelopment effort.

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

This Redevelopment Plan specifically describes the Project Area and summarizes the conservation area factors which qualify a portion of the Project Area as a "conservation area" and the blight factors which qualify a portion of the Project Area as a "blighted area" as defined in the Act.

Successful implementation of this Redevelopment Plan requires that the City utilize Incremental Property Taxes and other resources in accordance with the Act to stimulate the comprehensive and coordinated development of the Project Area. Only through the utilization of TIF

will the Project Area develop on a comprehensive and coordinated basis, thereby eliminating the existing and threatened blight and conservation area conditions which have precluded development of the Project Area by the private sector.

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

- An increased property tax base arising from new industrial development and the rehabilitation of existing buildings.
- An increased sales tax base resulting from new and existing commercial, retail and industrial development.
- An increase in construction, industrial, and other full-time employment opportunities for existing and future residents of the City.
- The construction of an improved system of roadways, utilities and other infrastructure which better serves existing industries and adequately accommodates desired new development.

II. LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Project Area have been drawn to include only those contiguous parcels of real property and improvements substantially benefited by the proposed Redevelopment Project to be undertaken as part of this Redevelopment Plan. The boundaries of the Project Area are shown in Figure 1, *Project Boundary*, and are generally described below:

The Project Area is generally described in two parts: a) the "industrial district," which is generally bounded by Cottage Grove Avenue, the Norfolk Southern Rail Line, and the Bishop Ford Expressway and excludes most of the residential blocks within these general boundaries; and b) the "commercial district," which is generally bounded by the Stony Island Avenue frontage from 95th Street to 80th Street and the 87th Street frontage from Blackstone Avenue to Anthony Avenue.

The boundaries of the Project Area are legally described in Exhibit III, Legal Description.

III. ELIGIBILITY CONDITIONS

The results summarized in this section are more fully described in a separate report which presents the definition, application and extent of the conservation and blight factors in the Project Area. The report, prepared by TPAP and entitled "Stony Island Avenue Commercial and Burnside Industrial Corridors Project Area Tax Increment Financing Eligibility Study," is attached as Exhibit V to this Redevelopment Plan.

A. Industrial District

Based upon surveys, inspections and analyses of the Project Area, the industrial district qualifies as a "blighted area" within the requirements of the Act. The industrial district is characterized by the presence of a combination of five or more of the blight factors listed in the Act for improved areas, rendering the area detrimental to the public safety, health and welfare of the citizens of the City. Specifically,

- Of the 14 factors for improved, blighted areas set forth in the Act, 6 are found to be present to a major extent and 4 are found to be present to a limited extent in the industrial district.
- These 10 factors are reasonably distributed throughout the industrial district.
- The entire industrial district is impacted by and shows the presence of these 10 factors.
- The industrial district includes only real property and improvements substantially benefited by the Redevelopment Program and potential Redevelopment Projects.

B. Commercial District

Based upon surveys, inspections and analyses of the Project Area, the commercial district qualifies as a "conservation area" within the requirements of the Act. Seventy seven percent or more of the buildings in the commercial district have an age of 35 years or more, and the area is characterized by the presence of a combination of three or more of the conservation factors listed in the Act, rendering the area detrimental to the public safety, health and welfare of the citizens of the City. The commercial district is not yet a blighted area, but it may become a blighted area. Specifically,

- Of the 193 buildings in the commercial district, 149 (77 percent) are 35 years of age or older.
 - Of the 14 factors for conservation areas set forth in the Act, 4 are found to be present to a major extent and 5 are found to be present to a limited extent in the commercial district.
 - These 9 factors are reasonably distributed throughout the commercial district.
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- The entire commercial district is impacted by and shows the presence of these factors

C. Surveys and Analyses Conducted

The conservation and blight factors found to be present in the Project Area are based upon surveys and analyses conducted by TPAP. The surveys and analyses conducted for the Project Area include:

1. Exterior survey of the condition and use of each building;
2. Site surveys of streets, alleys, sidewalks, curbs and gutters, lighting, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Analysis of existing uses and their relationships to each other and as a whole;
4. Comparison of current land use to current zoning ordinances and the current zoning map;
5. Analysis of original and current platting and building size and layout;
6. Analysis of vacant sites and vacant buildings;
7. Analysis of building floor area and site coverage;
8. Analysis of building permits issued for the Project Area from 9/1/94 to 9/25/97;
9. Analysis of building code violations for the Project Area from 1/1/94 to 9/26/97; and
10. Review of previously prepared plans, studies and data.

IV. REDEVELOPMENT GOALS AND OBJECTIVES

Comprehensive and coordinated area-wide investment in new public and private improvements and facilities is essential for the successful redevelopment of the Project Area and the elimination of conditions that have impeded redevelopment of the Project Area in the past. Redevelopment of the Project Area will benefit the City through improvements in the physical environment, an increased tax base, and additional employment opportunities.

This section identifies the general goals and objectives adopted by the City for redevelopment of the Project Area. Section V presents more specific objectives for development and design within the Project Area and the redevelopment activities the City plans to undertake to achieve the goals and objectives presented in this section.

A. General Goals

Listed below are the general goals to be adopted by the City for redevelopment of the Project Area. These goals provide overall focus and direction for this Redevelopment Plan.

1. An improved quality of life in the Project Area and the surrounding community.
2. Elimination of the influences and manifestations of physical and economic deterioration and obsolescence within the Project Area.
3. An environment which will contribute more positively to the health, safety and general welfare of residents in the Project Area and the surrounding community.
4. An environment which will preserve or enhance the value of properties within and adjacent to the Project Area.
5. An increased real estate and sales tax base for the City and other taxing districts having jurisdiction over the Project Area.
6. The retention and enhancement of sound and viable existing businesses and industries within the Project Area.
7. The attraction of new industrial and business development and the creation of new job opportunities within the Project Area.
8. Employ residents within and surrounding the Redevelopment Project Area in jobs in the Redevelopment Project Area and in adjacent redevelopment project areas.
9. Establish job readiness and job training programs to provide residents within and surrounding the Redevelopment Project Area with the skills necessary to secure jobs in the Redevelopment Project Area and in adjacent redevelopment project areas.
10. Secure commitments from employers in the Redevelopment Project Area and adjacent redevelopment project areas to interview graduates of the Redevelopment Project Area's job readiness and job training programs.

B. Redevelopment Objectives

Listed below are the redevelopment objectives which will guide planning decisions regarding redevelopment within the Project Area.

1. Reduce or eliminate those conditions which qualify the Project Area as a blighted and conservation area. These conditions are described in detail in Exhibit V to this Redevelopment Plan.
2. Strengthen the economic well-being of the Project Area by increasing taxable values.
3. Assemble or encourage the assembly of land into parcels of appropriate shape and sufficient size for redevelopment in accordance with this Redevelopment Plan.

4. Create an environment which stimulates private investment in the upgrading and expansion of existing industries and the construction of new businesses and industrial facilities.
5. Encourage visually attractive buildings, rights-of-way and open spaces and encourage high standards of design.
6. Provide needed public improvements and facilities in proper relationship to the projected demand for such facilities and in accordance with present-day design standards for such facilities.
7. Provide needed incentives to encourage a broad range of improvements in business retention, rehabilitation and new development.
8. Create new job opportunities for City residents utilizing first source hiring programs and appropriate job training programs.
9. Provide opportunities for women and minority businesses to share in the redevelopment of the Project Area.

V. REDEVELOPMENT PROJECT

This section presents the Redevelopment Project anticipated to be undertaken by the City and by private entities on behalf of the City in furtherance of this Redevelopment Plan. Several existing plans have been reviewed and form the basis for many of the recommendations presented in this Redevelopment Plan: these include the following: *The Model Industrial Corridor Initiative*; *Burnside Industrial Corridor Strategic Plan Draft*; *The Corridors of Industrial Opportunity Plan 1995*; *Cityspace. An Open Space Plan for Chicago*; *Retail Chicago*; and *The City of Chicago Capital Improvement Program 1997-2001*. The Redevelopment Project described in this Redevelopment Plan and pursuant to the Act includes: a) the overall redevelopment concept, b) the land use plan, c) improvement and development recommendations for planning subareas, d) development and design objectives, e) a description of redevelopment improvements and activities, f) estimated redevelopment project costs, g) a description of sources of funds to pay estimated redevelopment project costs, h) a description of obligations that may be issued, and i) identification of the most recent EAV of properties in the Project Area and an estimate of future EAV.

A. Overall Redevelopment Concept

The Project Area should be improved and redeveloped as a cohesive and distinctive industrial, commercial and employment district. It should consist of industrial and business areas offering a range of site development opportunities, mixed use commercial areas that serve and support surrounding neighborhoods and employment centers, and a range of open space and pedestrian amenities.

The western portion of the Project Area should be redeveloped as a planned industrial district. Within the industrial district, viable existing industries should be retained and enhanced, and large-scale new industrial development should be undertaken.

The 87th Street and Stony Island Avenue commercial corridors should be upgraded and enhanced as mixed use commercial areas that serve and support surrounding neighborhoods and employment areas.

The entire Project Area should be marked by improvements in safety and infrastructure, retention and expansion of jobs and industries, new industrial and business development, and enhancement of the area's overall image and appearance. Improvement projects should include: the rehabilitation and reuse of existing industrial and commercial buildings, new industrial and commercial construction, street and infrastructure improvements, landscaping and other appearance enhancements, and the provision of new amenities which companies expect to find in a contemporary industrial park environment.

The Project Area should have good accessibility and should be served by a street system and public transportation facilities that provide safe and convenient access to and circulation within the Project Area.

The Project Area should be characterized by a planned network of open spaces and public amenities which will organize and provide focus to the Project Area. An open space network should be created which links major employment centers, commercial corridors, institutional and residential areas, open spaces, landscaped streets and surrounding amenities.

The Project Area should have a coherent overall design and character. Individual developments should be visually distinctive and compatible. To the extent possible, the Project Area should respect Chicago's traditional neighborhood form which is characterized by a grid pattern of streets, with buildings facing the street.

The Project Area should become one of the City's premier employment centers that will complement and enhance surrounding community areas.

B. Land Use Plan

Figure 2 presents the Land-Use Plan that will be in effect upon adoption of this Redevelopment Plan.

As indicated in Figure 2, the western portion of the Project Area will be redeveloped as a planned and cohesive industrial and employment district providing sites for a wide range of land uses, including manufacturing, distribution, assembly, warehousing and research and development uses.

The 87th Street and Stony Island Avenue corridors will be upgraded and enhanced as mixed use commercial areas providing a wide range of uses that serve and support the day-to-day needs of surrounding residents, employees and business patrons. Throughout the Project Area, land uses will be arranged and located to minimize conflicts between different land use activities.

The Land Use Plan highlights numerous opportunities for industrial and commercial improvement, enhancement and new development within the Project Area. The Plan is focused on maintaining and enhancing sound and viable existing businesses, and promoting new business development at selected locations.

The Land Use Plan designates three general land use categories within the Project Area, as described below:

- **Industrial District.** This district encompasses the western portion of the Project Area and is the predominant land use. The industrial district is suitable for a wide mix of land uses, including manufacturing, assembly, distribution, warehousing, office, and research and development facilities. In addition, limited commercial development which serves and supports the industrial area will be permitted in selected locations. Within the industrial district, sound existing industries will be retained and enhanced, and large-scale, planned new industrial development will be promoted on vacant, severely deteriorated and underutilized properties.
- **Mixed-Use Commercial District.** This district encompasses the 87th Street and Stony Island Avenue corridors. It will be revitalized as an attractive and convenient mixed-use area that serves, supports and enhances nearby neighborhoods and employment centers.

Stony Island Avenue and 87th Street were once continuous commercial strips. Stores and businesses lined both sides of each corridor throughout the Project Area. However, because of market shifts and changes in retailing operations, the commercial role of the Project Area has declined in recent years. Even though 87th and Stony Island remains a viable commercial area, many of the existing commercial properties are now vacant or occupied by marginal uses.

This district will assume more of a "mixed-use" character in the future. While it will continue to be the site of important retail and service establishments, it will also be the location for offices, employment uses, public buildings, institutions, cultural facilities, parks and recreational activities, and housing.

In general, the blocks within the heart of the district will be reserved for retail and other primary commercial uses. Secondary commercial, public and institutional uses will be located at the north and south ends of Stony Island, and the east and west ends of 87th Street. Residential uses will be encouraged on selected sites in the northern and southern portions of the district.

Within the heart of the district, the emphasis will be on improving and enhancing viable existing businesses. Sound existing buildings will be improved and upgraded. Small-scale infill and "replacement" development will also be promoted.

More significant clearance and redevelopment will be encouraged at the north and south ends of Stony Island. Vacant, marginal and severely deteriorated properties will be removed and redeveloped. While commercial uses may continue to predominate, alternative land uses will also be considered for these blocks.

- **Residential Use Area.** This use designation applies to a single planned development in the northern portion of the industrial district. This residential area includes single family detached housing compatible with uses immediately east and south of the development. This use should be retained in the future and screened from any industrial development to the north and west.
- **Public Use Areas.** These areas encompass several existing public schools and parks located within the Project Area, including Chicago Vocational High School, Schmid Elementary School, Arthur Ashe Elementary School, Jesse Owens Park, South Greenwood Community Park, and Dauphin Park. In general, these areas should be maintained and enhanced for public and institutional use. Existing residential uses will be allowed to remain, provided they are compatible with and do not adversely impact the public use facilities. Within this district, emphasis will be placed on improving and enhancing existing public facilities as focal points for the surrounding neighborhoods.

Recommended land use strategies for specific subareas are presented in the following section of this Redevelopment Plan.

C. Planning Subareas

The Project Area has been subdivided into 10 subareas, each of which would be suitable for a different mix of uses and intensity of development, and each of which warrants a different approach to improvement and redevelopment (See Figure 3).

It should be emphasized that the boundaries of these subareas and the specification of uses within the subareas are for guidance only, and are subject to refinement and modification as a part of the City's planned development process.

1. Industrial District Subareas

The western portion of the Project Area will be reserved for industrial use. Key recommendations for individual industrial subareas are highlighted below. More specific development and design objectives for industrial subareas are presented in a following section of this Redevelopment Plan.

Subarea A

Subarea A encompasses the northern portion of the Industrial District, and is generally bounded by East 83rd Street on the north, Norfolk Southern Railroad on the east, East 90th Street on the south, and the Illinois Central Metra Railroad on the west.

Subarea A contains a mix of industrial and commercial uses. Major existing industries include Soft Sheen, Akers Packaging, Aztlan Community Industries, Stuart Hooper, Geoghegan, Soncraft and Treats Ice Cream. Major commercial uses include Arrow Lumber, Aldi's and Rink Fitness Center.

While Subarea A is an established and essentially built-up area, it does include several vacant and underutilized properties located both north and south of 87th Street. Some of the vacant industrial buildings may have reuse potential.

Subarea A should be improved and redeveloped as an industrial and related commercial use area. Viable existing businesses should be retained and upgraded. New industrial development should occur on vacant and underutilized properties. Vacant buildings in sound condition should be reused for new industries. Public infrastructure improvements should be undertaken. Image and appearance improvements should be undertaken throughout the area.

Subarea A is closely bordered by residential uses to the south. Improvement and development of this subarea should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

Included within the Subarea is a planned residential development at the northwest corner of 90th and Greenwood. This development consists of single family detached residential uses which are consistent with uses immediately east and west of the site. Though the use has been designated for a full City block, only 3 houses have been built to date. This use should be retained in the future and protected from adjacent industrial development north and west of the development.

The public school and park site located in Subarea A should be maintained and enhanced as essential community facilities which serve surrounding neighborhoods. Building and site improvements should be undertaken as required. Small scale expansion should be considered if needed. Public use sites should be protected from industrial area traffic, parking and other adverse impacts.

Subarea B

Subarea B encompasses the east-central portion of the Industrial District, and is generally bounded by East 90th Street, the Norfolk Southern Railroad on the east, the BRC, Chicago Short Line, and CRL on the south, and South Avalon Avenue on the west. Subarea B is dominated by two existing industrial uses, Naylor Pipe, located at 91st Street, and Verson Industries, located at 92nd Street.

While Subarea B is an established industrial area, it does include several vacant and underutilized land parcels, particularly north of 91st Street. Some of this land may have been

used for dumping and may be characterized by environmental concerns. In addition, because of its interior location along the rail corridor, Subarea B has more limited accessibility than the other industrial subareas.

Subarea B should be improved and redeveloped for industrial use. Viable existing businesses should be upgraded. Vehicular access should be improved. New industrial development should occur on vacant and underutilized properties. Public infrastructure improvements should be undertaken. Image and appearance improvements should be undertaken throughout the area.

Subarea B is closely bordered by residential uses to the west. Improvement and development of this subarea should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

The small residential enclave located north of 93rd Street and east of Kimbark Avenue is included because it is part of the Burnside Industrial Corridor and such inclusion is necessary to bring the Redevelopment Project Area to a sound boundary.

Subarea C

Subarea C encompasses the west-central portion of the Industrial District, and is generally bounded by East 93rd Street on the north, South Kenwood Avenue on the east, the BRC, Chicago Short Line, and CRL Railroads on the south, and the Illinois Central Metra Railroad on the west.

Subarea C is the site of one major industry, Groban Supply, the vacant Este Bedding facility, and vacant land along the rail corridor south of 94th Street.

Subarea C should be improved and redeveloped as an industrial area. The vacant Este property should be either reused or redeveloped. The vacant land along the rail corridor may have potential for small-scale new industrial or service development, although limited lot depths and poor accessibility represent constraints within this area. Because of its small size and close proximity to residential areas, this subarea area should be limited to light industrial and service uses.

Subarea C is closely bordered by residential uses to the north. Improvement and development of this subarea should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

The public school and park site located in Subarea C should be maintained and enhanced as essential community facilities which serve surrounding neighborhoods. Building and site improvements should be undertaken as required. Small scale expansion should be

considered if needed. Public use sites should be protected from industrial area traffic, parking and other adverse impacts.

Subarea D

Subarea D encompasses the southern portion of the Industrial District, and is generally bounded by the BRC, Chicago Short Line, and CRL on the north, South Dobson Avenue on the east, the Bishop Ford Expressway on the south, and Cottage Grove Avenue on the west. Subarea D includes a mix of industrial, commercial, institutional and residential uses. Major existing uses include Jay's Potato Chips, Best Foam Fabricators and Booth Felt.

While Subarea D is an established industrial and commercial area, it does include several vacant buildings and land parcels along both 95th Street and Cottage Grove Avenue. Some of the vacant industrial buildings may have reuse potential.

Subarea D should be improved and redeveloped as an industrial and commercial service area. Viable existing businesses should be improved and upgraded. New industrial development should occur on vacant and underutilized properties. Vacant buildings in sound condition should be reused for new industries. New uses may include the creation of an industrial incubator. Public infrastructure improvements should be undertaken. Image and appearance improvements should be undertaken throughout the area.

While the major portion of Subarea D should be devoted to industrial uses, limited commercial development might be permitted along 95th Street east of Greenwood Avenue. However, limited lot depths and the presence of the rail corridor represent development constraints within this area.

Subarea D is closely bordered by residential uses to the east and south. Improvement and development of this subarea should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

The public school located in Subarea D should be maintained and enhanced as essential community facilities which serve surrounding neighborhoods. Building and site improvements should be undertaken as required. Small scale expansion should be considered if needed. Public use sites should be protected from industrial area traffic, parking and other adverse impacts.

2. Commercial District Subareas

Even though the 87th and Stony Island corridors should continue to operate as mixed-use areas, several "functional subareas" should be promoted to encourage mutual support and cumulative attraction between similar uses. Key recommendations for mixed-use subareas are highlighted

below. Throughout the subarea discussion, primary and secondary commercial use areas are referenced. While these terms define the overall function of an area, they also identify the appropriate uses for the area. Primary commercial uses areas should be the most intensely developed portion of the commercial area characterized by pedestrian oriented retail and commercial service uses that serve the needs of adjacent neighborhoods. Secondary commercial uses tend to include more service oriented uses and provide goods and services that complement and support the primary commercial uses. Secondary commercial uses are generally located away from the primary commercial area and tend to emphasize office, service, and auto-oriented land uses. More specific development and design objectives for the commercial subareas are presented in a following section of this Redevelopment Plan.

Subarea E

Subarea E encompasses the blocks along 87th Street and Stony Island Avenue near the intersection of the two corridors. It currently includes a diverse mix of retail, service and office uses, and is the most intensely developed portion of the district. Major existing uses include Jewel, Walgreen's, Citi Bank, Pete's Produce and Doty Nash Funeral Home.

Subarea E should be promoted for primary commercial uses. This subarea should include a mix of retail stores, personal and business services, eating and drinking establishments, and office uses. Commercial uses that serve and support adjacent neighborhoods should be encouraged. Residential units should be permitted on the upper floors. Subarea E should be compact and oriented to the pedestrian, and should be easily accessible from adjacent neighborhoods.

Most existing buildings within Subarea E are essentially sound, although there are several vacant and marginal properties that should be reused or redeveloped. Within Subarea E, the emphasis should be on improving and enhancing existing commercial uses, and promoting compatible new commercial infill and replacement development. Parking improvements should be encouraged throughout Subarea E to support existing and new commercial uses.

Subarea F

Subarea F encompasses the blocks along 87th Street between Cregier Avenue and Crandon Avenue. It currently includes a mix of smaller office, service, and institutional uses. Prominent existing uses include Chicago Vocational High School, Jesse Owens Park, the South Constance Building, the Euclid Professional Building, Mary Alice School and the AMOCO gas station.

Subarea F should be promoted for small-scale office, service, employment and institutional uses. Service uses that support adjacent neighborhoods should be encouraged. Residential units should be permitted on the upper floors.

While Subarea F should be less intensely developed than Subarea E, it should have a similar development pattern and pedestrian orientation. Buildings should be located near the sidewalk line with front doors oriented to the street. The emphasis should be on improving and enhancing existing commercial uses, and small-scale infill and replacement development.

Subarea G

Subarea G encompasses the blocks along Stony Island Avenue between 90th Street Avenue and 93rd Street. It currently includes a mix of free-standing office, service, eating and drinking, institutional and auto-oriented uses. Prominent existing uses include the Soul Queen restaurant, Sherwin Williams Paint, Blockbuster Video, Vernon Park Church of God and St. Ailbe Church and School. This subarea also includes three older motel facilities that are deteriorated and becoming obsolete.

Subarea G should be promoted for secondary retail, office, service, employment, public and institutional uses. This subarea should continue to be characterized by separate, free-standing commercial buildings with a strong auto orientation, and is the preferred location for auto-oriented commercial uses. The emphasis should be on improving and enhancing existing commercial uses, removing obsolete and deteriorated properties, and promoting new infill and replacement development.

Subarea H

Subarea H encompasses the blocks along the west side of Stony Island Avenue between 80th and 85th Streets. It currently includes a mix of free-standing retail, office, service, eating and drinking, and auto-oriented uses. Prominent existing uses include LaSalle Bank and Stony Island Food Store. This subarea also includes a number of vacant, marginal and deteriorated commercial properties, particularly in the blocks north of 82nd Street.

Subarea H should be promoted for secondary retail, office, service, employment and institutional uses. In contrast to Subarea G, this subarea is currently characterized by numerous vacant and deteriorated properties. Land assembly and redevelopment by the private sector should be encouraged in these blocks.

Subarea I

Subarea I encompasses the blocks along the east side of Stony Island Avenue between 80th and 85th Streets. Prominent existing uses include Stony Island Church of God, Zion Lutheran Church and God's House of All Nations Pentecostal Church. This subarea also includes a large number of vacant, marginal and deteriorated commercial properties.

Subarea I should be promoted for a mix of service, institutional and residential uses. Residential units should be permitted on the upper floors of commercial buildings. Because

of the large number of vacant and deteriorated properties in this subarea, significant clearance and redevelopment should be promoted in these blocks.

Residential development should occur on sites at least one-quarter block in size. Residential development should be oriented toward the existing neighborhoods to the east, and away from the heavy traffic along Stony Island. New housing might be focused around the existing churches and institutions. Park land and recreational facilities might also be considered within this subarea, particularly if new residential development occurs.

Subarea J

Subarea J encompasses the predominantly vacant land along the east side of Stony Island Avenue, south of 93rd Street. This subarea, which was previously the site of the Dunes Motel, is now vacant.

Subarea J should be redeveloped for new residential uses, related and connected to the adjacent neighborhoods. New residential development might also be considered along the east side of Stony Island between 93rd and 92nd Streets, within Subarea G.

D. Development And Design Objectives

Listed below are the specific Development and Design Objectives which will assist the City in directing and coordinating public and private improvement and investment within the industrial and commercial districts of the Project Area in order to achieve the general goals and objectives identified in *Section IV* of this Redevelopment Plan.

The Development and Design Objectives are intended to help attract desirable new business and commercial development, foster a consistent and coordinated development pattern, and create an attractive and quality image and identity for the Project Area.

1. Industrial Areas

The following Development and Design Objectives apply to the overall industrial district and to the various industrial subareas of the Project Area.

a) Land Use

- Promote comprehensive, area-wide redevelopment of the western portion of the Project Area as a planned and cohesive industrial, business and employment district.
- Provide sites for a wide range of land uses, including manufacturing, distribution, warehousing and research and development facilities.

- Promote business retention and new employment development throughout the industrial district.
- Promote limited retail and commercial uses in selected locations which support the needs of the industrial district's employees and business patrons.
- Protect subareas designated for industrial and employment use from competing and conflicting land uses.

b) Building and Site Development

- Where feasible, repair and rehabilitate existing industrial buildings in poor condition.
- Where rehabilitation is not feasible, demolish deteriorated existing buildings to allow for new industrial development.
- Reuse vacant industrial buildings in serviceable condition for new business or industrial uses.
- Ensure that the design of new industrial buildings is compatible with the surrounding building context.
- Preserve buildings with historic and architectural value where appropriate.
- Promote the use of architectural treatments or landscaping to add visual interest to large industrial buildings facing major streets.
- Locate building service and loading areas away from front entrances and major streets where possible.
- Encourage parking, service and support facilities which can be shared by multiple industries.
- Encourage decorative metal fencing around the perimeter of industrial sites to provide street level identity and enhance public safety. Discourage the use of chain link fencing, except in areas that are not visible to the public.

c) Transportation and Infrastructure

- Ensure safe and convenient access to the industrial subareas for trucks, autos and public transportation.
 - Alleviate traffic congestion along arterial routes.
 - Improve the street surface conditions, street lighting, viaduct conditions and traffic signalization.
-

- Consider the use of traffic calming devices such as cul-de-sacs, limited access and street closures in areas where industrial activity is in close proximity to residential areas.
- Consider closing selected street segments in order to create larger building sites and enhance opportunities for new development.
- Promote "transit-friendly" developments that incorporate transit facilities into their design.
- Provide well-defined, safe pedestrian connections between developments within the industrial district, and between industrial subareas and nearby destinations.
- Upgrade public utilities and infrastructure as required.

d) Urban Design

- Establish a comprehensive streetscape system which can guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage.
 - Promote high quality and harmonious architectural and landscape design within the industrial district.
 - Enhance the appearance of industrial areas by landscaping the major street corridors.
 - Provide distinctive design features, including landscaping and signage, at the major entryways into the industrial district.
 - Install streetpole banners throughout the industrial district to signal revitalization and reinvestment.
 - Develop a distinctive new name and logo for the Project Area; use these extensively to increase public awareness and establish a new identity for the Project Area.
 - Clean-up and maintain vacant land, particularly in highly visible locations; where possible, use vacant lots for open space, community gardens or off-street parking.
 - Eliminate illegal dumping, abandoned vehicles and graffiti.
 - Promote the development of "public art" at selected locations.
 - Prohibit billboards and other outdoor advertising.
-

e) **Landscaping and Open Space**

- Provide landscaped transitional areas to secure the periphery of the industrial district and reduce the adverse impact of industrial activities on adjacent residential neighborhoods.
- Encourage landscaped open spaces in front setbacks, particularly along arterial and industrial collector streets.
- Screen active rail tracks with berming and landscaping.
- Promote the use of landscaping to screen dumpsters, waste collection areas, and the perimeter of parking lots and other vehicular use areas.
- Use landscaping and attractive fencing to screen loading and service areas from public view.
- Promote the development of shared open spaces within industrial subareas, including courtyards, eating areas, recreational areas, etc.
- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.
- Ensure that all landscaping and design materials comply with the City of Chicago Landscape Ordinance.

2. **Mixed Use Commercial Areas**

The following Development and Design Objectives apply to the overall mixed use commercial district and its various subareas.

a) **Land Use**

- Promote improvement and enhancement of the 87th Street and Stony Island Avenue corridors as mixed use commercial areas that serve and support nearby residential and employment areas.
 - Provide sites for a wide range of retail, commercial service, office, employment, public and institutional uses.
 - Retain sound existing businesses and promote compatible new commercial development in selected locations.
 - Encourage the clustering of similar and supporting commercial uses to promote cumulative attraction and multi-stop shopping.
-

- Deterioration which is not easily correctable and cannot be accomplished in the course of normal maintenance may also be evident in buildings. Such buildings may be classified as minor deficient or major deficient buildings, depending upon the degree or extent of defects. Minor deficient and major deficient buildings are characterized by defects in the secondary building components (e.g., doors, windows, fire escapes, gutters and downspouts, fascia materials, etc.), and defects in primary building components (e.g., foundations, exterior walls, floors, roofs, etc.), respectively.

It should be noted that 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 the preceding section on "Dilapidation." In the industrial district, of the total 98 buildings, 67, or 68%, are classified as deteriorating or deteriorated. In the commercial district, of the total 193 buildings, 105, or 54%, are classified as deteriorating or deteriorated.

Table 2, *Summary of Building Deterioration*, summarizes building deterioration within the blocks containing buildings in the Project Area.

Deterioration of Site Surfaces, Street Pavement, Curbs, Gutters and Sidewalks

Field surveys were conducted to identify the condition of parking, service and outdoor storage areas, streets, alleys, curbs, gutters and sidewalks in the Project Area. Many of the industrial sites and several school sites contain gravel parking surfaces with depressions and weeds or sandy areas with unsightly outdoor storage and lack of screening. Several parking lots are either gravel or deteriorated asphalt surfaces with irregular pavement and cracking. Sidewalks along the Chappel Street side of the Chicago Vocational School are irregular with settled sections. Sections of street pavement, curbs and gutters are deteriorated, broken or missing along Kenwood Avenue, a portion of 93rd Street and Kimbark Avenue, from 94th Street to 92nd Street and along Dauphin Avenue, from 90th Place to 89th Street.

Conclusion

Industrial District

Deterioration as a factor is present to a major extent in 14 blocks and to a limited extent in 5 of the 29 non right-of-way blocks in the industrial district. Deterioration includes deteriorating buildings, parking and site service areas, streets, curbs gutters, and sidewalks.

Commercial District

Deterioration as a factor is present to a major extent in 30 and to a limited extent in 13 of the 49 blocks. Deterioration includes deteriorating buildings, parking and site service areas, streets, curbs gutters, and sidewalks.

Figure 7, *Deterioration*, illustrates deterioration within the built-up portions of the Project Area.

E. 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

No illegal uses of individual structures was evident from the field surveys conducted.

F. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards include all structures which do not meet the standards of subdivision, building, housing, property maintenance, fire, or other governmental codes applicable to the property. The principal purposes of such codes are to require buildings to be constructed so that they will be strong enough to support the loads expected, to be safe for occupancy against fire and similar hazards, and/or to establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies which threaten health and safety.

Determination of the presence of structures below minimum code standards was based upon visible defects and advanced deterioration of building components from the exterior surveys, which were compared to the City of Chicago's Building Code Violations for the Project Area, between 1/1/94 and 6/20/97. City records indicate 55 buildings warranted violations during this period. Exterior surveys during 1997 indicate 40 buildings within the area show advanced visible defects below minimum code requirements.

Conclusion

Industrial District

Existence of structures below minimum code standards is present to a major extent in 1 block and to a limited extent in 5 blocks of the 29 non right-of-way blocks and affects 19 of the 98 buildings. Advanced defects, which are below the minimum code standards, are visible on the exterior of these buildings.

Commercial District

Existence of structures below minimum code standards is present to a major extent in 1 block and to a limited extent in 5 of the 49 blocks and affects 9 of the 193 buildings. Advanced defects, which are below the minimum code standards, are visible on the exterior of these buildings.

Figure 8 illustrates the location of buildings below minimum code standards.

G. ABANDONMENT

Abandonment as a factor applies only to conservation areas. Webster's New Collegiate Dictionary defines "abandonment" as "to give up with the intent of never again claiming one's right or interest"; or "to give over or surrender completely; to desert."

Conclusion

No presence of abandonment was evident in the industrial or commercial districts from the field surveys conducted.

H. EXCESSIVE VACANCIES

Excessive vacancies as a factor refers to the presence of buildings or sites which are either unoccupied or not fully utilized, and which exert an adverse influence on the surrounding area because of the frequency or duration of vacancies. Excessive vacancies include properties for which there is little expectation for future occupancy or utilization.

Excessive building vacancies are found throughout much of the entire Project Area. Vacancies include buildings which are entirely vacant and buildings with vacant floor areas. Vacancies are prevalent in both small and large industrial buildings and several commercial buildings.

Information regarding vacancies in individual buildings was obtained from exterior building surveys conducted by TPAP and Andrew Heard & Associates. Vacancies were determined by the presence of a combination of the following factors: shuttered or gutted buildings, boarded buildings, obvious vacant units, or signs advertising building space available.

Conclusion

Industrial District

Out of the 29 non right-of-way blocks in the industrial district, excessive vacancies as a factor is present to a major extent in 2 blocks and to a limited extent in 5 blocks. This factor includes vacant buildings and vacant space within buildings. Among the 98 buildings in the industrial district, 19 vacancies are present.

Commercial District

Out of the 49 blocks in the commercial district, excessive vacancies as a factor is present to a major extent in 1 block and to a limited extent in 14 blocks. This factor includes vacant buildings and vacant space within buildings. Among the 193 buildings in the commercial district, 22 vacancies are present.

Figure 9, *Excessive Vacancies*, illustrates buildings in the Project Area which are 20% or more vacant.

L. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES

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

Conclusion

No conditions of overcrowding of structures and community facilities have been documented as part of the exterior surveys undertaken within the Project Area.

J. 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/rooms without windows, *i.e.*, bathrooms, and rooms that produce dust, odor or smoke;
- Adequate natural light and ventilation by means of skylights or windows, proper window sizes, and adequate room area to window area ratios; and
- Adequate sanitary facilities, *i.e.*, garbage storage/enclosure, bathroom facilities, hot water, and kitchens.

Conclusion

The factor of lack of ventilation, light, or sanitary facilities is not documented as part of the exterior surveys conducted for the Project Area.

K. INADEQUATE UTILITIES

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

Conclusion

No determination of existing utilities and conditions of inadequate utilities has been documented as part of the surveys and analyses undertaken within the Project Area.

L. EXCESSIVE LAND COVERAGE

Excessive land coverage refers to the over-intensive use of land and the crowding of buildings and accessory facilities on 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 for health and safety. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of the spread of fires due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provisions for loading and service. Excessive land coverage has an adverse or blighting effect on nearby development.

Conclusion

Industrial District

Out of a total of 29 non right-of-way blocks in the industrial district, excessive land coverage as a factor is present to a major extent in 1 block and to a limited extent in 1 block. Excessive land coverage includes parcels which exhibit inadequate space for off-street parking, loading and service due to the position or size of the buildings located on the parcel.

Commercial District

Out of a total of 49 blocks in the commercial district, excessive land coverage as a factor is present to a major extent in 2 blocks and to a limited extent in 3 blocks. Excessive land coverage includes excessive building coverage of the lot and parcels with multiple buildings, including rear buildings fronting on alleys.

Figure 10. *Excessive Land Coverage*, illustrates buildings and sites in the Project Area which exhibit excessive land coverage.

M. DELETERIOUS LAND-USE OR LAYOUT

Deleterious land-uses include all instances of incompatible land-use relationships, buildings occupied by inappropriate mixed uses, and uses which may be considered noxious, offensive or otherwise environmentally unsuitable.

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 improper layout of buildings on parcels and in relation to other nearby buildings.

Throughout much of the Project Area, there are blocks which contain a mixture of uses including residential uses located within commercial corridors, or residential uses in industrial areas or in close proximity to industrial blocks. Several enclaves of blocks with residential frontage are surrounded by or adjacent to industrial activity. The incompatible mix and resulting conflict continues to have a negative effect in the area where these conditions are present.

Deleterious layout includes an inconsistent pattern of super blocks and blocks with limited depths along the rail lines. These blocks, combined with active and inactive rail spurs, limited access to the interior of blocks, and confusing interior circulation, create additional negative impacts on the area.

Conclusion

Industrial District

Deleterious land use or layout includes incompatible uses and improper platting or layout of parcels or buildings in relation to proper orientation of structures on a property. The industrial area also contains superblocks with limited interior access and shallow depth blocks along the north side of 95th Street. Deleterious land use is present to a major extent throughout the industrial district.

Commercial District

Deleterious land use or layout includes incompatible uses and improper platting or layout of parcels or buildings in relation to proper orientation of structures on a property. Out of 49 blocks in this area, deleterious land use is present to a major extent in 2 blocks and to a limited extent in 5 blocks.

Figure 11, *Deleterious Land Use or Layout*, illustrates sites in the Project Area which exhibit deleterious land use or layout.

N. DEPRECIATION OF PHYSICAL MAINTENANCE

Depreciation of physical maintenance refers to the deferred maintenance of buildings, parking areas and public improvements such as alleys, sidewalks and streets.

The presence of this factor within the Project Area includes:

- Buildings and Premises. In the industrial district, 67 of the 98 buildings suffer from deferred maintenance of windows, doors, exterior walls, cornices, exterior steps, loading docks, fascias gutters and downspouts and chimneys. In the commercial district, 105 of the 193 total buildings suffer from deferred maintenance as stated above. Yards and premises contain high weeds, deteriorated fencing, exposed junk storage, including junk cars, and debris throughout much of the entire Project Area but is particularly prevalent on properties between and around the industrial buildings.
- Streets, alleys, sidewalks, curbs and gutters. Deterioration of these improvements is widespread throughout the industrial district's local interior and perimeter streets. Pavement conditions are poor and there are many pot holes, and sections of curb and sidewalks are broken or missing. Fly dumping, including car tires, garbage bags, litter and debris is present around perimeter streets adjacent to industrial areas. Most of the underutilized and vacant land and parcels between industrial buildings contain large amount of debris, high weeds and discarded refuse.
- Parking surface and site surface areas. Large parking areas within the industrial blocks contain only gravel surface with pot holes, weed growth and depressions. Industrial and commercial properties along major streets contain parking surface with either gravel or deteriorated asphalt and lack striping or bumper stops.

Industrial District

Depreciation of physical maintenance as a factor is present to a major extent throughout the entire industrial area. This includes deferred maintenance or lack of maintenance of buildings and premises, including surface parking and loading areas, streets, curbs, gutters, sidewalks and vacant or underutilized land areas filled with debris and weed growth.

Commercial District

Out of the 49 blocks in the area, depreciation of physical maintenance as a factor is present to a major extent in 26 blocks and to a limited extent in 18 blocks and includes deferred maintenance or lack of maintenance of buildings and premises, including surface parking and loading areas, streets, curbs, gutters, and sidewalks.

Figure 12, *Depreciation of Physical Maintenance*, illustrates the presence of the factor in the built-up portions of the Project Area.

O. LACK OF COMMUNITY PLANNING

The Project Area blocks were platted and buildings were constructed prior to the existence of a community plan. Industrial and commercial blocks were originally platted and developed on a parcel-by-parcel and building-by-building basis, with little evidence of coordination and planning among buildings and activities. The area contains both large and small blocks for industrial use, has incompatible residential uses in several areas and has limited east-west access within a majority of the industrial district. The lack of community planning prior to development has contributed to some of the problem conditions which characterize the overall Project Area.

Conclusion**Industrial District**

Lack of community planning is present to a major extent throughout the entire industrial area. Physical conditions include irregularly sized blocks containing excessively large parcels and parcels with very shallow depths, limited interior street access, a mix of industrial and commercial uses that conflicts with adjacent residential areas, and insufficient building setbacks. All of these conditions evolved during the early development of the industrial area without the benefit of or guidance from a community plan. The factor of a lack of community planning is present to a major extent throughout the industrial district of the Project Area.

Commercial District

Lack of community planning is present to a major extent throughout the entire commercial district. The narrow lot size, placement of buildings, lack of adequate parking and provisions for loading and service, and the presence of single family residential properties mixed with commercial frontage, occurred on a building by building basis during the early development of the corridor without guidelines for building setbacks, and parking and loading standards as part of an overall community plan.

IV. DETERMINATION OF PROJECT AREA ELIGIBILITY

INDUSTRIAL DISTRICT - BLIGHTED AREA

The industrial district meets the requirements of the Act for designation as an improved "blighted area." There is a reasonable presence and distribution of 10 of the 14 factors listed in the Act for improved blighted areas. These blighting factors are the following:

1. Age
2. Dilapidation
3. Obsolescence
4. Deterioration
5. Structures below minimum code standards
6. Excessive vacancies
7. Excessive land coverage
8. Deleterious land-use or layout
9. Depreciation of physical maintenance
10. Lack of community planning

COMMERCIAL DISTRICT - CONSERVATION AREA

The commercial district of the Project Area meets the requirements of the Act for designation as a "conservation area." Over 50% of the buildings are 35 years in age or older. Of the total 193 buildings in the commercial district, 149 (or 77%) are thirty-five years of age or older.

In addition to age, there is a reasonable presence and distribution of 9 of the 14 factors listed in the Act for conservation areas. These conservation factors include the following:

1. Dilapidation
2. Obsolescence
3. Deterioration
4. Structures below minimum code standards
5. Excessive vacancies
6. Excessive land coverage
7. Deleterious land use or layout
8. Depreciation of physical maintenance
9. Lack of community planning

The commercial district is not yet a blighted area but is deteriorating and declining in portions of the area and may become a blighted area.

A summary of conservation and blight factors by block is contained in Table 3. *Distribution of Blighting Factors in Industrial District*, Table 4. *Distribution of Conservation Factors in Commercial District*, and Figure 13. *Summary of Conservation and Blight Factors*.

The eligibility findings indicate that the Project Area is in need of revitalization and guided growth to ensure that it will contribute to the long-term physical, economic, and social well-being of the City. The Project Area is deteriorating and declining. All factors indicate that the Project Area as a whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without public action.

[Figures 1 through 13B referred to in this Eligibility Study for Stony Island Commercial and Burnside Industrial Corridors Redevelopment Project and Plan printed on pages 70294 through 70317 of this Journal.]

[Tables 1 through 4 referred to in this Eligibility Study for Stony Island Commercial and Burnside Industrial Corridors Redevelopment Project and Plan printed on pages 70318 through 70324 of this Journal.]

Figure 1.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

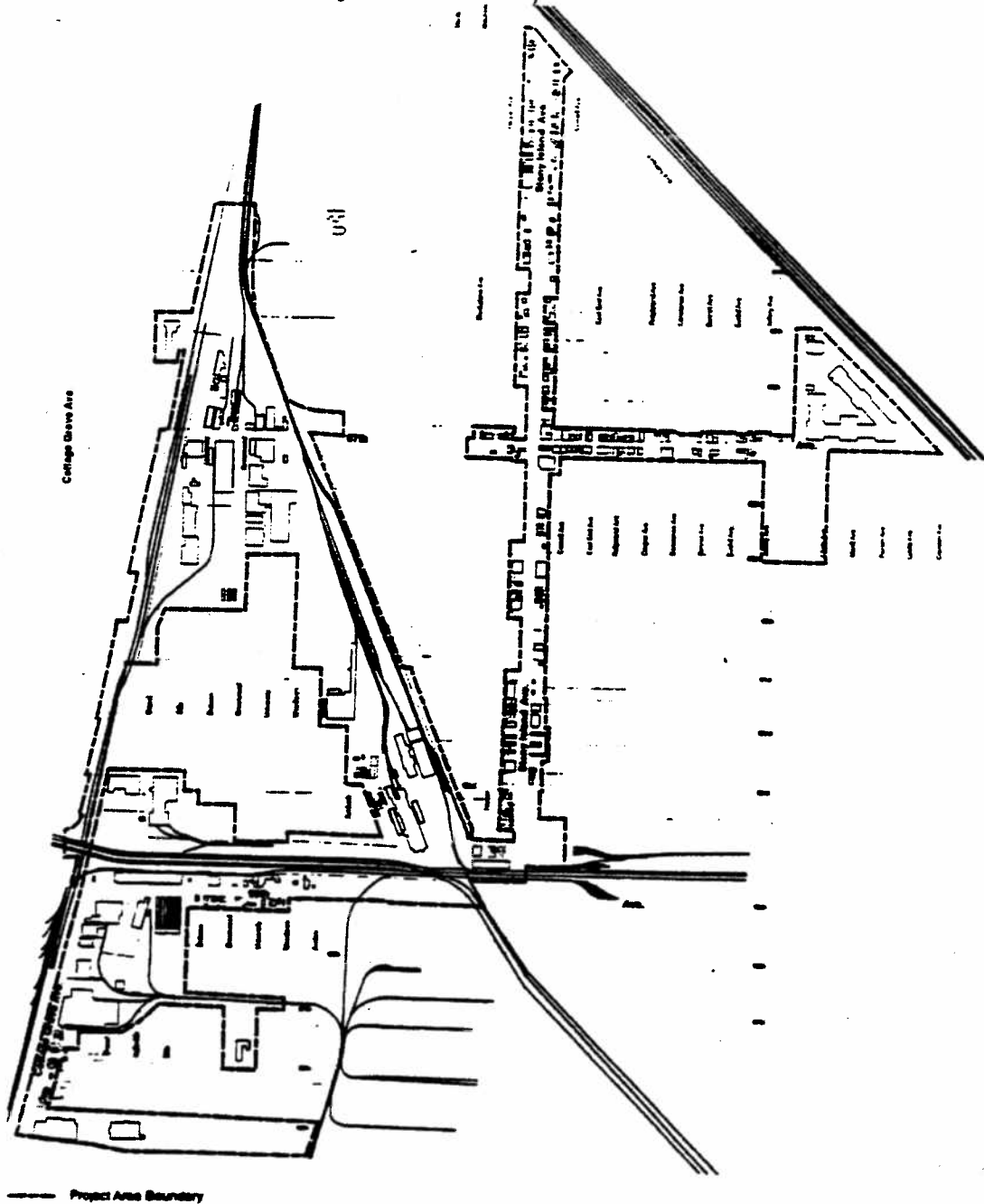


Figure 1
Project Area Boundary

Figure 2A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Existing Generalized Land-Use.

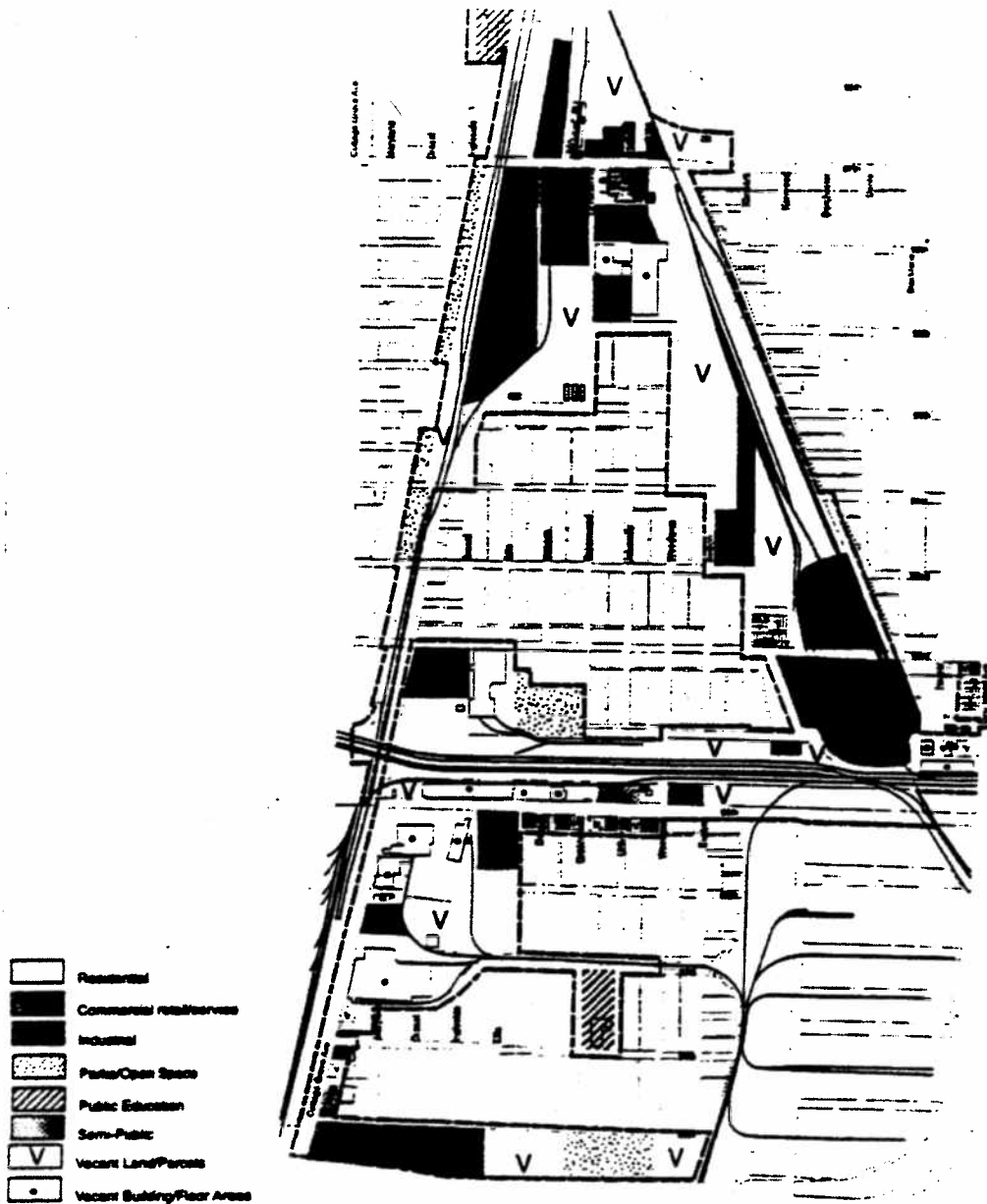


Figure 2a
Existing Generalized Land-Use



Figure 2B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

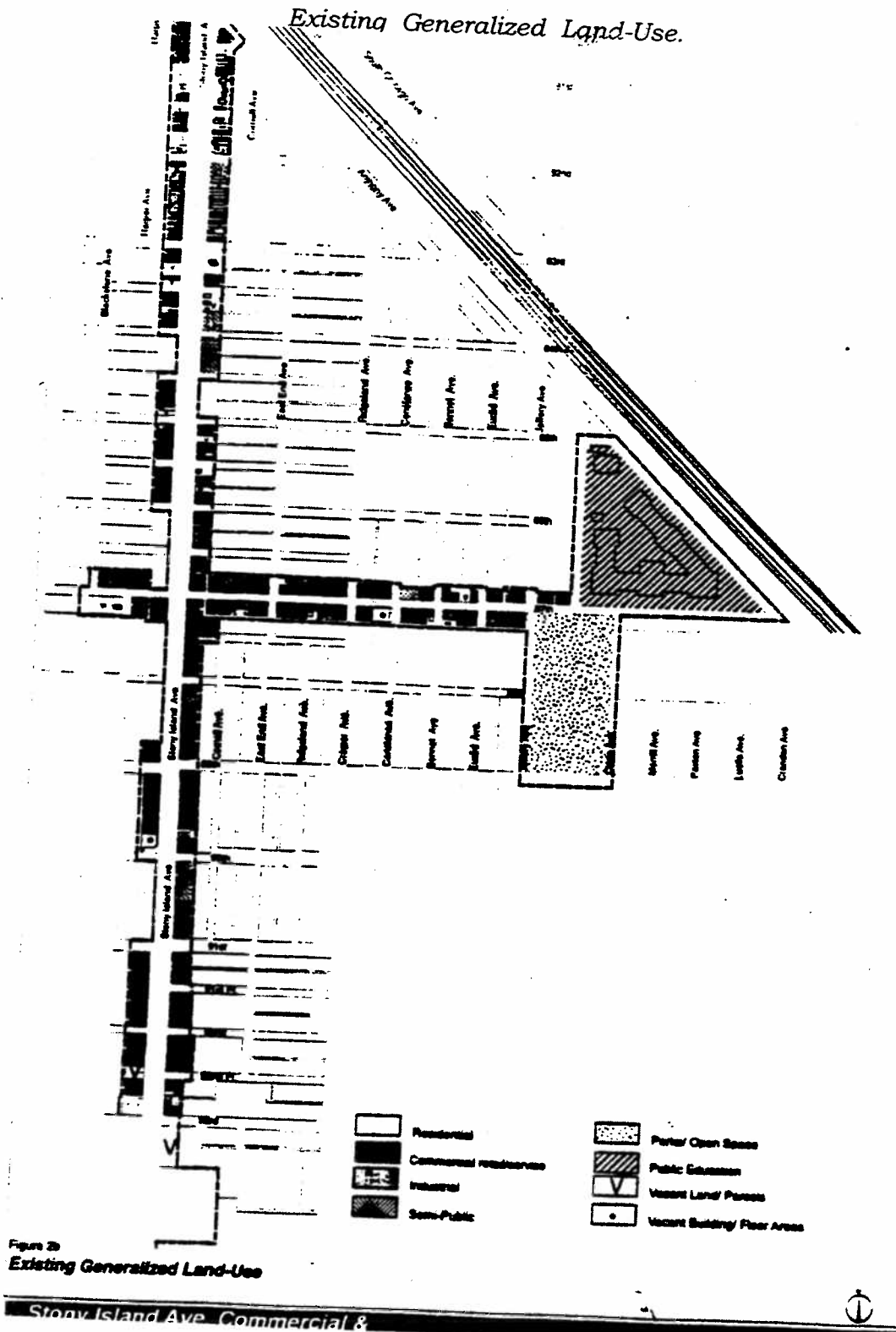


Figure 3.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Extension Building Survey.

EXTERIOR BUILDING SURVEY FORM

PROJECT		B.I.C.		ACTIVITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	FINISHLINE	DATE			
31	32	33	34																																		35	36	37

- 1. PROJECT NAME
- 2. PROJECT ADDRESS
- 3. PROJECT CITY
- 4. PROJECT STATE
- 5. PROJECT ZIP
- 6. PROJECT PHONE
- 7. PROJECT FAX
- 8. PROJECT CONTACT
- 9. PROJECT DATE
- 10. PROJECT TYPE
- 11. PROJECT STATUS
- 12. PROJECT OWNER
- 13. PROJECT DESIGNER
- 14. PROJECT CONTRACTOR
- 15. PROJECT ARCHITECT
- 16. PROJECT ENGINEER
- 17. PROJECT INSPECTOR
- 18. PROJECT SURVEYOR
- 19. PROJECT PHOTOGRAPHER
- 20. PROJECT VIDEOGRAPHER
- 21. PROJECT CARTOGRAPHER
- 22. PROJECT PUBLISHER
- 23. PROJECT DISTRIBUTOR
- 24. PROJECT SALES
- 25. PROJECT SERVICE
- 26. PROJECT MAINTENANCE
- 27. PROJECT REPAIR
- 28. PROJECT RESTORATION
- 29. PROJECT DEMOLITION
- 30. PROJECT CONSTRUCTION
- 31. PROJECT RENOVATION
- 32. PROJECT EXPANSION
- 33. PROJECT ADDED
- 34. PROJECT REMOVED
- 35. PROJECT CHANGED
- 36. PROJECT REPAIRED
- 37. PROJECT RESTORED
- 38. PROJECT DEMOLISHED
- 39. PROJECT CONSTRUCTED
- 40. PROJECT RENOVATED
- 41. PROJECT EXPANDED
- 42. PROJECT ADDED
- 43. PROJECT REMOVED
- 44. PROJECT CHANGED
- 45. PROJECT REPAIRED
- 46. PROJECT RESTORED
- 47. PROJECT DEMOLISHED
- 48. PROJECT CONSTRUCTED
- 49. PROJECT RENOVATED
- 50. PROJECT EXPANDED
- 51. PROJECT ADDED
- 52. PROJECT REMOVED
- 53. PROJECT CHANGED
- 54. PROJECT REPAIRED
- 55. PROJECT RESTORED
- 56. PROJECT DEMOLISHED
- 57. PROJECT CONSTRUCTED
- 58. PROJECT RENOVATED
- 59. PROJECT EXPANDED
- 60. PROJECT ADDED
- 61. PROJECT REMOVED
- 62. PROJECT CHANGED
- 63. PROJECT REPAIRED
- 64. PROJECT RESTORED
- 65. PROJECT DEMOLISHED
- 66. PROJECT CONSTRUCTED
- 67. PROJECT RENOVATED
- 68. PROJECT EXPANDED
- 69. PROJECT ADDED
- 70. PROJECT REMOVED
- 71. PROJECT CHANGED
- 72. PROJECT REPAIRED
- 73. PROJECT RESTORED
- 74. PROJECT DEMOLISHED
- 75. PROJECT CONSTRUCTED
- 76. PROJECT RENOVATED
- 77. PROJECT EXPANDED
- 78. PROJECT ADDED
- 79. PROJECT REMOVED
- 80. PROJECT CHANGED
- 81. PROJECT REPAIRED
- 82. PROJECT RESTORED
- 83. PROJECT DEMOLISHED
- 84. PROJECT CONSTRUCTED
- 85. PROJECT RENOVATED
- 86. PROJECT EXPANDED
- 87. PROJECT ADDED
- 88. PROJECT REMOVED
- 89. PROJECT CHANGED
- 90. PROJECT REPAIRED
- 91. PROJECT RESTORED
- 92. PROJECT DEMOLISHED
- 93. PROJECT CONSTRUCTED
- 94. PROJECT RENOVATED
- 95. PROJECT EXPANDED
- 96. PROJECT ADDED
- 97. PROJECT REMOVED
- 98. PROJECT CHANGED
- 99. PROJECT REPAIRED
- 100. PROJECT RESTORED

Figure 3
Exterior Building Survey

Figure 4A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)



■ Buildings 25 Years
of Age or Older

Figure 4A
Age



Figure 4B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

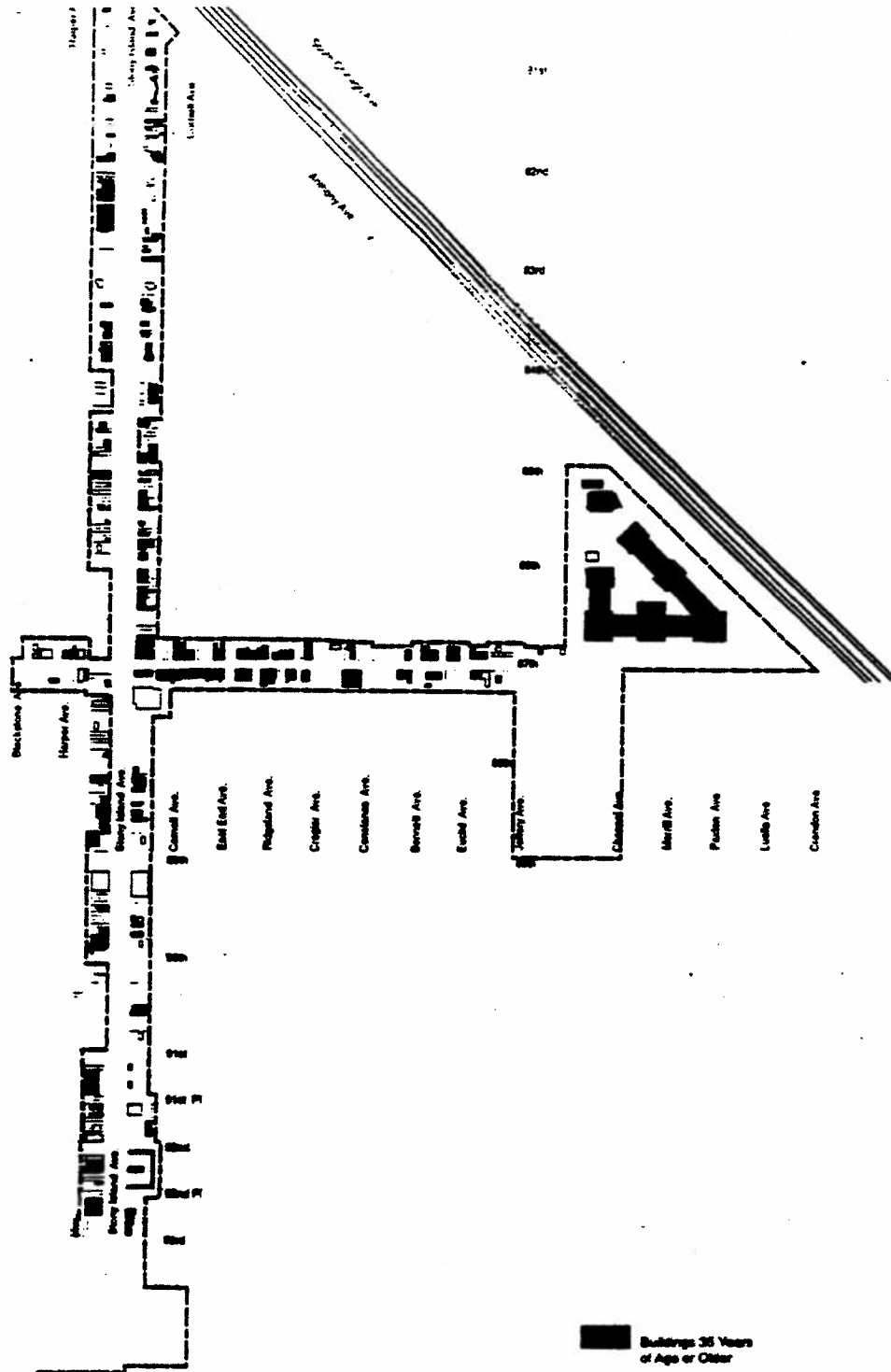


Figure 4B
Age

Revised 2/20/98

Figure 5A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Dilapidation.

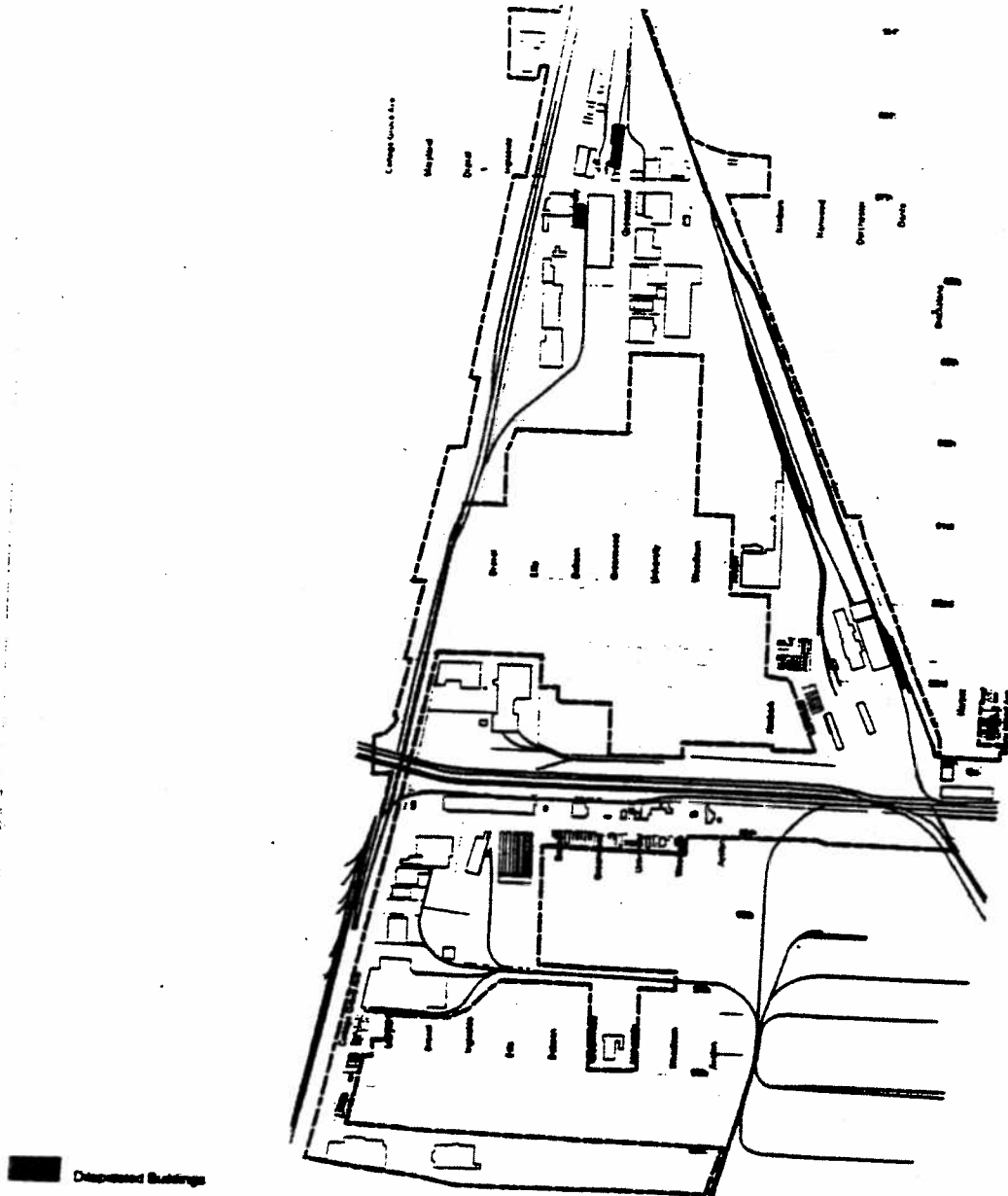


Figure 5a
Dilapidation

Figure 5B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

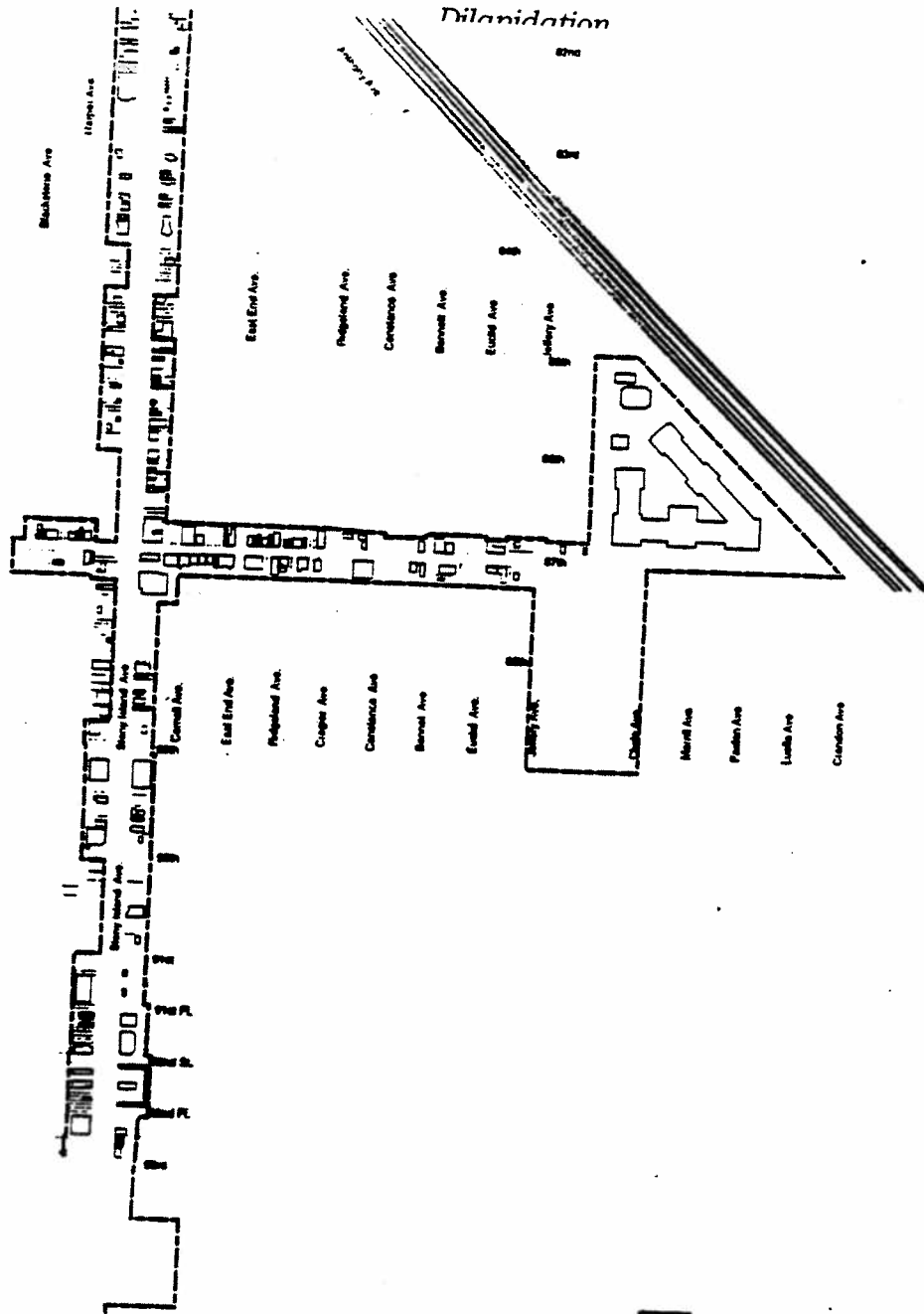


Figure 5B
Dilapidation

Figure 6A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Obsolescence.

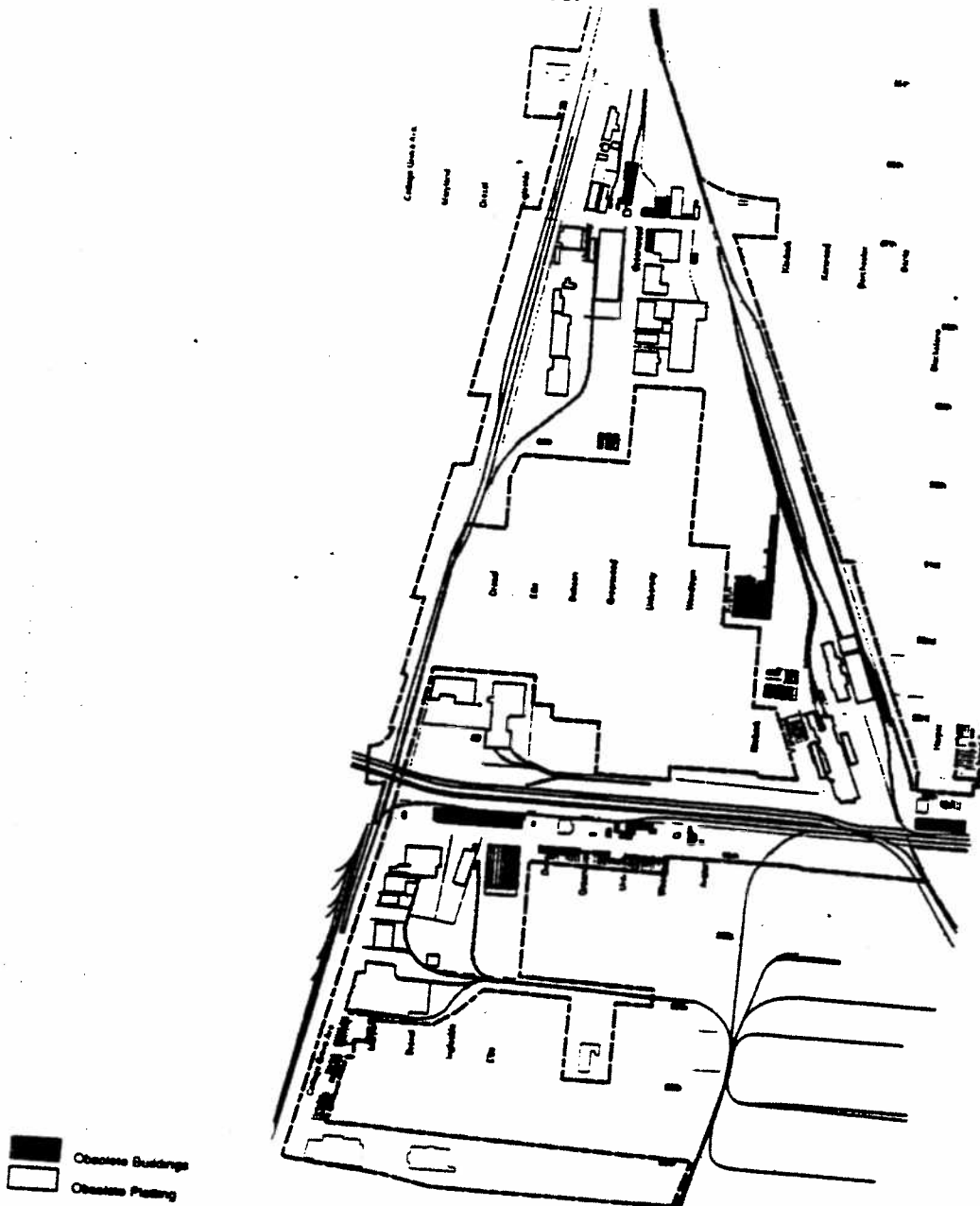


Figure 6a
Obsolescence

Stony Island Ave. Commercial &
Burnside Industrial Corridor

TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA

Figure 6B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

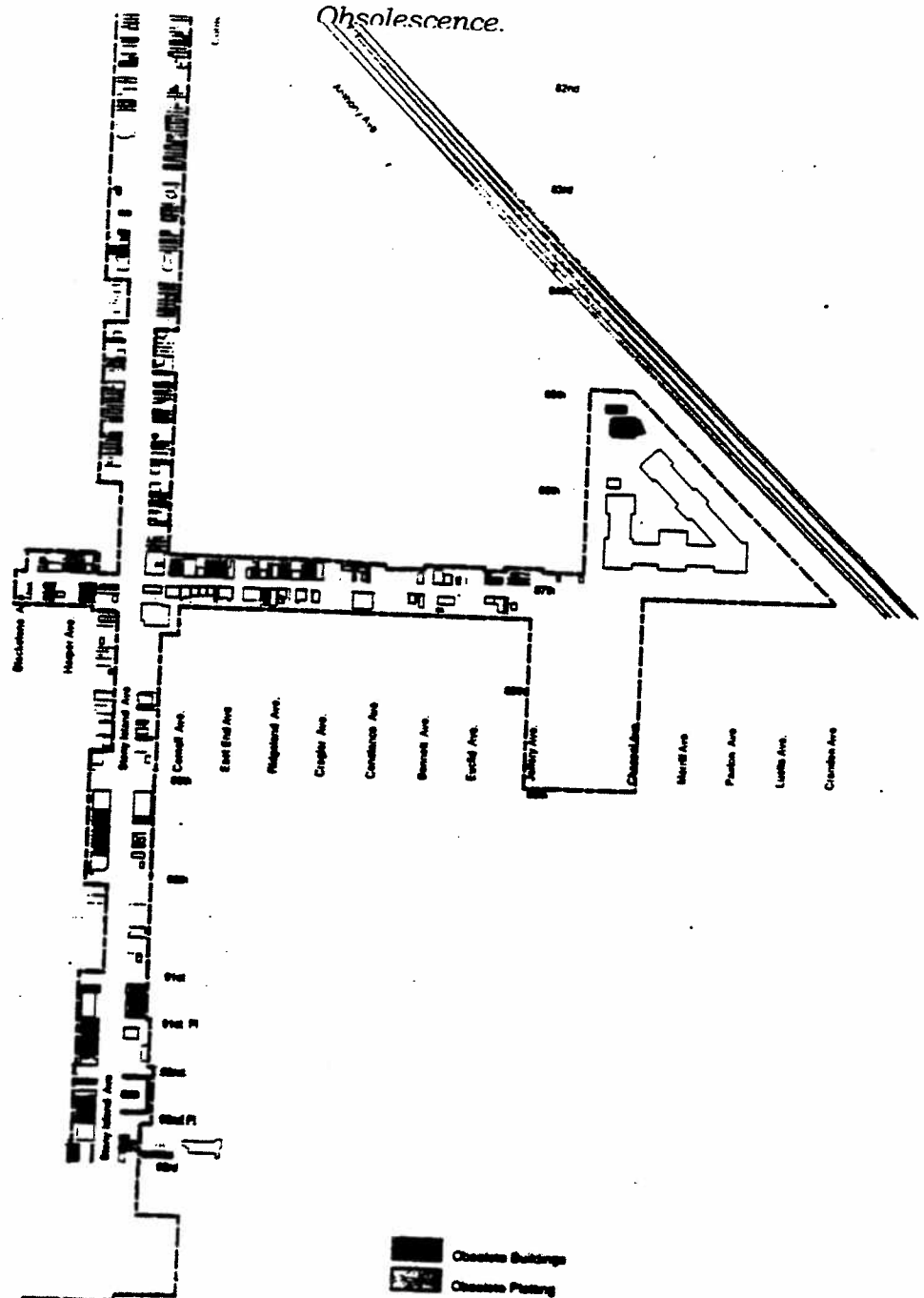


Figure 6B
Obsolescence

Figure 7A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Deterioration.

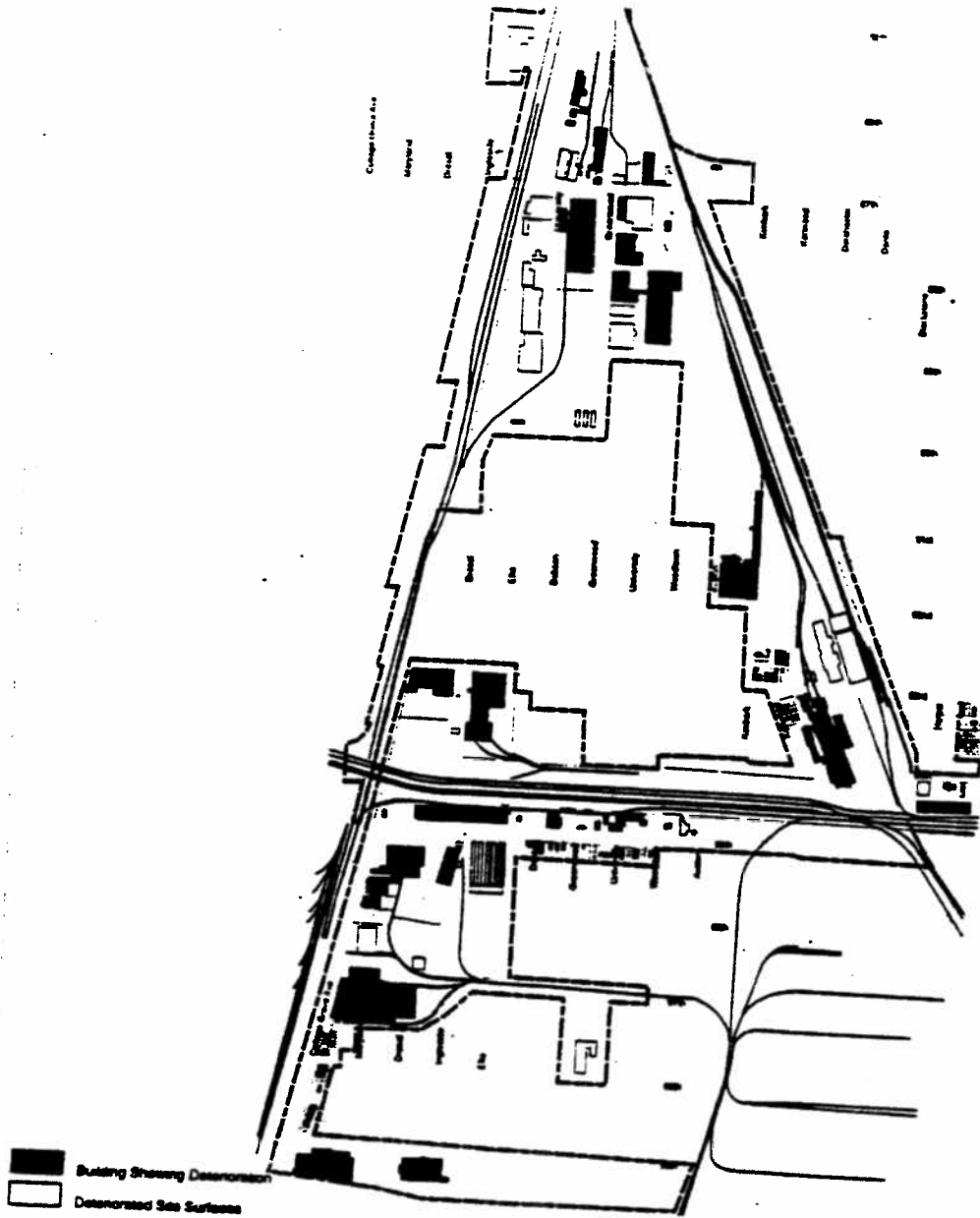


Figure 7a
Deterioration

Figure 7B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

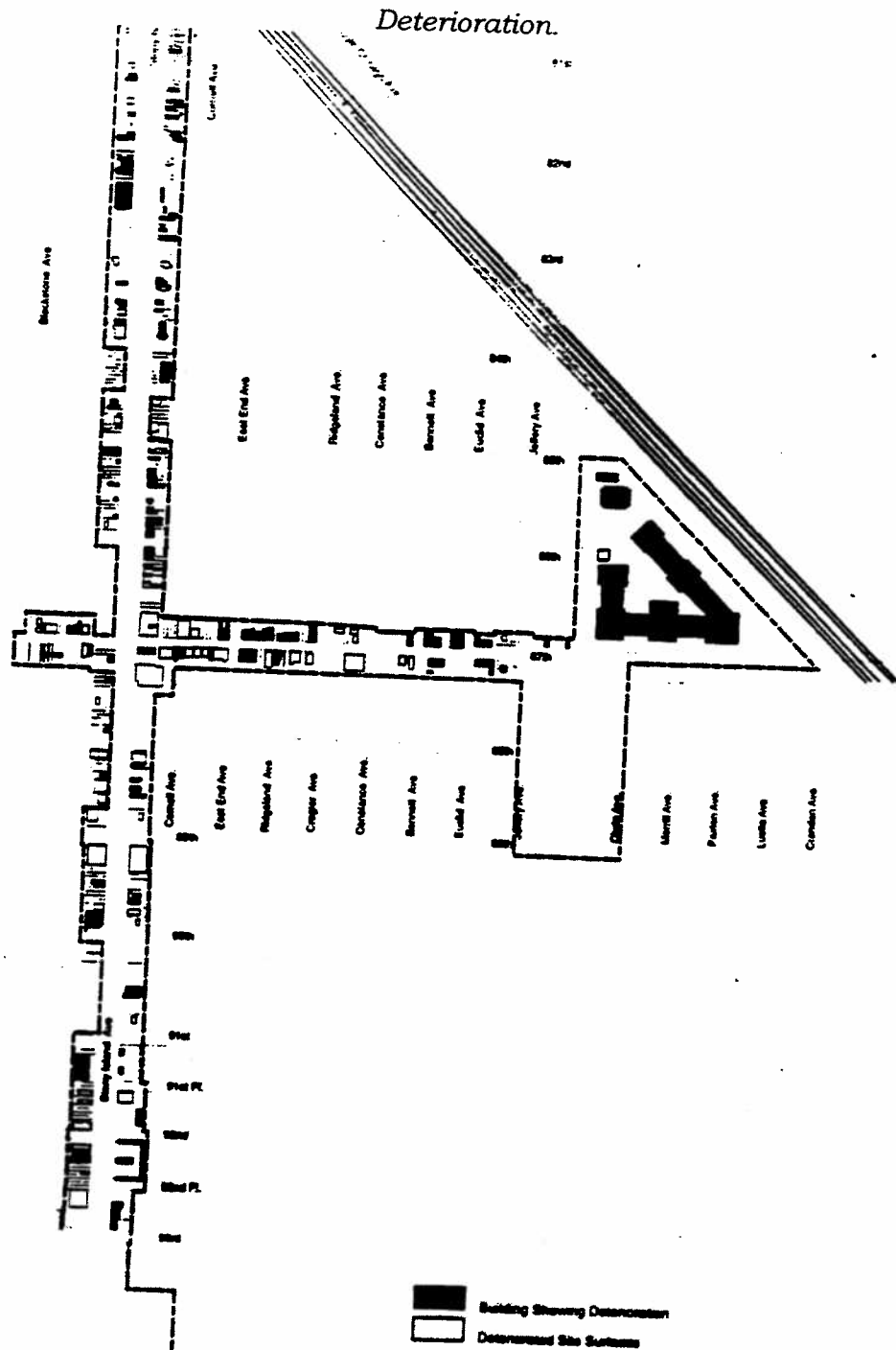


Figure 7b
Deterioration

Figure 8A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Structures Below Minimum Code Standards.

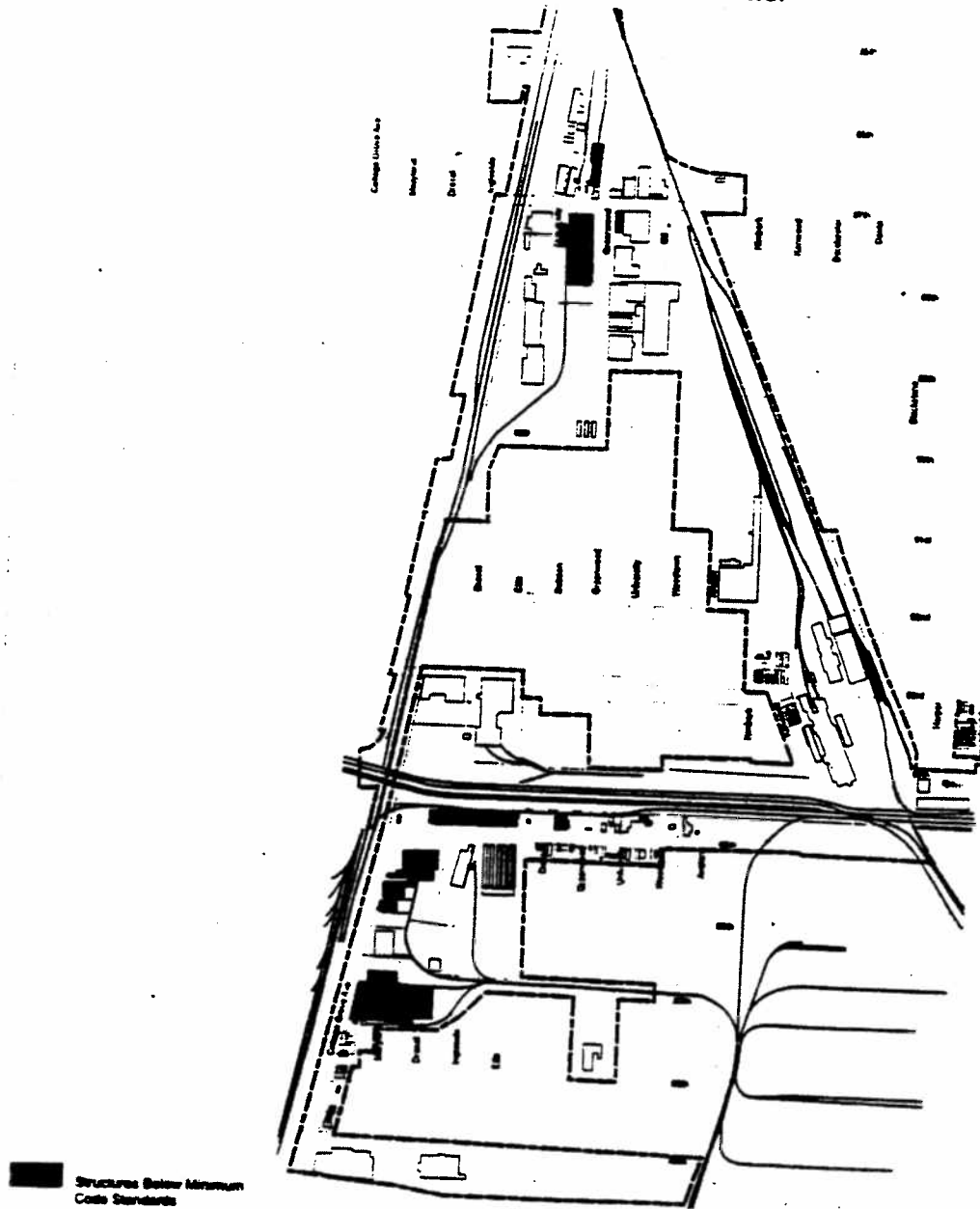


Figure 8A
Structures Below Minimum Code Standards

**Stony Island Ave. Commercial &
Burnside Industrial Corridors**

Figured 8B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

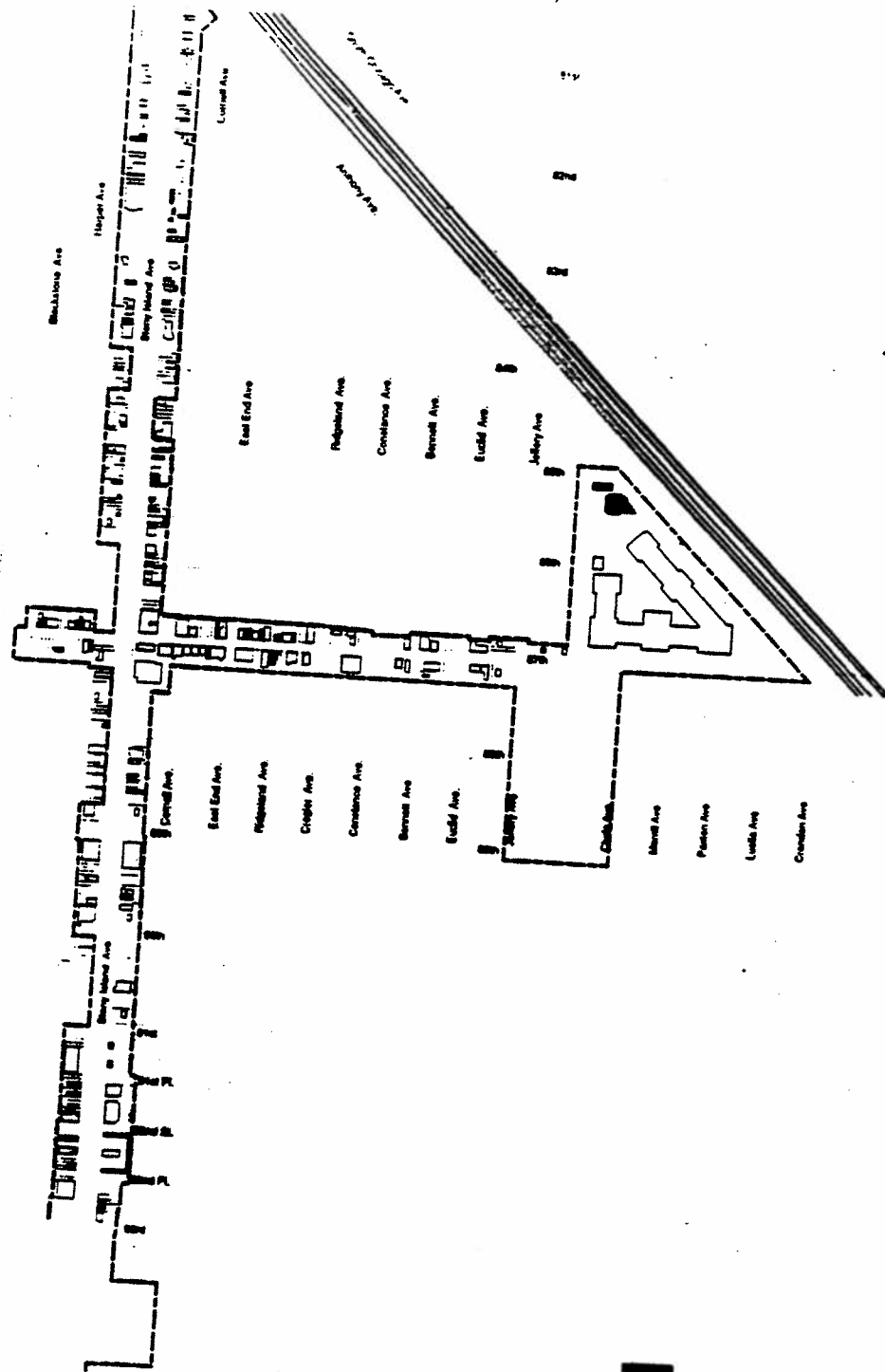


Figure 8B
Structures Below Minimum Code Standards

Structures Below Minimum Code Standards

Figure 9A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Excessive Vacancies.

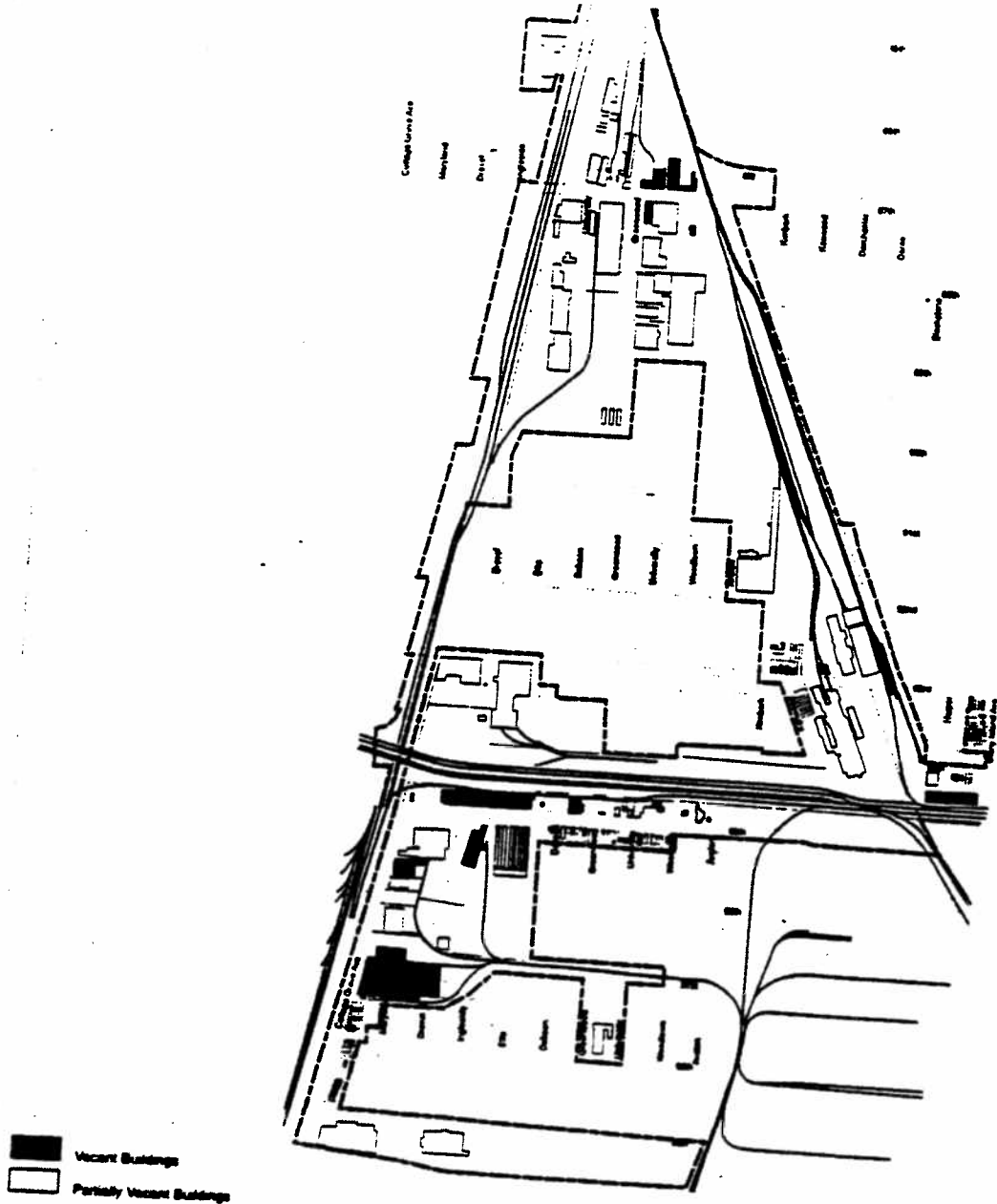


Figure 9a
Excessive Vacancies

Figure 9B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Excessive Vacancies.

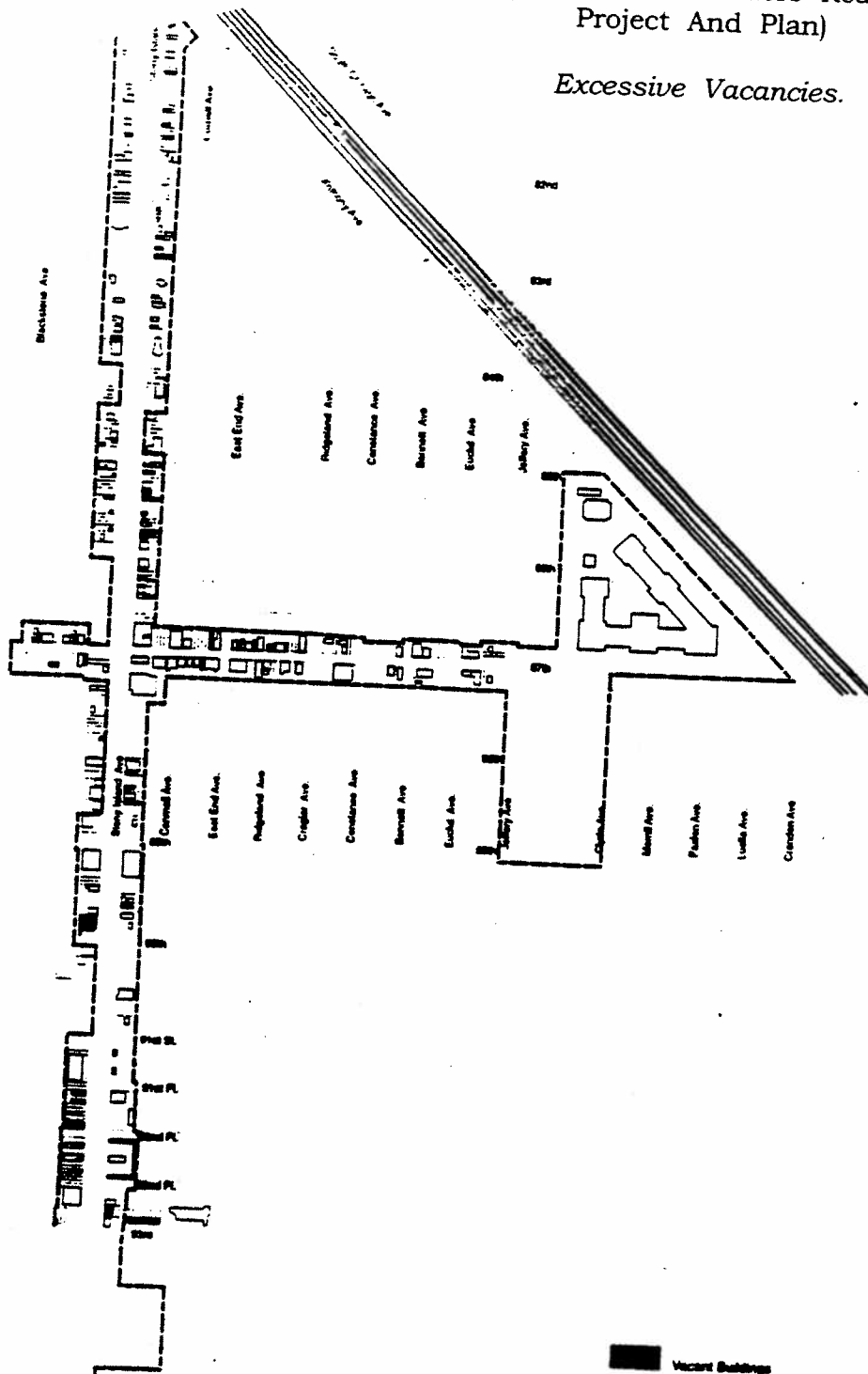


Figure 9b
Excessive Vacancies

- Vacant Buildings
- Partially Vacant Buildings



Figure 10A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Excessive Land Coverage.

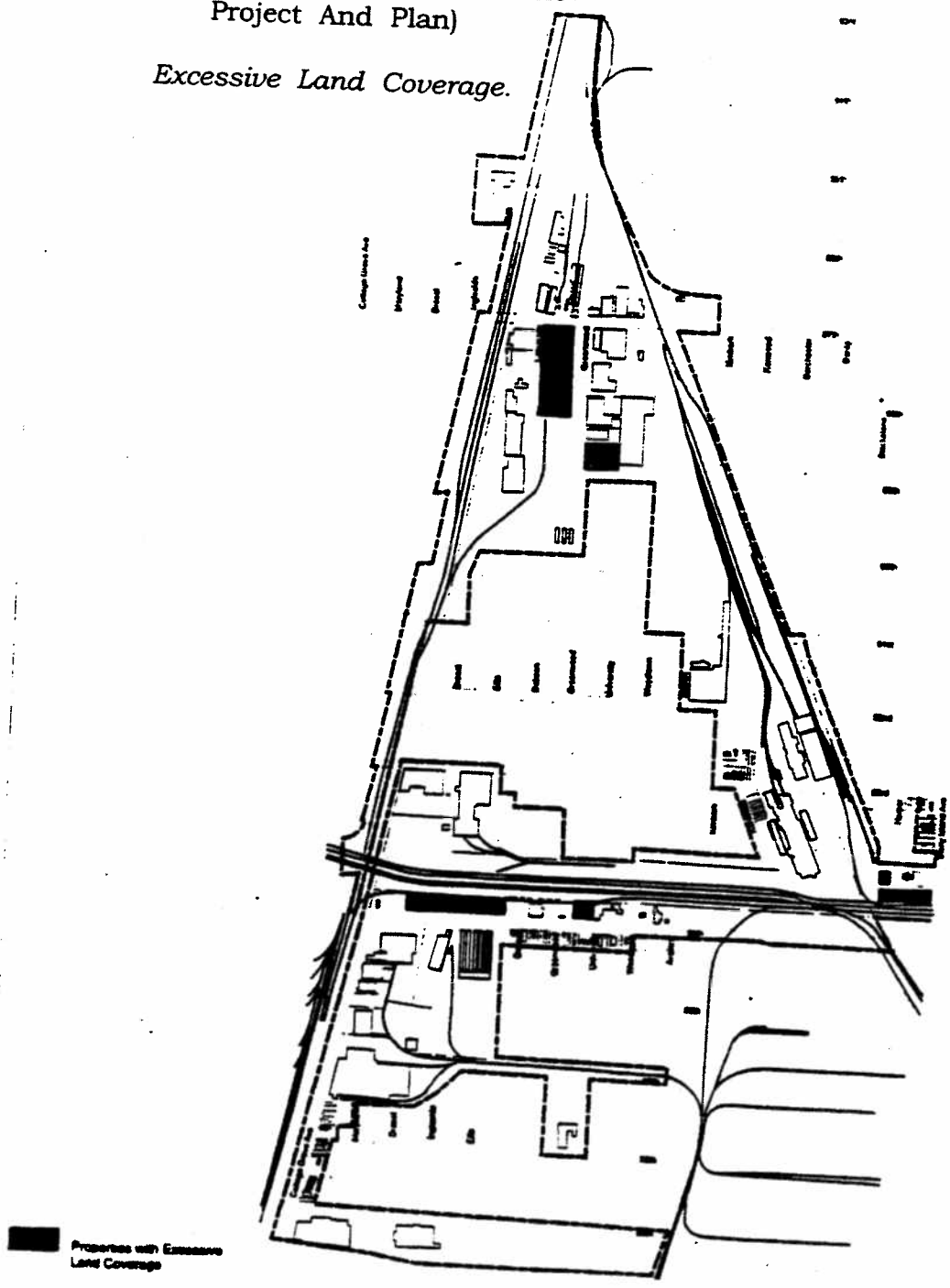


Figure 10A
Excessive Land Coverage

Figure 10B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

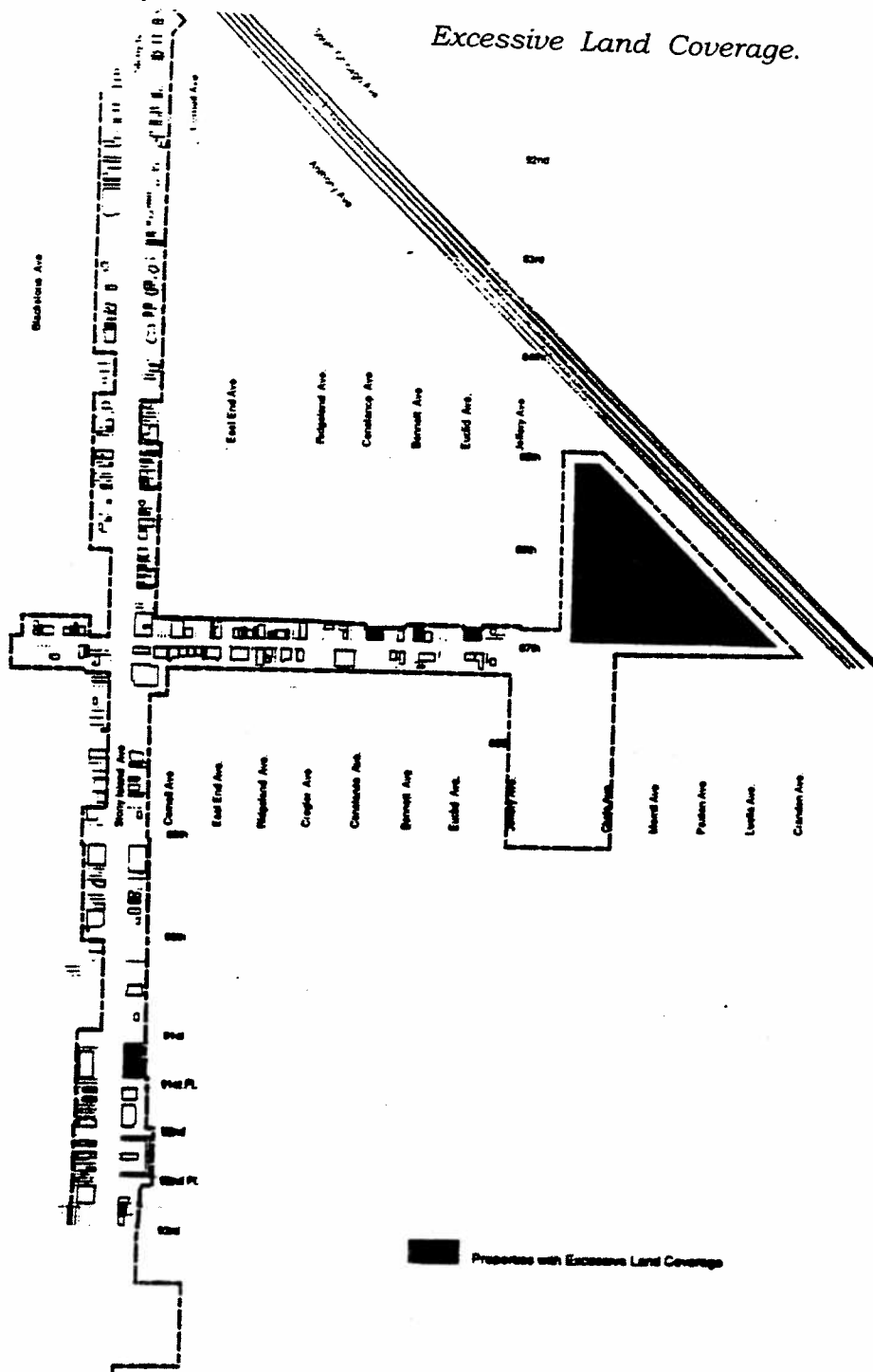


Figure 10B

Excessive Land Coverage

**Stony Island Ave. Commercial &
Burnside Industrial Corridors**

Revised 2/24/98

Chicago, Illinois

Figure 11A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Deleterious Land-Use Or Layout.

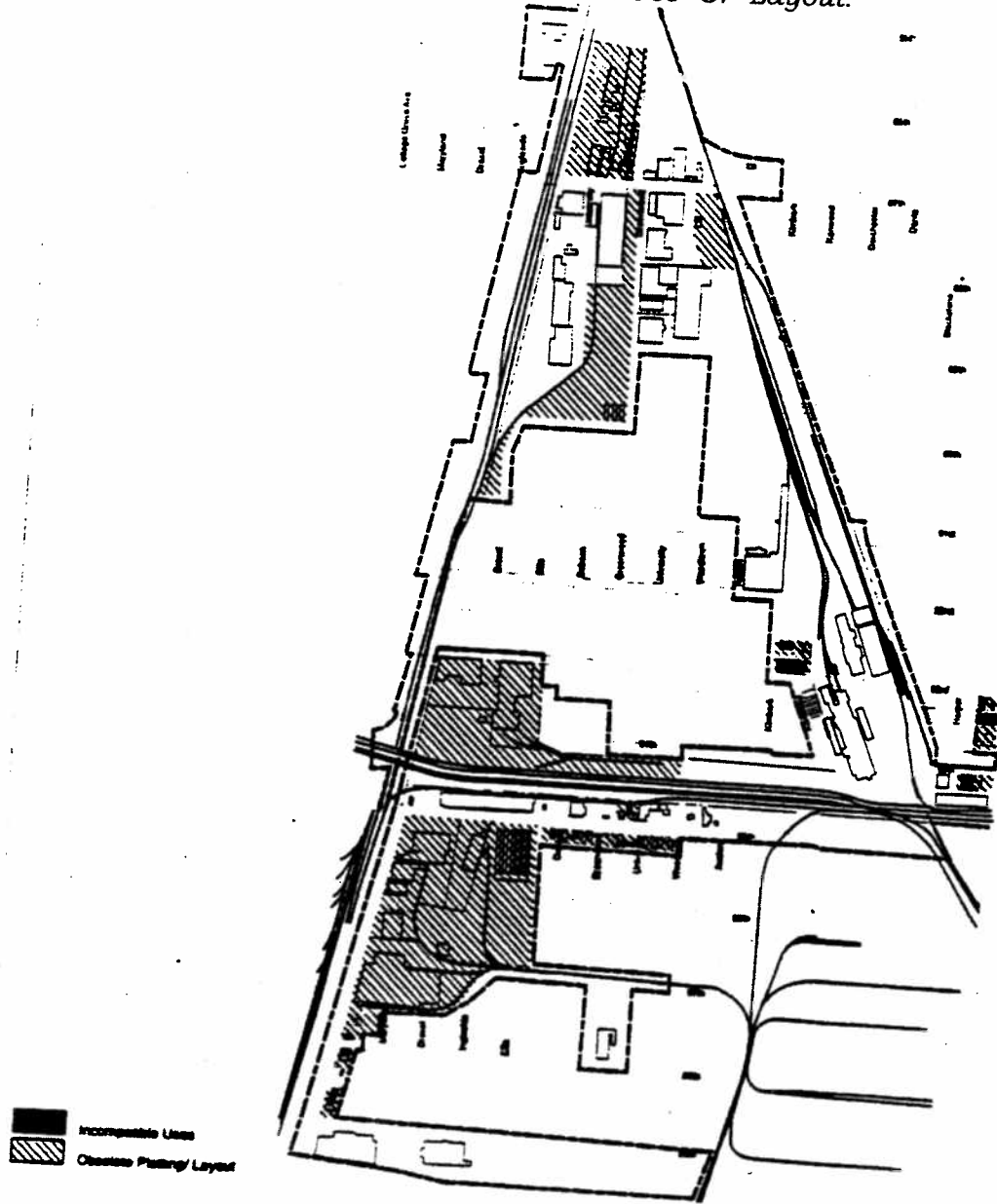


Figure 11a
Deleterious Land-Use or Layout

Figure 11B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

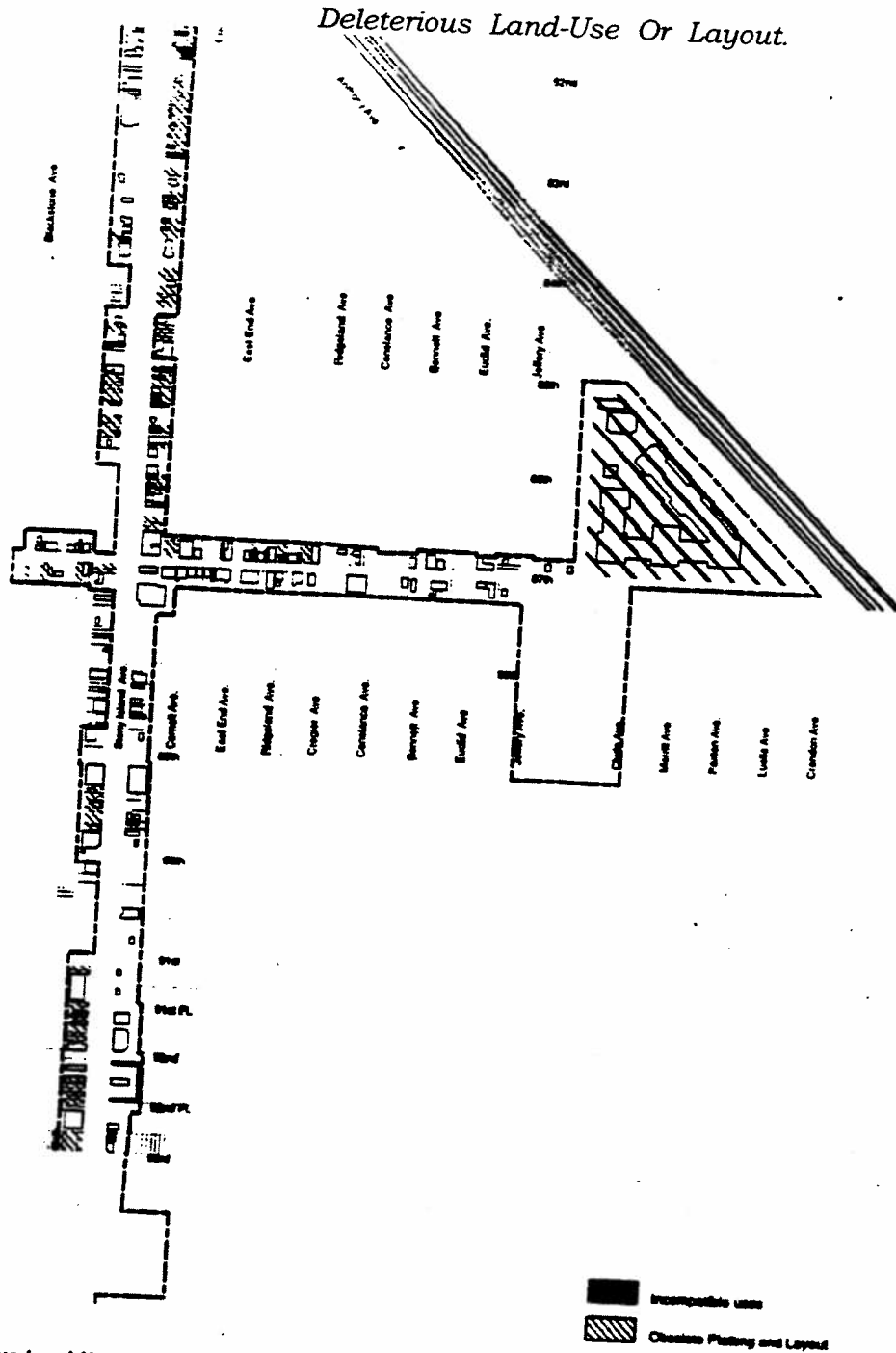


Figure 11b
Deleterious Land-Use or Layout

**Stony Island Ave. Commercial &
Burnside Industrial Corridors**

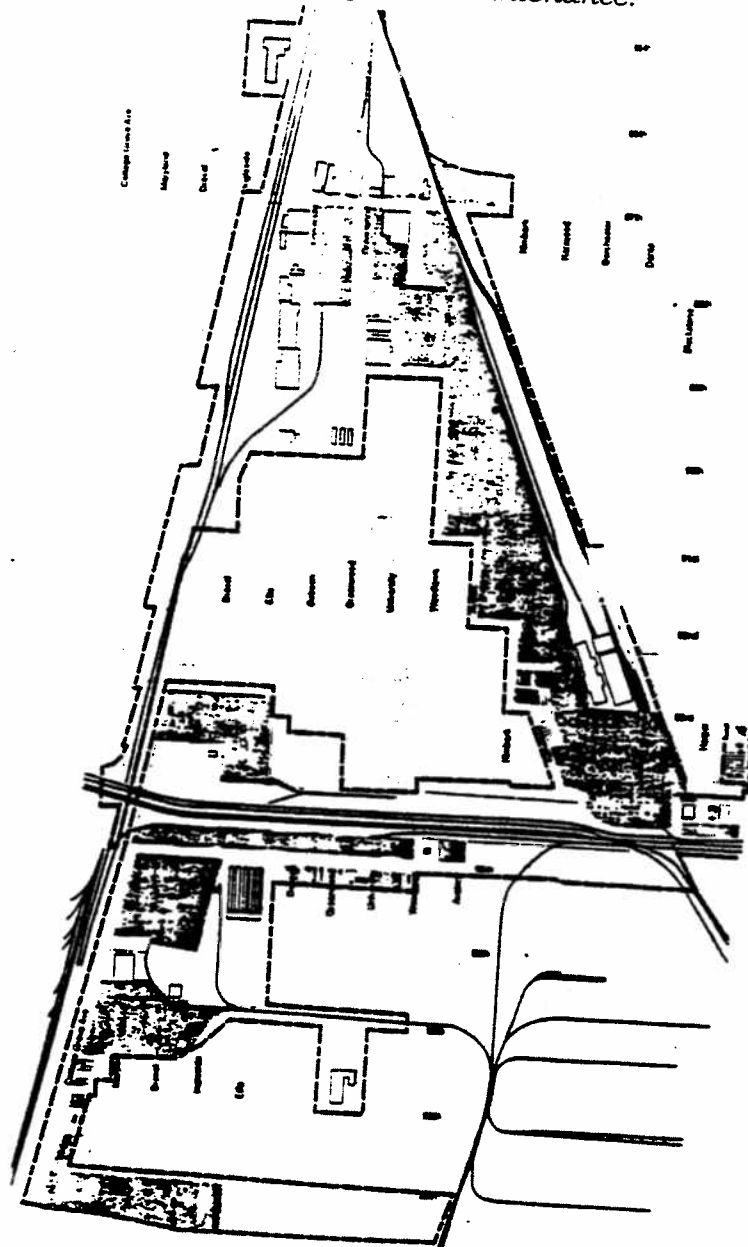
TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA

Chicago, Illinois

Prepared By: Tramm, Pettigrew, Allen, & Payne, Inc.

Figure 12A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Depreciation Of Physical Maintenance.




 Properties with Deferred Maintenance

Figure 12a
Depreciation of Physical Maintenance

Figure 12B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Depreciation Of Physical Maintenance.

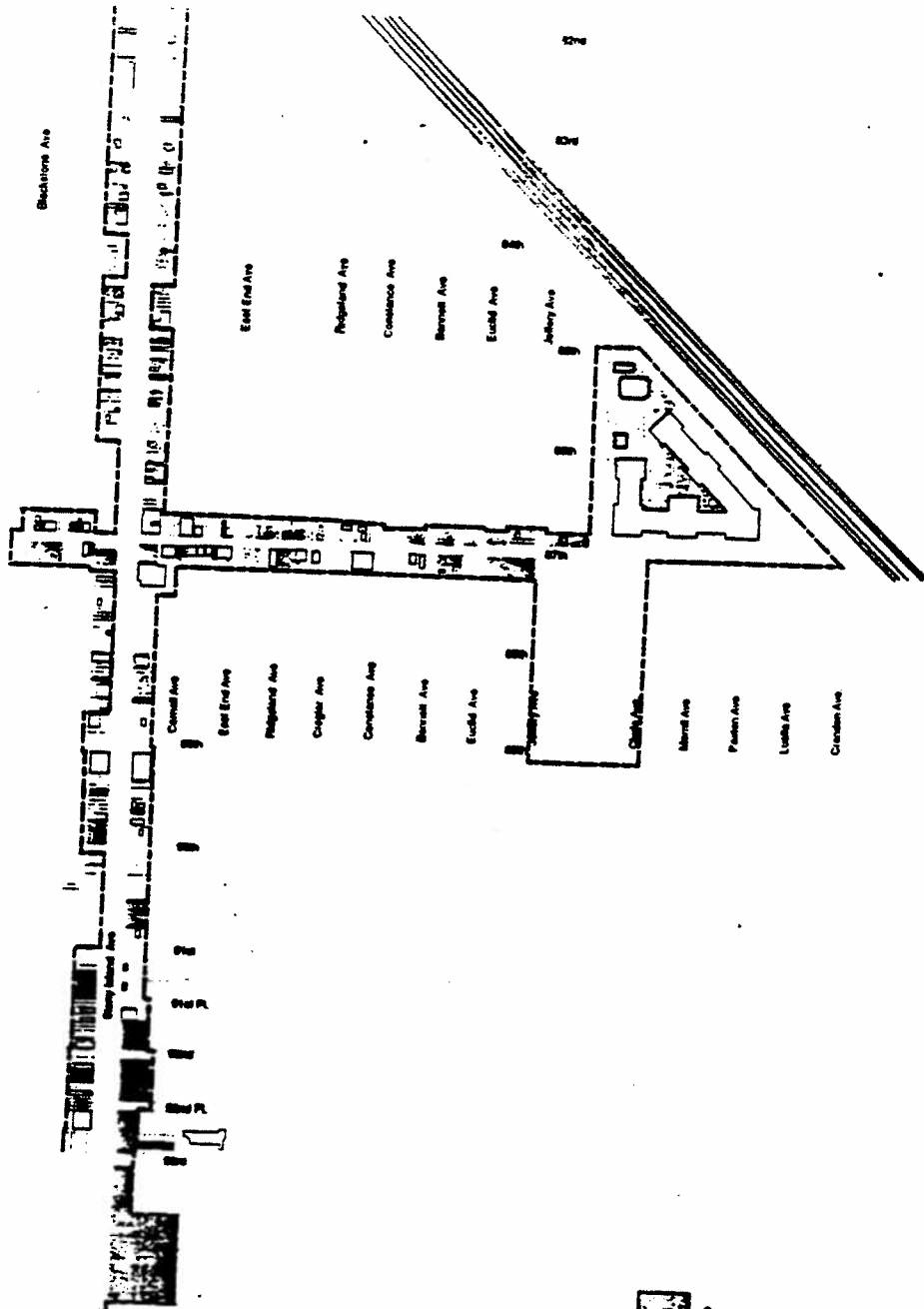


Figure 12b

Depreciation of Physical Maintenance

**Stony Island Ave. Commercial &
Burnside Industrial Corridors**
TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA

Chicago, Illinois

Figure 13A.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Summary Of Conservation And Blight Factors.

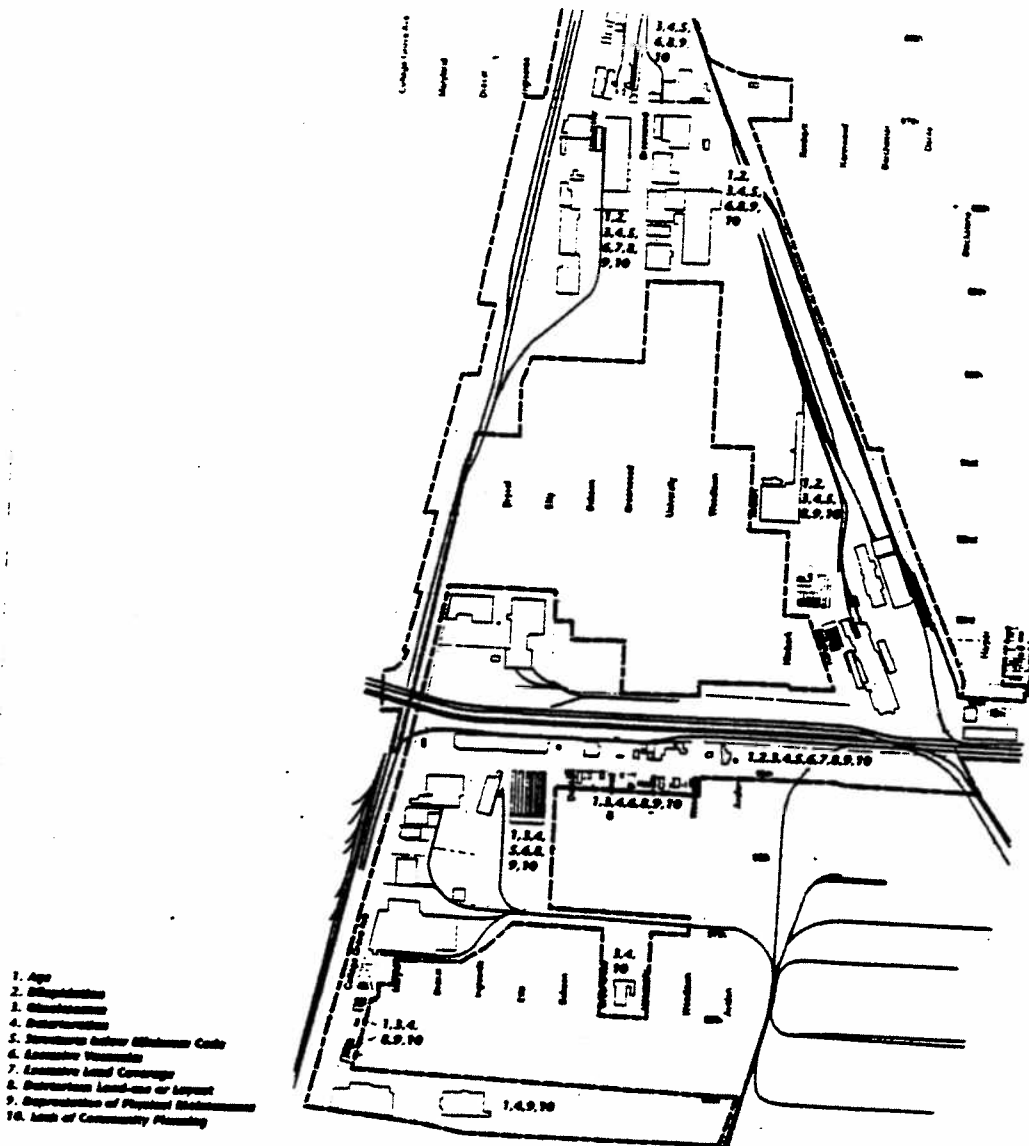


Figure 13a
Summary of Conservation and Blight Factors

Figure 13B.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Summary Of Conservation And Blight Factors.

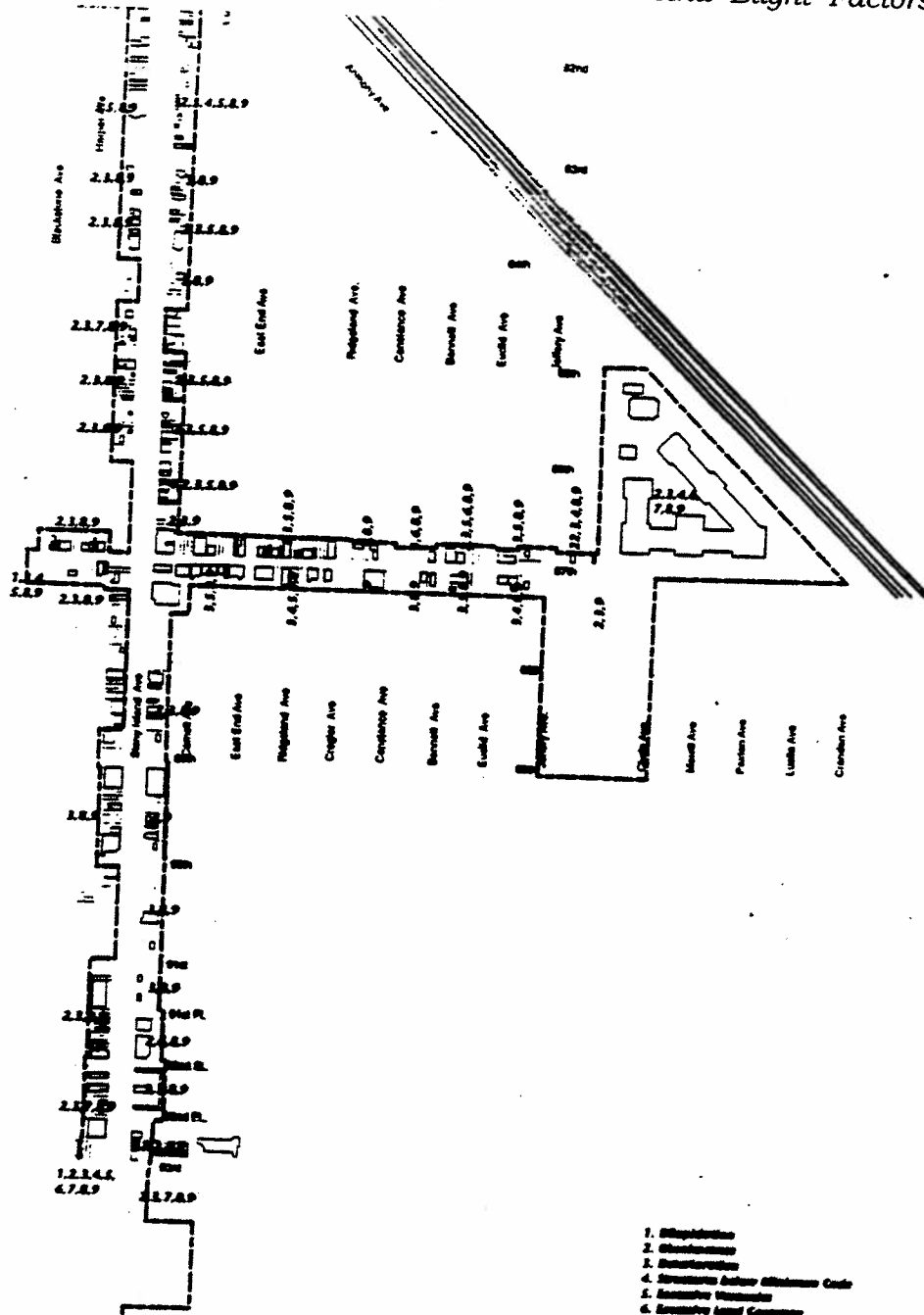


Figure 13b
Summary of Conservation and Blight Factors

- 1. Situations
- 2. Structures
- 3. Structures
- 4. Structures Below Minimum Code
- 5. Excessive Vacancies
- 6. Excessive Land Coverage
- 7. Substandard Land-use or Layout
- 8. Degradation of Physical Maintenance
- 9. Lack of Community Planning

Revised 2/24/98

Stony Island Ave. Commercial &
Burnside Industrial Corridors

TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA

Chicago, Illinois

Prepared By: Trill, Poligross, Allen, & Payne, Inc.

Table 1.
 (To Eligibility Study For Stony Island Commercial And
 Burnside Industrial Corridors Redevelopment
 Project And Plan)

Acreage Distribution.

Stony Island Avenue Commercial and Burnside Industrial Corridors Project
 Area.

Area	Total Acres	Percent Of Total
Commercial District -- Land Areas	104.6	17.1%
Commercial District -- R.O.W.'s	65.2	10.7%
-- Commercial District Total	69.8	27.8%
-- Industrial District Total	441.3	72.2%
Total Project Area:	611.1	100.00%

Table 2.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Summary Of Building Deterioration.
(Page 1 of 3)

COMMERCIAL DISTRICT						
Block No	Total Buildings	Sound	Minor Deficient	Major Deficient	Substandard	Percent Deficient
20-35-215	6	1	5	0	0	83%
20-35-223	5	2	2	1	0	60%
20-35-231	5	2	3	0	0	60%
20-35-403	2	1	1	0	0	50%
20-35-404	3	2	1	0	0	33%
20-35-408	5	2	3	0	0	60%
20-35-411	3	1	2	0	0	67%
20-35-412	3	2	1	0	0	33%
20-35-416	6	5	1	0	0	17%
20-36-111	11	5	6	0	0	55%
20-36-118	12	3	6	2	1	75%
20-36-300	3	1	2	0	0	67%
20-36-302	3	1	2	0	0	67%
20-36-308	1	0	1	0	0	100%
20-36-316	5	2	3	0	0	60%
20-36-318	5	1	3	0	1	80%
20-36-324	6	3	3	0	0	50%
20-36-326	7	6	1	0	0	14%
20-36-327	11	4	7	0	0	64%
20-36-328	2	2	0	0	0	0%
20-36-329	2	0	2	0	0	100%
20-36-330	4	1	3	0	0	75%
20-36-331	2	1	1	0	0	50%
20-36-416	4	1	1	2	0	75%
20-36-422	2	0	1	1	0	100%
25-01-100/102	9	7	2	0	0	22%
25-01-101	6	4	1	1	0	33%
25-01-106	1	1	0	0	0	0%
25-01-107	2	1	1	0	0	50%
25-01-108	2	0	2	0	0	100%
25-01-109	3	1	1	1	0	67%

Table 2.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Summary Of Building Deterioration.
(Page 2 of 3)

Block No	Total Buildings	Sound	Minor Deficient	Major Deficient	Substandard	Percent Deficient
25-01-110	-	5	2	0	0	24%
25-01-118	5	5	0	0	0	0%
25-01-125	3	1	2	0	0	67%
25-01-201 208 209	0	0	0	0	0	n/a
25-01-300	1	1	0	0	0	0%
25-01-302	2	1	1	0	0	50%
25-01-308	2	0	2	0	0	100%
25-01-310	6	1	5	0	0	83%
25-01-316	0	0	0	0	0	n/a
25-01-324	0	0	0	0	0	n/a
25-02-207	1	0	0	0	1	100%
25-02-208	3	2	1	0	0	33%
25-02-215	1	1	0	0	0	0%
25-02-221	4	2	2	0	0	50%
25-02-405	4	1	3	0	0	75%
25-02-412	5	3	2	0	0	40%
25-02-418	4	2	2	0	0	50%
25-02-421	4	0	1	1	2	100%
Totals	193	88	91	9	5	54%

INDUSTRIAL DISTRICT

Block No.	Total Bldgs	No. Sound	Deficient-Minor	Deficient-Major	Substandard	Percent Deficient
20-35-307	0	0	0	0	0	n/a
20-35-312	1	1	0	0	0	0%
20-35-313	0	0	0	0	0	n/a
20-35-318	10	2	5	1	2	80%
20-35-319	1	0	1	0	0	100%
20-35-501	0	0	0	0	0	n/a
25-02-101	0	0	0	0	0	n/a
25-02-102	15	7	2	4	2	53%
25-02-108	0	0	0	0	0	n/a
25-02-113	0	0	0	0	0	n/a
25-02-200	4	2	2	0	0	50%

Table 2.
(To Eligibility Study For Stony Island Commercial And
Burnside Industrial Corridors Redevelopment
Project And Plan)

Summary Of Building Deterioration.
(Page 3 of 3)

Block No	Total Buildings	Sound	Minor Deficient	Major Deficient	Substandard	Percent Deficient
25-02-315	1	0	1	0	0	100%
25-02-318	10	0	0	2	1	100%
25-02-319	0	0	0	0	0	n/a
25-02-401	4	2	2	0	0	50%
25-02-408	9	0	4	3	2	100%
25-02-409	0	0	0	0	0	n/a
25-02-416	2	0	2	0	0	100%
25-02-417	0	0	0	0	0	n/a
25-02-419	2	2	0	0	0	0%
25-02-420	1	1	0	0	0	0%
25-02-422	3	1	1	1	0	67%
25-02-500	0	0	0	0	0	n/a
25-02-501	0	0	0	0	0	n/a
25-02-502	0	0	0	0	0	n/a
25-11-100	12	7	3	2	0	42%
25-11-101	1	0	1	0	0	100%
25-11-102	4	0	4	0	0	100%
25-11-103	1	1	0	0	0	0%
25-11-104	3	0	3	0	0	100%
25-11-109	2	0	2	0	0	100%
25-11-115	1	1	0	0	0	0%
25-11-117	2	0	2	0	0	100%
25-11-118	7	4	3	0	0	43%
25-11-300	2	0	2	0	0	100%
25-11-501	0	0	0	0	0	n/a
Totals	98	31	47	13	7	68%

Commercial	193	88	91	9	5	54%
Industrial	98	31	47	13	7	68%
Project Area	291	119	138	22	12	59%

Table 4.
 (To Eligibility Study For Stony Island Commercial And
 Burnside Industrial Corridors Redevelopment
 Project And Plan)

Distribution Of Conservation Factors
 In Commercial District.

(Page 2 of 2)

Block No.	Age	Overpopulation	Obsolescence	Deterioration	Illegal Use	Struct below code	Excessive Vacancies	Overcrowding	Lack of Light, Vent.	Inadequate Utilities	Access land coverage	Deteriorous land use	Depreciation of physical plant	Lack of Community Planning	
25-01-201 208 209	n/a	Jesse Owens Park													
25-01-300	100%		●								●			●	
25-01-302	50%		○	●									●	●	
25-01-308	100%		●	●									○	●	
25-01-310	67%		○	●									●	●	
25-01-316	n/a			○								○	●	●	
25-01-324	n/a												○	○	
25-02-207	0%	●		●		●	●							●	
25-02-208	33%		○	○									●	●	
25-02-215	100%												○	●	
25-02-221	75%			○										●	
25-02-405	75%		●	●									○	●	
25-02-412	80%		○	○									●	●	
25-02-418	100%		●	●									○	●	
25-02-421	100%	○	○	●								○	○	●	
Totals	77%	○	○	●		○	●				○	○	●	●	

- Promote convenience retail and service uses that can provide for the day-to-day needs of nearby residents, employees and business patrons.
- Encourage compatible new housing development within selected blocks.
- Establish a visual and functional identity for the mixed use area which reflects the culture and ethnic heritage of adjoining neighborhoods.
- Promote new activities and events within the mixed use area which will enhance overall neighborhood identity and encourage people to frequent the commercial areas.

b) Building Development

- Reinforce Chicago's traditional commercial development pattern which consists of two- and three-story masonry buildings located at or near the sidewalk line, with front doors facing the street.
- Repair and rehabilitate existing commercial buildings in poor condition.
- Reuse vacant buildings for compatible new uses.
- Maintain and preserve older commercial buildings with architectural or historic interest.
- Improve the design and appearance of commercial storefronts.
- Ensure that the design of new buildings is compatible with the surrounding building context.
- Improve the overall level of "housekeeping" within the mixed use district.
- Improve commercial area signage.
- Establish design guidelines that will help visually unify the mixed use district; guidelines should address façade treatment, color, materials, awnings and canopies, and commercial signage.

c) Access and Circulation

- Ensure safe and convenient access to the mixed use district for autos, public transportation and pedestrians.
- Monitor traffic conditions within the mixed use district; undertake traffic operational and signalization improvements where necessary.
- Consider closing selected side street segments in order to create larger building sites and enhance opportunities for new development.

- Consider the use of traffic calming devices such as cul-de-sacs, limited access and street closures to protect adjoining residential neighborhoods.
- Provide well-defined and safe pedestrian connections between the commercial subareas and the surrounding neighborhoods and employment centers.

d) Parking

- Ensure that all commercial subareas are served by an adequate supply of conveniently located parking.
- Minimize parking "spillover" in adjacent neighborhoods.
- Maintain curb parking within each commercial subarea.
- Consider new public parking lots in selected locations.
- Consider closing selected side streets to create new parking areas.
- Utilize alleys and the rear portions of commercial properties for parking.
- Promote cooperative arrangements between businesses which would permit existing parking lots to be used by neighboring businesses during off-peak periods.
- Ensure that parking lots are attractively designed and adequately maintained.
- Consolidate and redesign small separate parking lots located within the same block.

e) Public Rights-of-Way

- Improve the condition of street surfaces, curbs and gutters within the mixed use district.
 - Improve the condition of sidewalk surfaces; consider special surface treatments in pedestrian shopping areas.
 - Provide safe and convenient pedestrian crosswalks.
 - Provide new street furniture including benches, planters, kiosks and trash receptacles where space permits.
 - Provide new pedestrian-scale lighting in areas with intense pedestrian activity.
 - Provide new street trees and accent lighting where space permits.
 - Create new "gateway" areas, including landscaping and signage, at the major entry points to the mixed use district.
-

- Install streetpole banners within the commercial areas to signal revitalization and reinvestment.
- Promote the development of "public art" at selected locations.
- Utilize the boulevard areas along Stony Island Avenue and the existing community gardens along East 97th Street for landscaping and pedestrian amenities.
- Establish a comprehensive streetscape system which can guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage throughout the mixed use district.

E. Redevelopment Improvements and Activities

The City proposes to achieve its redevelopment goals and objectives for the Project Area through the use of public financing techniques including, but not limited to, tax increment financing, to undertake some or all of the activities and improvements authorized under the Act, including the activities and improvements described below. The City also maintains the flexibility to undertake additional activities and improvements authorized under the Act if the need for activities or improvements change as redevelopment occurs in the Project Area.

The City may enter into redevelopment agreements with public or private entities for the furtherance of this Redevelopment Plan. Such redevelopment agreements may be for the assemblage of land; the construction, rehabilitation, renovation or restoration of improvements or facilities; the provision of services; or any other lawful purpose. Redevelopment agreements may contain terms and provisions which are more specific than the general principles set forth in this Redevelopment Plan.

1. Property Assembly

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

Figure 4, *Land Acquisition Overview Map*, indicates the parcels currently proposed to be acquired for clearance and redevelopment in the Project Area. Exhibit IV contains Figures 4a-f: *Land Acquisition by Block & Parcel Identification Number* which portray the acquisition properties in more detail.

In connection with the City exercising its power to acquire real property not currently identified on the following Acquisition Map, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary and otherwise required procedures of having each such acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council.

As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and redevelopment. The City may demolish improvements, remove and grade soils and prepare sites with soils and materials suitable for new construction. Clearance and demolition will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tracts of land do not remain vacant for extended periods and so that the adverse effects of clearance activities may be minimized.

The City may (a) acquire any historic structure (whether a designated City or State landmark or on, or eligible for, nomination to the National Register of Historic Places); (b) demolish any non-historic feature of such structure; and (c) incorporate any historic structure or historic feature into a development on the subject property or adjoining property.

2. Relocation

In the event that active businesses or other occupants are displaced by the public acquisition of property, they may be relocated and may be provided with financial assistance and advisory services. Relocation services in conjunction with property acquisition will be provided in accordance with City policy.

3. Provision of Public Works or Improvements

The City may provide public improvements and facilities that are necessary to service the Project Area in accordance with this Redevelopment Plan and the comprehensive plan for development of the City as a whole. Public improvements and facilities may include, but are not limited to, the following:

a) *Streets and Utilities*

A range of individual roadway, utility and related improvement projects, from repair and resurfacing to major construction or reconstruction, may be undertaken.

b) *Parks and Open Space*

Improvements to existing or future parks, open spaces and public plazas, including public school sites, may be provided for the use of the general public. These improvements include the construction of pedestrian walkways, stairways, lighting, landscaping and general beautification improvements.

4. **Rehabilitation of Existing Buildings**

The City will encourage the rehabilitation of buildings, both private and public, that are basically sound and/or historically significant, and are located so as not to impede the Redevelopment Project. These improvements include the maintenance and enhancement of public school buildings in the Project Area.

5. **Job Training and Related Educational Programs**

Separate or combined programs designed to increase the skills of the labor force to take advantage of the employment opportunities within the Project Area may be implemented as provided under the Act.

6. **Taxing Districts Capital Costs**

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

7. **Interest Subsidies**

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

- (a) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act; and
 - (b) such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper or developer with respect 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, then the amounts so 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 (i) costs paid or incurred by a redeveloper or developer for a redevelopment project plus (ii) redevelopment project costs excluding any prop-
-

erty assembly costs and any relocation costs incurred by the City pursuant to the Act.

8. **Analysis, Administration, Studies, Surveys, Legal, etc.**

The City may undertake or engage professional consultants, engineers, architects, attorneys, etc. to conduct various analyses, studies, surveys, administration or legal services to establish, implement and manage this Redevelopment Plan.

F. Redevelopment Project Costs

The various redevelopment expenditures which are eligible for payment or reimbursement under the Act are reviewed below. Following this review is a list of estimated redevelopment project costs which are deemed to be necessary to implement this Redevelopment Plan (the "Redevelopment Project Costs").

1. **Eligible Redevelopment Project Costs**

Redevelopment project costs include the sum total of all reasonable or necessary costs incurred, estimated to be incurred, or incidental to this Redevelopment Plan pursuant to the Act. Such costs may include, without limitation, the following:

- 1) Costs of studies, surveys, development of plans and specifications, implementation and administration of the redevelopment plan including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services, provided however that no charges for professional services may be based on a percentage of the tax increment collected;
- 2) Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
- 3) Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings and fixtures;
- 4) Costs of the construction of public works or improvements;
- 5) Costs of job training and retraining projects;
- 6) Financing costs including, but not limited to, all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for a period not exceeding 36 months following completion and including reasonable reserves related thereto;

All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the municipality by written agreement accepts and approves such costs:

Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law:

-) Payment in lieu of taxes as defined in the Act;
- 0) 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 (i) 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 employers located in a redevelopment project area; and (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken including but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. 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 and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code;
- 11) Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:
 1. such costs are to be paid directly from the special tax allocation fund established pursuant to this Act;
 2. such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;
 3. if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then the amount so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 4. the total of such interest payments incurred pursuant to this Act may not exceed 30 percent of the total: (i) costs paid or incurred by the redeveloper

for such redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act.

- 12) Unless explicitly provided in the Act, the cost of construction of new privately-owned buildings shall not be an eligible redevelopment project cost.

If a special service area has been established pursuant to the Special Service Area Tax Act, [35 ILCS 235/0.01 *et. seq.*] then any tax increment revenues derived from the tax imposed pursuant to the Special Service Area Tax Act may be used within the redevelopment project area for the purposes permitted by the Special Service Area Tax Act as well as the purposes permitted by the Act.

2. **Estimated Redevelopment Project Costs**

A range of redevelopment activities and improvements will be required to implement this Redevelopment Plan. The activities and improvements and their estimated costs are set forth in Exhibit I of this Redevelopment Plan. All estimates are based on 1997 dollars. Funds may be moved from one line item to another.

Redevelopment Project Costs described in this Redevelopment Plan are intended to provide a current estimate of expenditures. Within this estimate, adjustments may be made in line items without amending this Redevelopment Plan.

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

G. **Sources of Funds to Pay Redevelopment Project Costs**

Funds necessary to pay for Redevelopment Project Costs and secure municipal obligations issued for such costs are to be derived primarily from Incremental Property Taxes. Other sources of funds which may be used to pay for Redevelopment Project Costs or secure municipal obligations are land disposition proceeds, state and federal grants, investment income, private financing and other legally permissible funds the City may deem appropriate. Also, the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers. Additionally, the City may utilize revenues, other than State sales tax increment revenues, received under the Act from one redevelopment project area for eligible costs in another redevelopment project area that is either contiguous to, or is separated only by a public right-of-way from, the redevelopment project area from which the revenues are received. The City may incur redevelopment project costs which are paid for from funds of the City other

than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes.

The Project Area is contiguous to the 95th & Stony Island Avenue Tax Increment Financing Redevelopment Project Area and may, in the future, be contiguous to, or separated by a public right of way from, other redevelopment project areas. The City may utilize net incremental property taxes received from the Project Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, or those separated only by a public right of way from the Project Area, and vice versa. The amount of revenue from the Project Area made available to support such contiguous redevelopment project areas, or such areas separated only by a public right of way from the Project Area, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area, shall not at any time exceed the total Redevelopment Project Costs described in this Redevelopment Plan.

H. Issuance of Obligations

The City may issue obligations secured by Incremental Property Taxes pursuant to Section 11-74.4-7 of the Act. To enhance the security of a municipal obligation the City may pledge its full faith and credit through the issuance of general obligation bonds. Additionally, the City may provide other legally permissible credit enhancements to any obligations issued pursuant to the Act.

All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within 23 years from the adoption of the ordinance approving the Project Area and the Redevelopment Plan, such ultimate retirement date occurring in the year 2021. 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 Redevelopment Plan. Obligations may be issued on a parity or subordinated basis.

In addition to paying Redevelopment Project Costs, Incremental Property Taxes may be used for the scheduled retirement of obligations, mandatory or optional redemptions, establishment of debt service reserves and bond sinking funds. To the extent that Incremental Property Taxes are not needed for these purposes, any excess Incremental Property Taxes shall then become available for distribution annually to taxing districts having jurisdiction over the Project Area in the manner provided by the Act.

I. Valuation of the Project Area

1. Most Recent EAV of Properties in the Project Area

The most recent 1996 EAV of all taxable parcels in the Project Area is estimated to be \$46,396,292. This EAV is based on 1996 EAV and is subject to verification by the Cook County Clerk. After verification, the final figure shall be certified by the Cook County Clerk. This certified amount shall become the Certified Initial EAV from which

all Incremental Property Taxes in the Project Area will be calculated by Cook County. The 1996 EAV by tax block is summarized in Exhibit II: 1996 EAV by Tax Block. Project Area.

2. Anticipated Equalized Assessed Valuation

By the tax year 2019 (collection year 2020) and following the construction of roadway and utility improvements, viaduct closures, installation of additional and upgraded lighting, improved signage and landscaping, etc. and substantial completion of potential Redevelopment Projects, the EAV of the Project Area is estimated to total between \$97,900,000 and \$120,400,000.

Estimates are based on several key assumptions, including: 1) redevelopment of the commercial and industrial districts within the Project Area will occur in a timely manner; 2) 2 percent inflation in EAV in the commercial district between years 1998-2020; 3) between 2,370,000 and 2,700,000 square feet of industrial space will be constructed in the Project Area and occupied by 2020; 4) no inflation in EAV during the buildout period in the industrial district; and 5) the five year average state equalization factor of 2.1240 (tax years 1992 through 1996) is used in all years to calculate estimated EAV.

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

As described in *Section III* of this Redevelopment Plan, the Project Area as a whole is adversely impacted by the presence of numerous conservation and blight factors, and these factors are reasonably distributed throughout the Project Area. Conservation and blight factors within the Project Area are widespread and represent major impediments to sound growth and development.

The decline of and the lack of private investment in the Project Area are evidenced by the following:

Physical Condition of the Project Area

- The Commercial District is characterized by age (77% of the buildings being 35 years or older), deterioration, vacancies, obsolescence and deferred maintenance which has begun to negatively impact adjoining uses and the corridor on the whole.
- The Industrial District is characterized by age (77% of the buildings being 35 years or older), deterioration, structures below minimum code specifications, excessive vacancies, an overall depreciation of physical maintenance, and lack of community planning.
- In a 3½ year period between 1/1/94 and 6/20/97 the City of Chicago's Building Department issued 11 building code violations to 11 different buildings within the industrial district. These violations represent 12% of the total buildings within the industrial district. Exterior analyses, conducted by TPAP and Heard & Associates also indicate that 68% of buildings in the industrial district evidence some degree of deterioration.

- In a 3½ year period between 1/1/94 and 6/20/97 the City of Chicago's Building Department issued 45 building code violations to 45 different buildings within the commercial district. These violations represent 23% of the total buildings within the commercial district. Exterior analyses, conducted by TPAP and Heard & Associates also indicate that 54% of buildings in the commercial district evidence some degree of deterioration.
- A majority of the Project Area's infrastructure (i.e. viaducts, streets, curbs, and sidewalks) needs major repair or replacement.

Lack of New Construction and Renovation by Private Enterprise

- Between September 1994 and September 1997, 27 building permits were issued in the Project Area for additions and alterations. Estimated cost for these improvements total \$4,403,470 in private investment. The bulk of this investment, 87%, or \$3,830,014 was provided by Verson Steel Press in the industrial portion of the Project Area. Other industrial improvements make up less than 1% of the total investment. Aside from the singular expansion of one company, investment is present to a minimal degree in the industrial district.
- Of the 98 buildings in the industrial district, 2 buildings, or 2%, were improved based on building permit data between September 1994 and September 1997.
- Of the 27 building permits issued in the Project Area, 18 permits were issued in the commercial district for an estimated cost of \$567,456. Improvements to office/commercial use buildings represent 12.9% of the total investment in the Project Area. Overall, investment in the commercial district is scattered, with little to no impact on the area as a whole.
- Of the 193 buildings in the commercial district, 16 buildings, or 8% were improved based on building permit data between September 1994 and September 1997.
- There has been no new construction permits for free standing buildings nor has there been any demolition permits issued within the last 5 years for the area. These data indicate stagnant business activity in the Project Area.

Lack of Investment and Growth by Private Enterprise

- The Chicago South industrial submarket has a significantly higher vacancy rate as compared to the Chicago North submarket. The vacancy rates are as follows: Chicago South submarket - 8.3% and Chicago North submarket - 5.6%.¹³
- The Burnside industrial district is part of the Chicago South industrial submarket which has significantly lower rents than the Chicago North industrial submarket and the metropolitan area. The dividing line between the North and South submarkets is Roosevelt Road (1200 south). The average weighted rental rate for manufacturing in the south

submarket is \$2.53 per square foot, as compared to \$3.67/sq. ft. and \$3.55/sq. ft. in the north submarket and metropolitan area, respectively.¹⁴

- Between 1991 and 1996, the assessed valuation (the "AV") of the Project Area increased by only 1.10%, while the AV of the City as a whole increased by 7.10% between 1991 and 1996.

In summary, the commercial district is not yet a blighted area, but is deteriorating and declining and may become a blighted area. The industrial district is a blighted area. The Project Area on the whole has not been subject to growth and development through investment by private enterprise. The Project Area would not reasonably be anticipated to be developed without the adoption of this Redevelopment Plan.

VII. FINANCIAL IMPACT

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

Section V of this Redevelopment Plan describes the comprehensive, area-wide Redevelopment Project proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Project will be staged over a period of years consistent with local market conditions and available financial resources required to complete the various redevelopment improvements and activities as well as Redevelopment Projects set forth in this Redevelopment Plan. Successful implementation of this Redevelopment Plan is expected to result in new private investment in rehabilitation of buildings and new construction on a scale sufficient to eliminate problem conditions and to return the area to a long-term sound condition.

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

¹⁴ Goodman Williams Group/Cushman and Wakefield

VIII. DEMAND ON TAXING DISTRICT SERVICES

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

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

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

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

South Cook County Mosquito Abatement District. The district provides mosquito abatement services to the City of Chicago (south of 87th Street) and communities located in southern Cook County.

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

Board of Education of the City of Chicago. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade. Three public schools have been included in the Project Area: Chicago Vocational High School, Schmid Elementary School and Arthur Ashe Elementary School.

Five elementary schools have not been included in the Project Area due to the lack of eligibility factors. These include: Charles Caldwell, Amelia Earhart, Harold Washington, McDowell, and Avalon Park. All Chicago public schools within three blocks of the Project Area have been identified and illustrated in Figure 5.

Chicago Park District. The Park District is responsible for the provision, maintenance and operation of park and recreational facilities throughout the City and for the provision of recreation programs. Three park sites have been included in the Project Area:

Dauphin Park, Park No. 363, and Jesse Owens Park. The Cottage Grove Heights Community Garden has also been identified as a park site in its current use.

Avalon Park, located adjacent to the Project Area boundary, has not been included due to the lack of eligibility factors. All Chicago Park District sites within three blocks of the Project Area have been identified and illustrated in Figure 5.

Chicago School Finance Authority. The Authority was created in 1980 to exercise oversight and control over the financial affairs of the Board of Education.

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

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

A. Impact of the Redevelopment Project

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

Metropolitan Water Reclamation District of Greater Chicago. The replacement of vacant and underutilized properties with industrial and commercial development may cause increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District.

City of Chicago. The replacement of vacant and underutilized properties with industrial and commercial development may increase the demand for services and programs provided by the City, including police protection, fire protection, sanitary collection, recycling, etc.

The replacement of vacant and underutilized properties with industrial and commercial development is not anticipated to cause a measurable increase in demand for the services and/or capital improvements provided by Cook County, Cook County Forest Preserve District, South Cook County Mosquito Abatement District, Chicago Community College District 508, Board of Education, Chicago Park District, and the Chicago School Finance Authority.

B. Program to Address Increased Demand for Services or Capital Improvements

- It is expected that any increase in demand for treatment of sanitary and storm sewage associated with the Project Area can be adequately handled by existing treatment facilities maintained and operated by the Metropolitan Water Reclamation District. Therefore, no special program is proposed for the Metropolitan Water Reclamation District.
- It is expected that any increase in demand for City services and programs associated with the Project Area can be adequately handled by existing City, police, fire protection, sanitary collection and recycling services and programs maintained and operated by the City of Chicago. Therefore, no special programs are proposed for the City of Chicago.

It is expected that any increase in demand for Cook County, Cook County Forest Preserve District, South Cook County Mosquito Abatement District, Chicago Community College District 508, Board of Education, Chicago Park District, and the Chicago School Finance Authority's services and programs associated with the Project Area can be adequately handled by services and programs maintained and operated by these taxing districts. Therefore, at this time, no special programs are proposed for these taxing districts. Should demand increase so that it exceeds existing service and program capabilities, the City will work with the affected taxing district to determine what, if any, program is necessary to provide adequate services.

IX. CONFORMITY OF THE REDEVELOPMENT PLAN FOR THE PROJECT AREA TO LAND USES APPROVED BY THE PLANNING COMMISSION OF THE CITY

This Redevelopment Plan and the Redevelopment Project described herein include land uses which will be approved by the Chicago Plan Commission prior to the adoption of the Redevelopment Plan by the City Council of the City.

X. PHASING AND SCHEDULING

A phased implementation strategy will be utilized to achieve comprehensive and coordinated redevelopment of the Project Area.

It is anticipated that City expenditures for Redevelopment Project Costs will be carefully staged on a reasonable and proportional basis to coincide with Redevelopment Project expenditures by private developers and the receipt of Incremental Property Taxes by the City.

The estimated date for completion of Redevelopment Projects is no later than the year 2021.

XI. PROVISIONS FOR AMENDING THIS REDEVELOPMENT PLAN

This Redevelopment Plan may be amended pursuant to the Act.

XII. COMMITMENT TO FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION PLAN

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

- A) The assurance of equal opportunity in all personnel and employment actions, 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.
- B) This commitment to affirmative action will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.
- C) Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in Redevelopment Agreements.

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

[Figures 1 through 5 (Maps) referred to in this Stony Island Commercial and Burnside Industrial Corridors Redevelopment Project and Plan printed on pages 70259 through 70263 of this Journal.]

[(Sub)Exhibit III referred to in this Stony Island Commercial and Burnside Industrial Corridors Redevelopment Project and Plan constitutes Exhibit "C" to the ordinance and is printed on pages 70330 through 70339 of this Journal.]

[(Sub)Exhibits I, II, IV and V referred to in this Stony Island Commercial and Burnside Industrial Corridors Redevelopment Project and Plan printed on pages 70264 through 70272 of this Journal.]

Figure 1.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

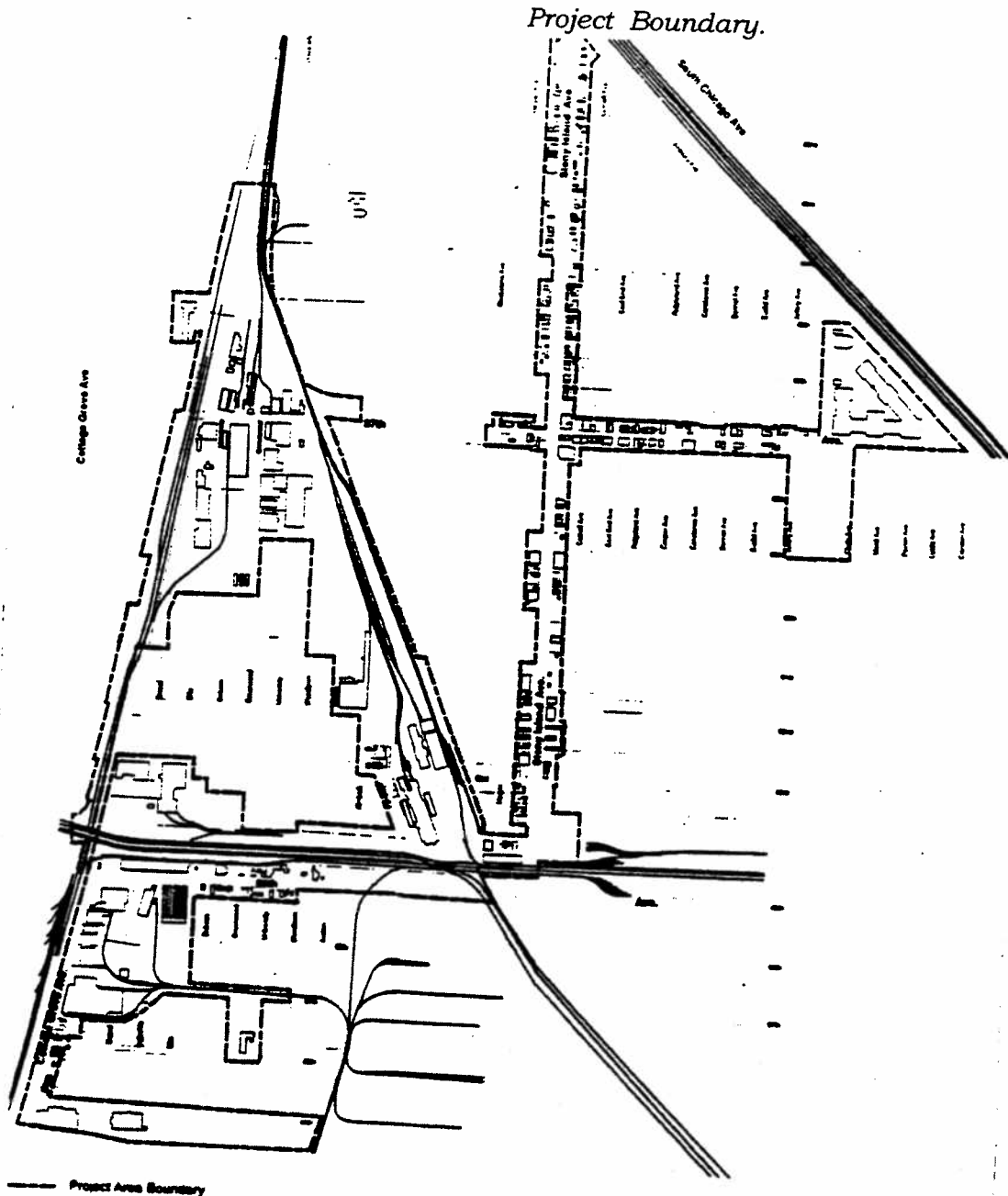


Figure 1
Project Area Boundary

Stony Island Ave. Commercial &
Burnside Industrial Corridors

TAX INCREMENT FINANCING REDEVELOPMENT PLAN

Chicago, Illinois

Figure 2.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

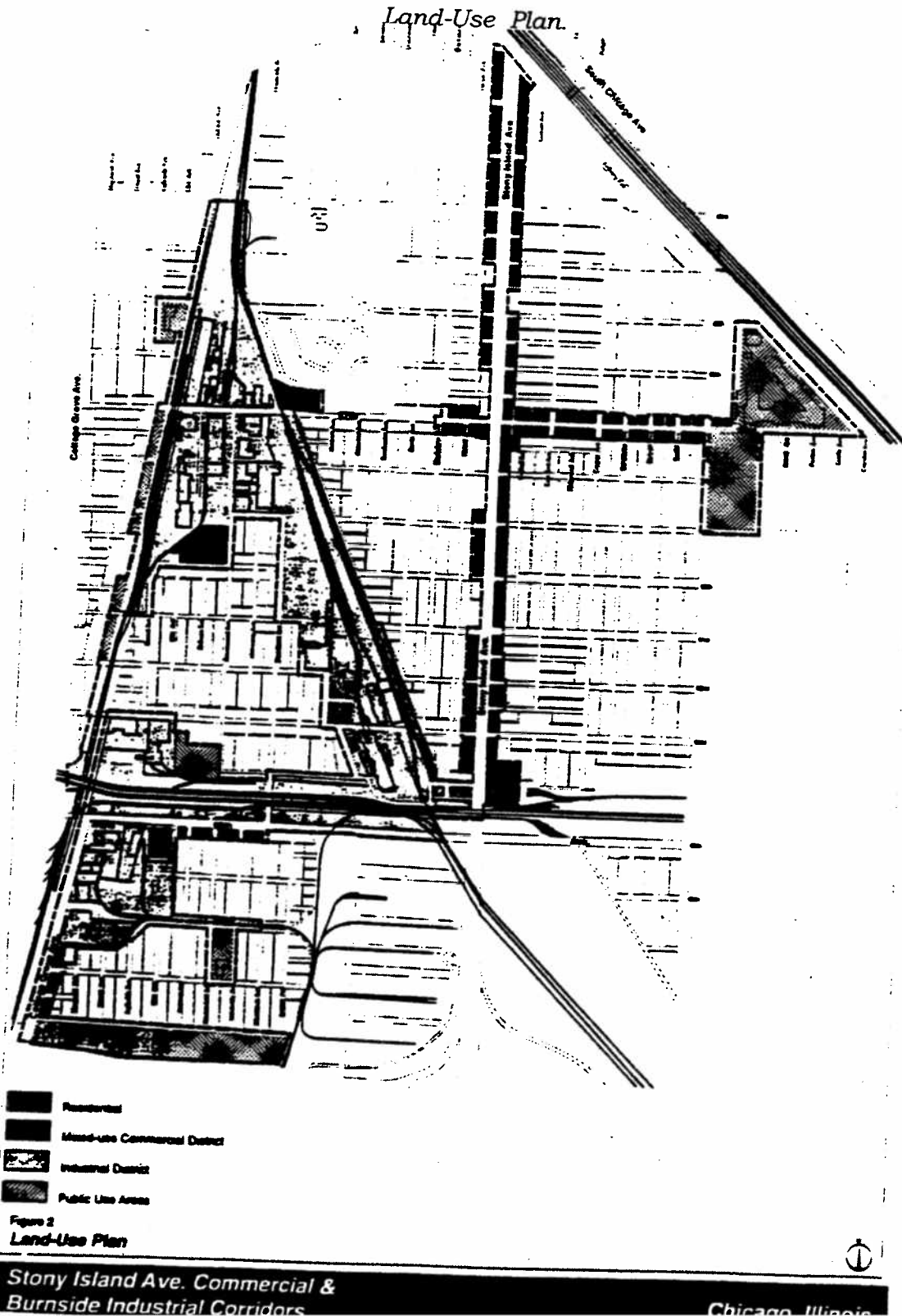


Figure 3.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

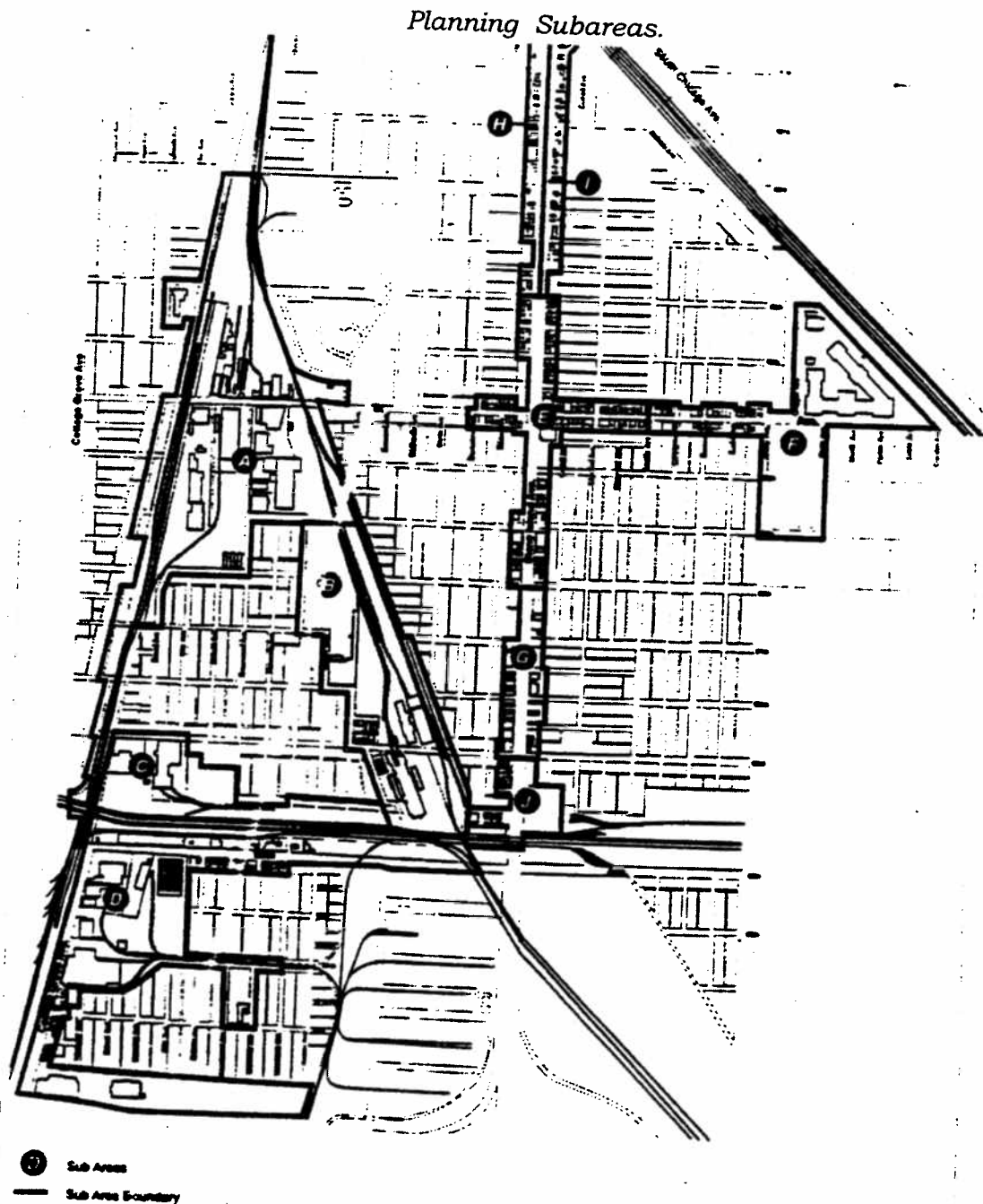


Figure 4.
(To Stony Island Commercial And Burnside Industrial Corridors Redevelopment Project And Plan)

Land Acquisition Overview Map.

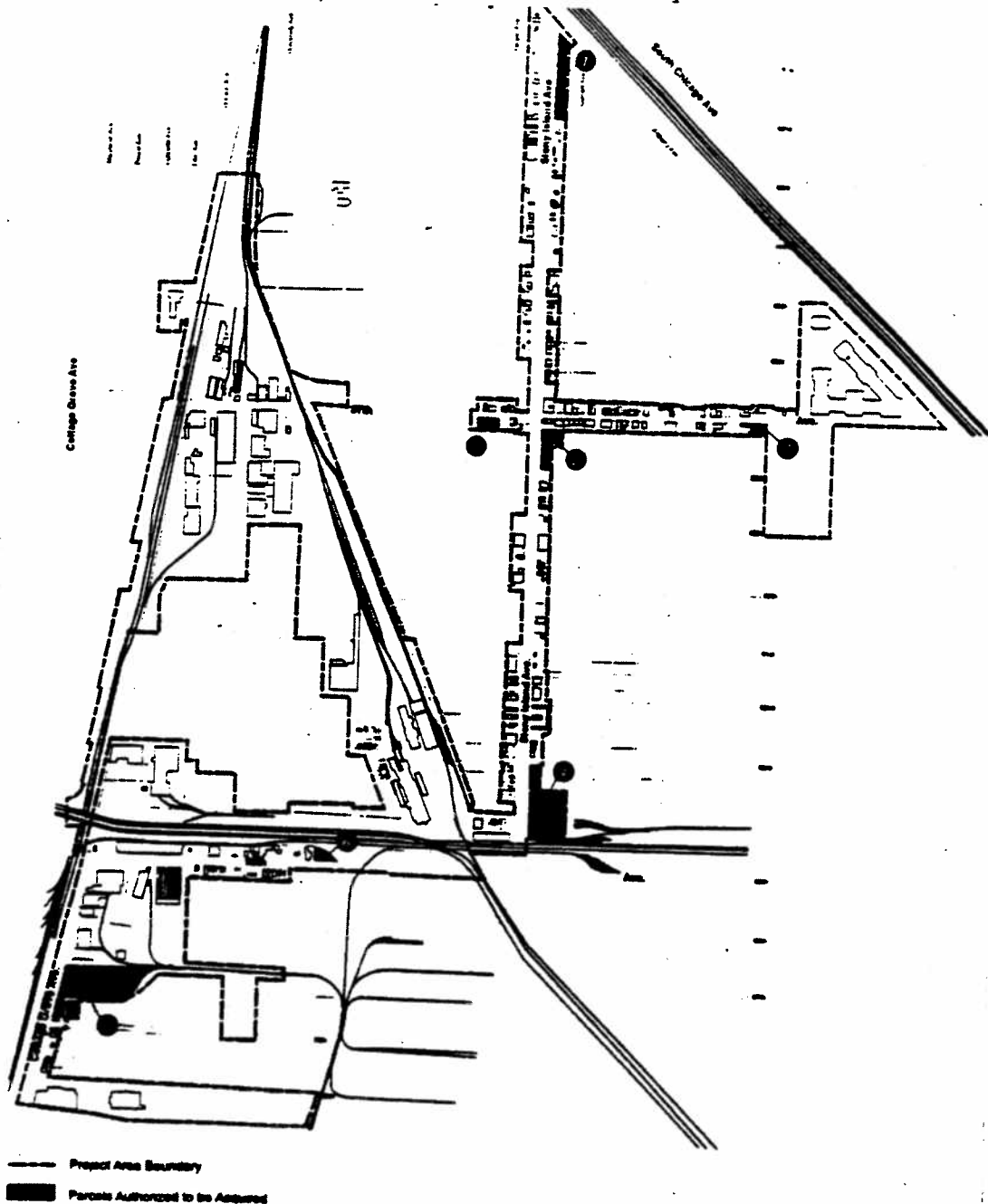
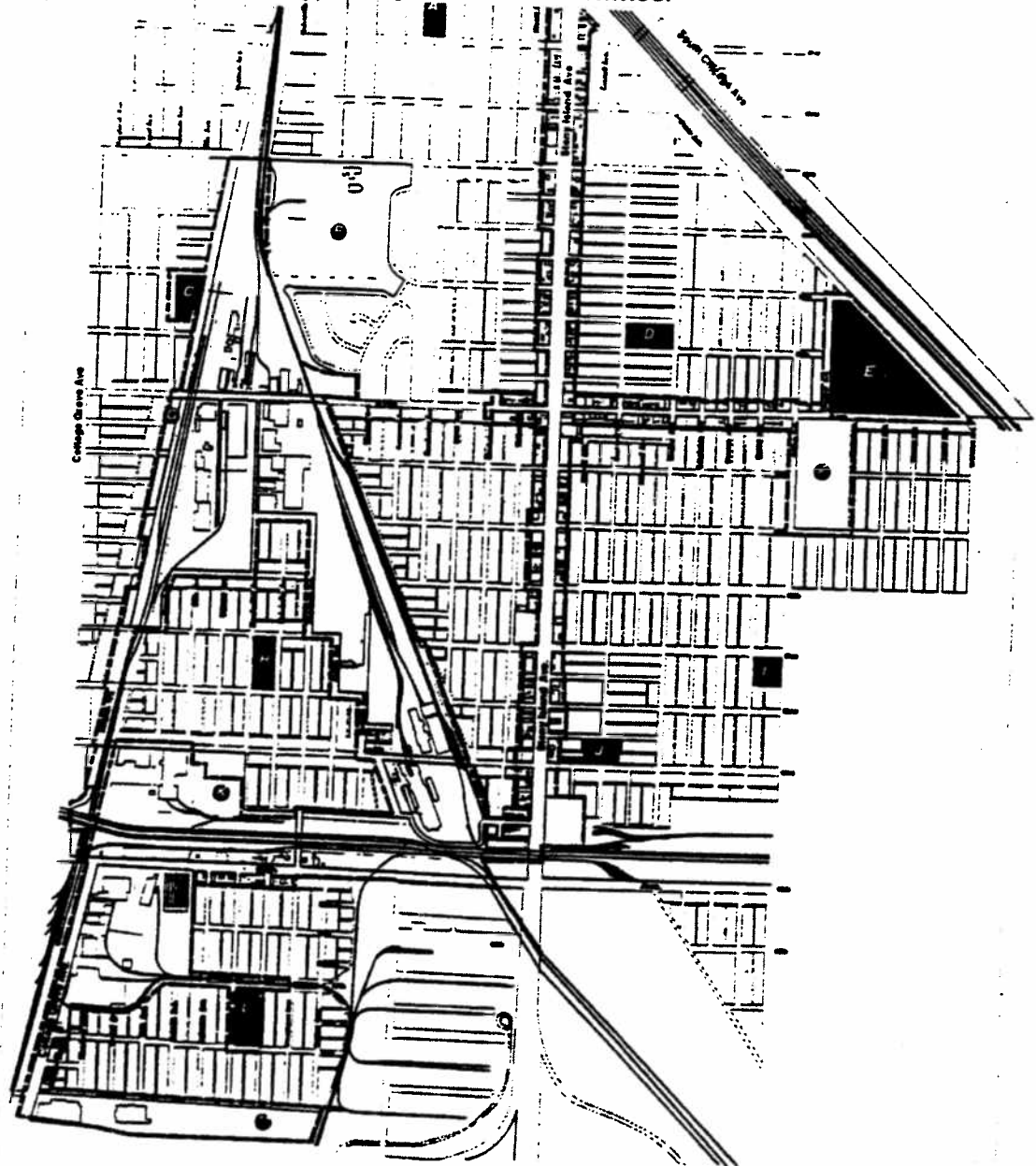


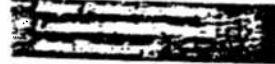
Figure 4
Land Acquisition Overview Map

Figure 5.
(To Stony Island Commercial And Burnside Industrial Corridors Redevelopment Project And Plan)

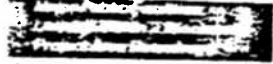
Major Public Facilities.



Project Area Boundary
 Schools
 Parks



- Arthur Ashe Elementary
- Chicago Vocational High School
- Jesse Owens Park
- DuSable Park
- Park No. 363
- Schmid Elementary
- Cottage Grove Heights Com. Garden



- Avalon Park Wernon Branch Elementary
- Avalon Park
- Charles Calverly Elementary
- McDowell Elementary
- Robert A. Black Elementary
- Annals Easton Elementary

Figure 5
Major Public Facilities

(Sub)Exhibit I.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

Estimated Redevelopment Project Costs.

<u>ELIGIBLE EXPENSE</u>	<u>ESTIMATED COST</u>
Analysis, Administration Studies, Surveys, Legal, Etc.	\$3,000,000
Property Assembly	
- Acquisition	\$ 22,000,000
- Site Prep. Demolition and Environmental Remediation	\$ <u>13,100,000</u>
	\$ 38,100,000
Rehabilitation of Existing Buildings Includes both private and public buildings	\$ 8,000,000
Public Works & Improvements	
- Streets and Utilities	\$ 8,000,000
- Parks and Open Space	\$ <u>3,000,000</u>
	\$ 11,000,000 ^[1]
Relocation Assistance	\$ 1,500,000
Job Training	\$ 3,000,000
Developer/Interest Subsidy	<u>\$ 5,000,000</u>
TOTAL REDEVELOPMENT COSTS	\$ 66,600,000^[2]

[1] This category may also include reimbursing capital costs of taxing districts impacted by the redevelopment of the Project Area. As permitted by the Act, the City may pay or reimburse all or a portion of the Board of Education's and the Park District's capital costs resulting from the Redevelopment Project, pursuant to a written agreement by the City accepting and approving such costs.

[2] Total Redevelopment Project Costs exclude any additional financing costs, such as any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Project Costs. Total Project Costs are inclusive of redevelopment project costs in contiguous redevelopment project areas, or those separated only by a public right of way, that are permitted under the Act to be paid from incremental property taxes generated in the Project Area, but are not inclusive of redevelopment project costs incurred in the Project Area which are paid from Incremental Property Taxes generated in such contiguous areas, or those separated only by a public right of way.

(Sub)Exhibit II.
 (To Stony Island Commercial And Burnside Industrial
 Corridors Redevelopment Project And Plan)

1996 Equalized Assessed Valuation
 By Tax Block.

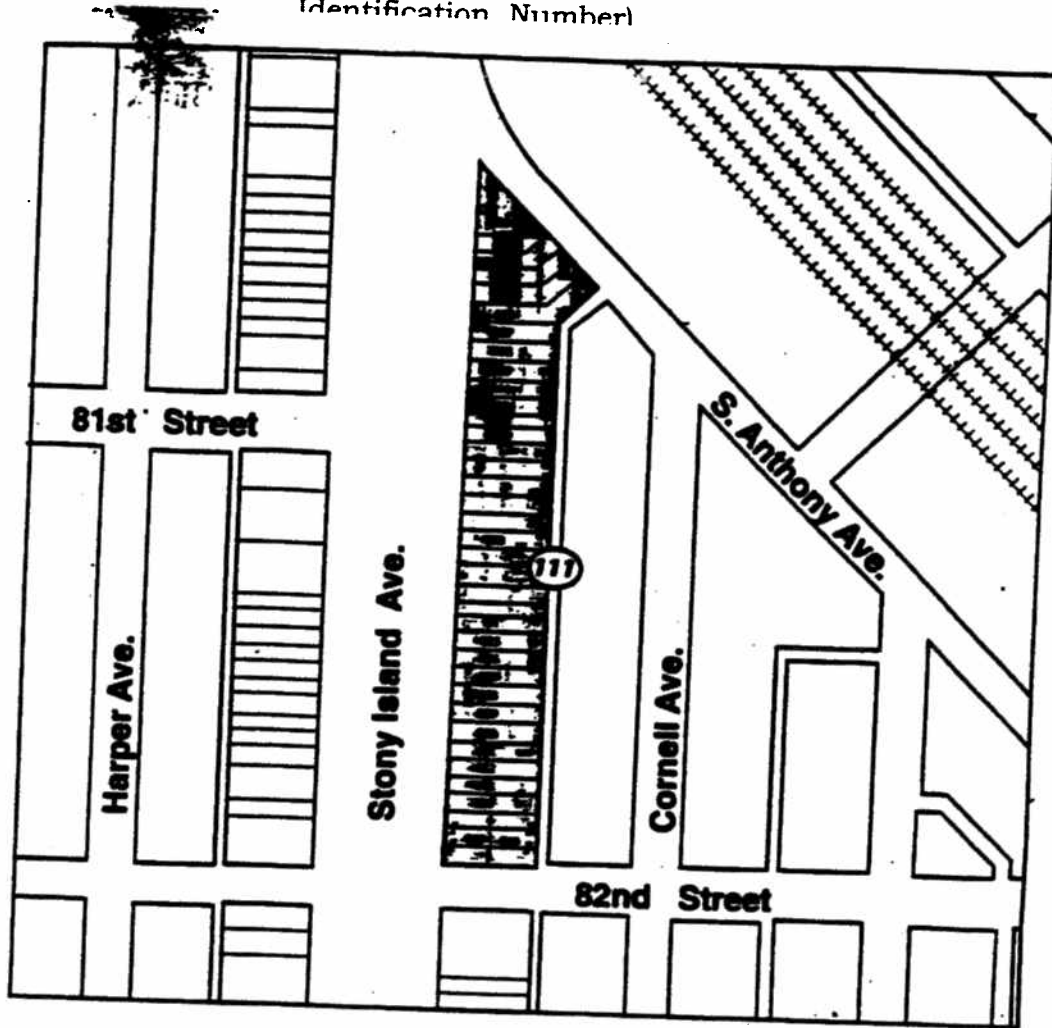
COMMERCIAL DISTRICT		INDUSTRIAL DISTRICT	
Block No.	EAV	Block No.	EAV
20-35-21F	5510.014	25-35-307	.
20-35-223	570.041	20-35-312	.
20-35-251	626.125	20-35-313	.
20-35-409	158.471	20-35-318	51,733.885
20-35-408	345.204	20-35-319	240.246
20-35-411	244.876	20-35-501	.
20-35-412	320.737	25-02-101	.
20-35-416	308.169	25-02-102	.
20-36-111	610.173	25-02-108	6,676.368
20-36-118	839.583	25-02-113	.
20-36-300	252.687	25-02-200	16.482
20-36-302	280.268	25-02-315	827.765
20-36-308	37.134	25-02-318	227.170
20-36-316	.	25-02-319	1,640.219
20-36-318	335.147	25-02-319	.
20-36-324	416.425	25-02-401	3,416.702
20-36-326	412.446	25-02-408	142.423
20-36-327	1,421.947	25-02-409	49.134
20-36-328	822.251	25-02-416	1,777.999
20-36-329	306.626	25-02-417	18.502
20-36-330	576.694	25-02-419	102.647
20-36-331	274.488	25-02-420	334.439
20-36-416	476.208	25-02-422	40.146
20-36-422	.	25-02-500	.
25-01-100	223.557	25-02-501	.
25-01-101	1,041,249	25-02-502	.
25-01-102	785.723	25-11-100	4,455.443
25-01-106	537.516	25-11-101	34.907
25-01-107	.	25-11-102	131.592
25-01-108	216.377	25-11-103	138.625
25-01-109	18.679	25-11-104	130.066
25-01-110	307.267	25-11-109	112.495
25-01-118	892.549	25-11-115	.
25-01-125	928.969	25-11-117	151.828
25-01-201	362.271	25-11-118	162.727
25-01-208	.	25-11-300	1,937.759
25-01-209	.	25-11-501	.
25-01-300	647.576	Industrial Total	\$24,499,570
25-01-302	452,010		
25-01-308	287,695		
25-01-310	277,978		
25-01-316	46,070		
25-01-324	971,366		
25-02-207	134,079		
25-02-208	469,361		
25-02-215	130,120		
25-02-221	1,079,803		
25-02-405	751,711		
25-02-412	623,266		
25-02-418	180,476		
25-02-421	379,343		
Commercial Total	\$21,896,721		


* All parcels within the block are exempt

Industrial Total	\$24,499,570
Commercial Total	\$21,896,721
TOTAL PROJECT AREA	\$46,396,292

(Sub)Exhibit IV.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

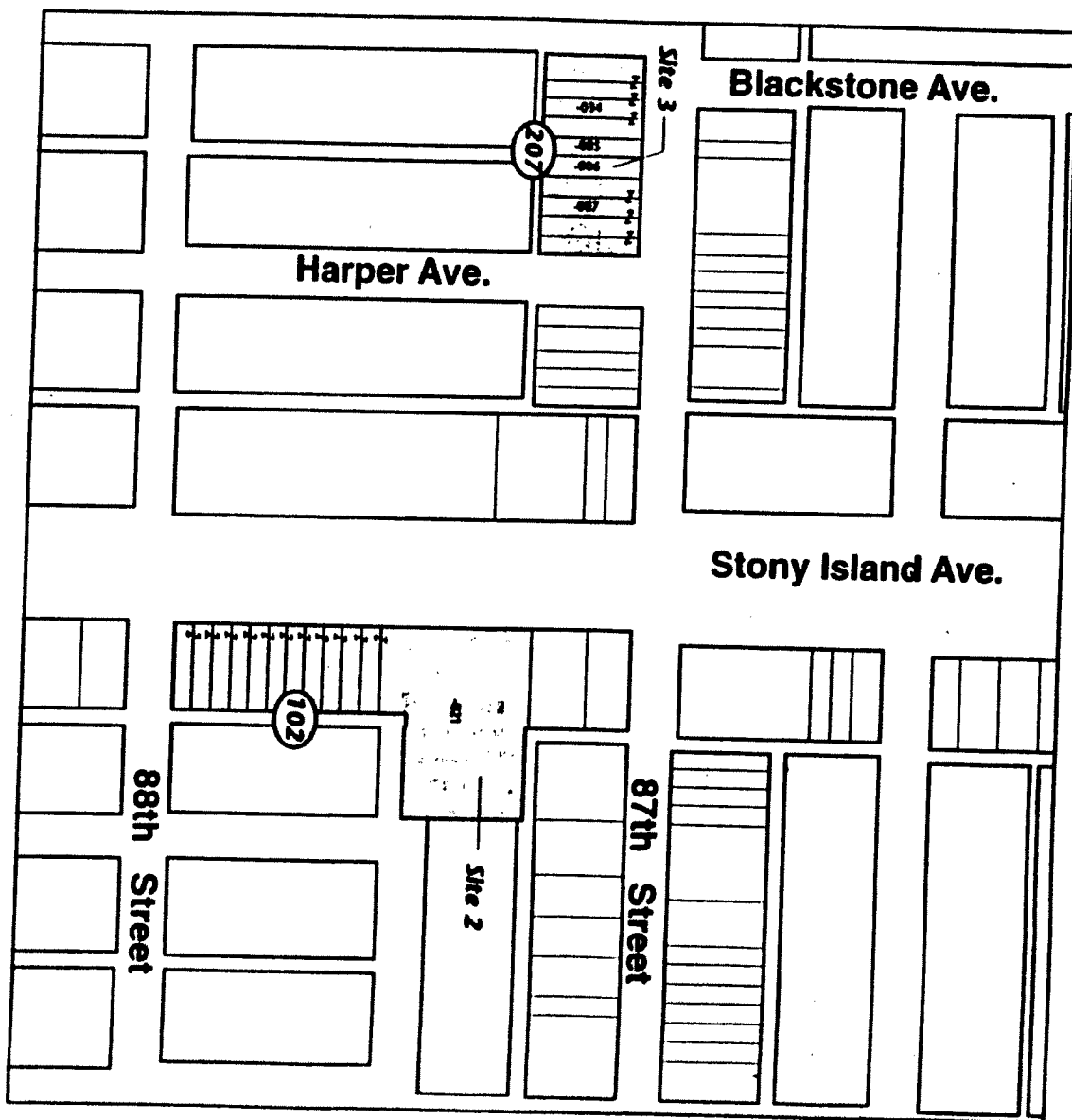
Figure 4a - Site 1.
(Land Acquisition By Block And Parcel
Identification Number)



 Authorized to be Acquired

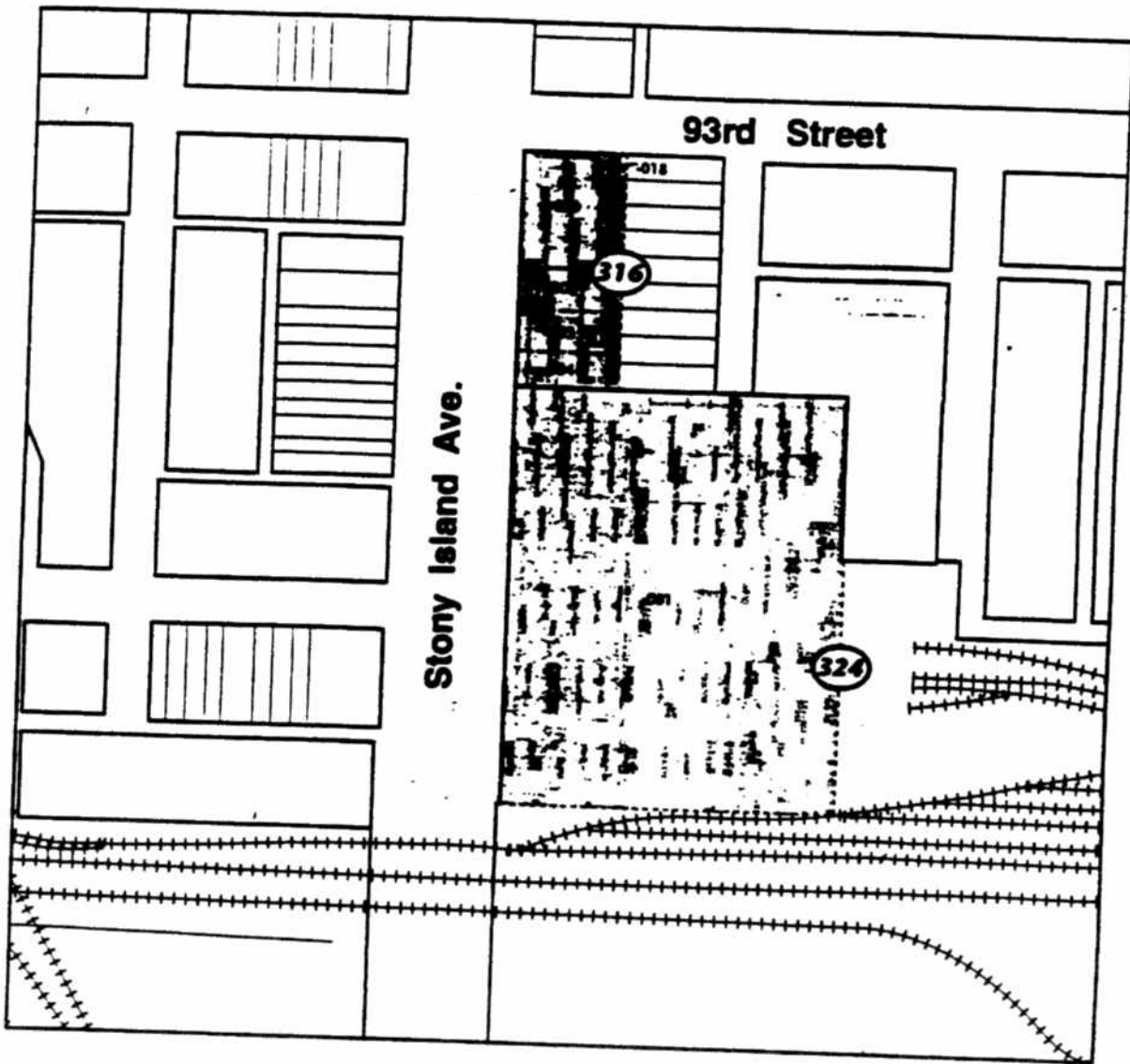
(Sub)Exhibit IV.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

Figure 4b - Sites 2 And 3.
(Land Acquisition By Block And Parcel
Identification Number)



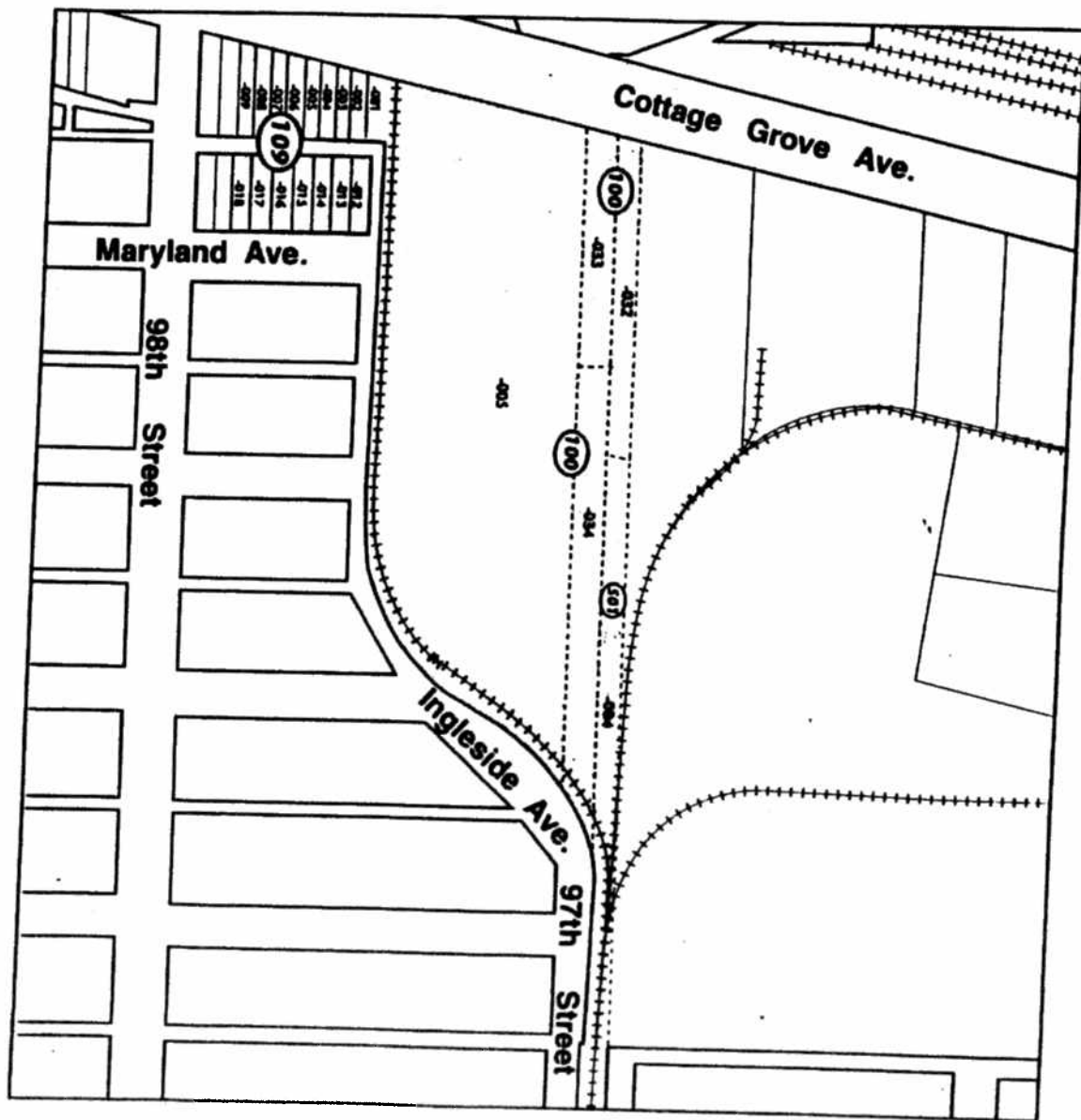
(Sub)Exhibit IV.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

Figure 4c - Site 4.
(Land Acquisition By Block And Parcel
Identification Number)



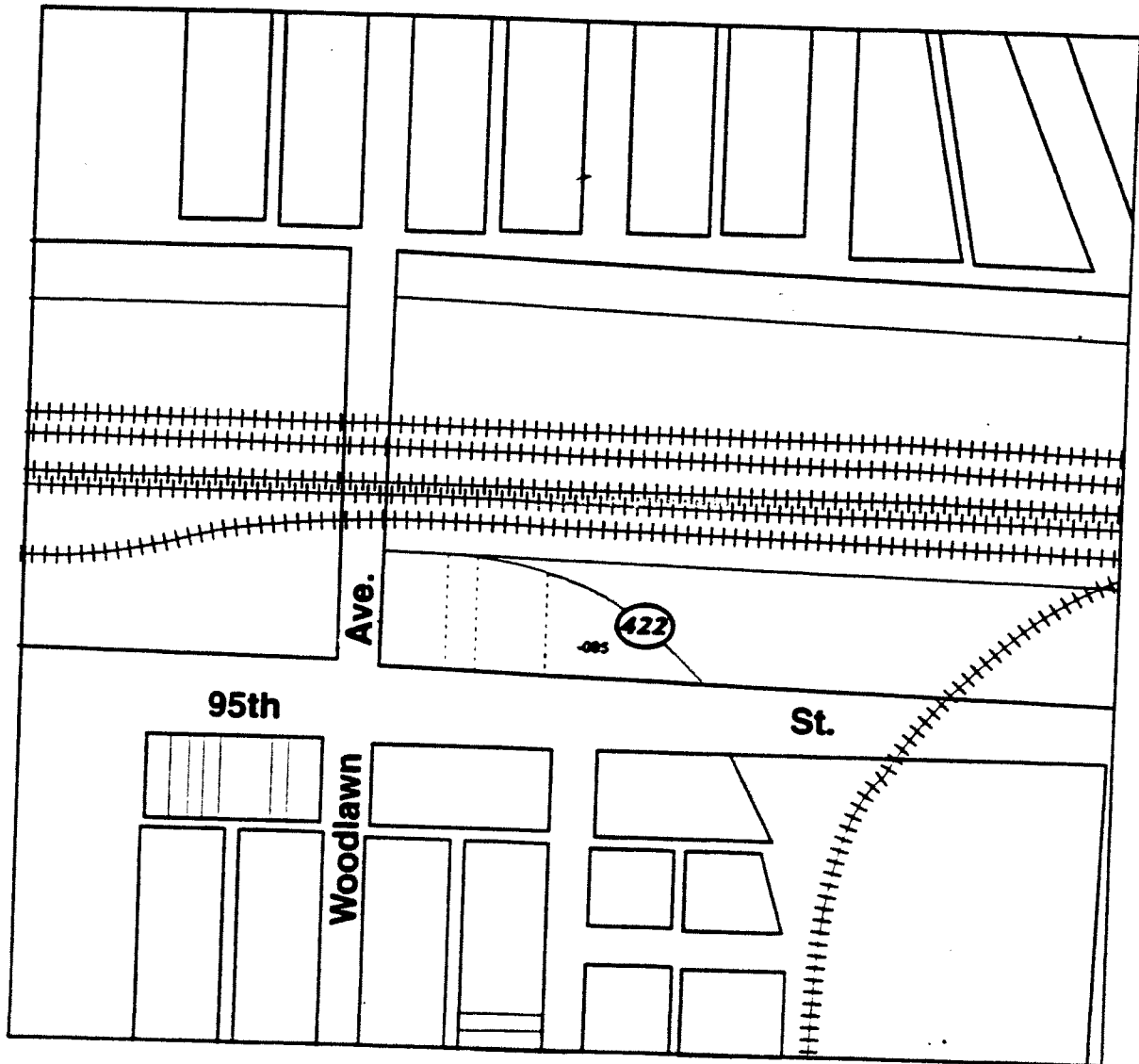
(Sub)Exhibit IV.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

Figure 4d - Site 5.
(Land Acquisition By Block And Parcel
Identification Number)



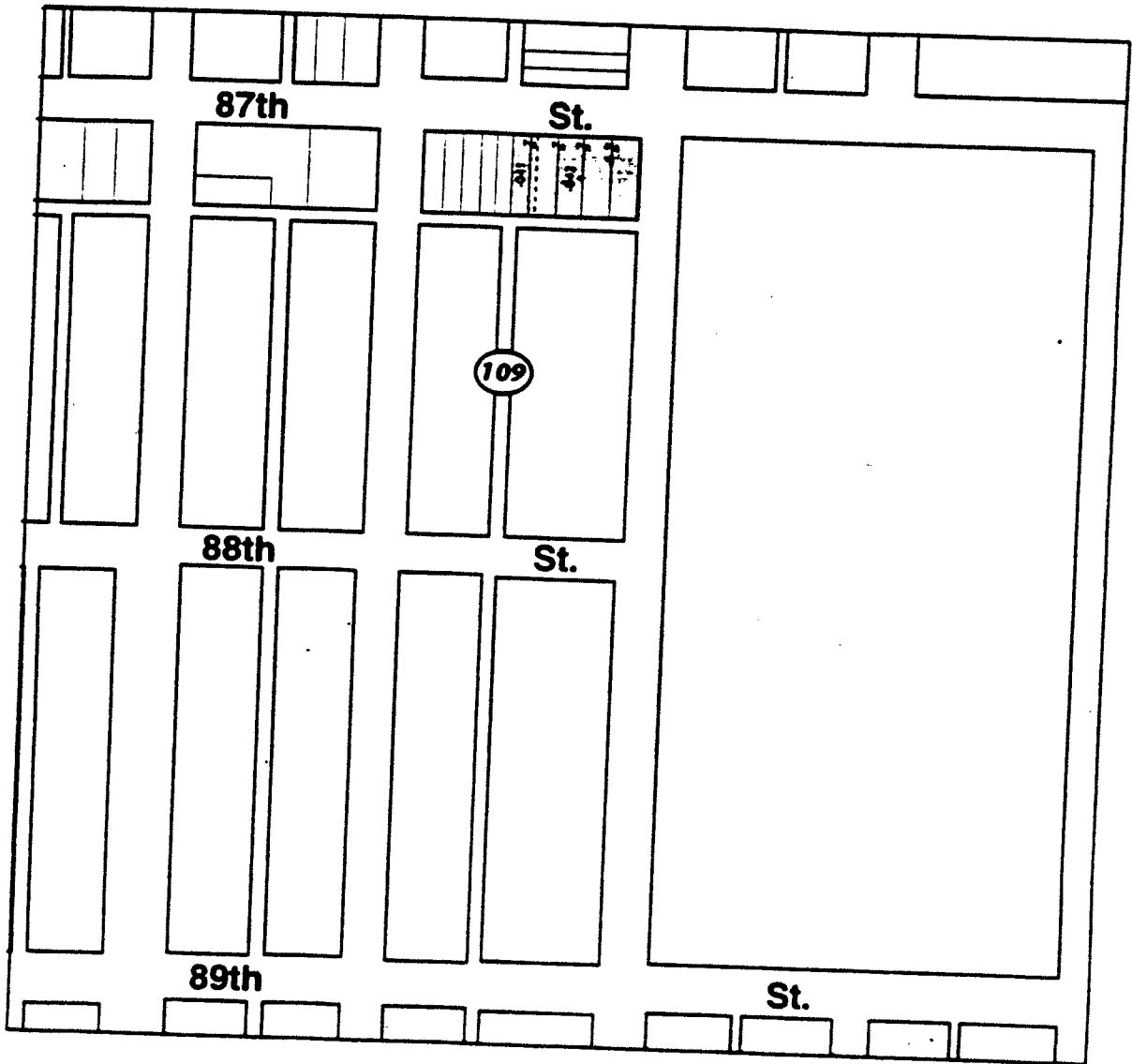
(Sub)Exhibit IV.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

Figure 4e - Site 6.
(Land Acquisition By Block And Parcel
Identification Number)



(Sub)Exhibit IV.
(To Stony Island Commercial And Burnside Industrial
Corridors Redevelopment Project And Plan)

Figure 4f - Site 7.
(Land Acquisition By Block And Parcel
Identification Number)



(Sub)Exhibit V.

(To Stony Island Avenue Commercial And Burnside Industrial Corridors Redevelopment Project And Plan)

*Eligibility Study.***EXECUTIVE SUMMARY**

The purpose of this study is to determine whether the Stony Island Avenue Commercial and Burnside Industrial Corridors Redevelopment Project Area (the "Project Area") qualifies for designation as a "conservation area" or a "blighted area" within the definitions set forth in the Tax Increment Allocation Redevelopment Act (the "Act"). The Act is found in Illinois Compiled Statutes, Chapter 65, Act 5, Section 11-74.4-1 *et. seq.*, as amended.

The findings presented in this study are based on surveys and analyses conducted by Trkla, Pettigrew, Allen & Payne, Inc. ("TPAP") and Andrew Heard and Associates, Ltd. and for the Project Area of approximately 611.1 acres located nine miles south of the central business district of Chicago, Illinois.

This study summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is the responsibility of TPAP; and was completed with the assistance of Heard and Associates, Inc. The City of Chicago is entitled to rely on the findings and conclusions of this eligibility study in designating the Project Area as a redevelopment project area under the Act. TPAP has prepared this study with the understanding that the City would rely (i) on the findings and conclusions of this study in proceeding with the designation of the Project Area as a redevelopment project area under the Act, and (ii) on the fact that TPAP has obtained the necessary information to conclude that the Project Area can be designated as a redevelopment project area in compliance with the Act.

The total Project Area consists of an area of 85 full and partial blocks, of which, 7 are railroad right-of-way (r-o-w) blocks. The area includes most of the Burnside Industrial Corridor as well as the commercial corridors along Stony Island Avenue, and a portion of 87th Street. The total Project Area includes two districts. The commercial district includes Stony Island Avenue frontage from 80th Street on the north to 95th Street on the south and 87th Street frontage from Blackstone Avenue, west of Stony Island, extending east to to Anthony Avenue to include the Chicago Vocational High School block. The industrial district is generally bounded by 83rd Street on the north, the Norfolk Southern Belt Rail Line on the east, a portion of 95th Street and 99th Street on the south and the Illinois Central Metra Rail Line and a section of Cottage Grove on the west. The industrial district also includes the Arthur Ashe Elementary School block at 86th and Ingleside Avenue, Dauphin Park which runs along the west rail line boundary, the Schmid Elementary School block at 98th Street and University Avenue, and the green-way median on 97th Street, between Dobson and Avalon Avenues.

The boundaries of the Project Area are shown in Figure 1, *Boundary Map*. A more detailed description of the Project Area is presented in *Section II. The Stony Island Avenue Commercial and Burnside Industrial Corridors Project Area*.

As set forth in the Act, a "redevelopment project area" means an area designated by the municipality which is not less in the aggregate than 1½ acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified

as an industrial park conservation area or a blighted area or a conservation area, or a combination of both blighted and conservation areas. The Project Area exceeds the minimum acreage requirements of the Act.

As set forth in the Act, "conservation area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors--dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; 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; or lack of community planning--is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area.

As set forth in the Act, "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; or 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 railyards, rail tracks or railroad rights-of way, or (5) the area, prior to the area's 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 or 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 the subsections (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.

While it may be concluded that the mere presence of the minimum number of the stated factors may be sufficient to make a finding of conservation or blight, this evaluation was made on the basis that the conservation or blighting factors must be present to an extent which would lead reasonable

persons to conclude that public intervention is appropriate or necessary. In addition, the distribution of conservation or blighting factors throughout the study area must be reasonable so that basically good areas are not arbitrarily found to be conservation areas or blighted simply because of proximity to areas which are blighted.

On the basis of this approach, the Project Area is found to be eligible both as a blighted area and as a conservation area within the definitions set forth in the Act. In general, the Project Area can be divided into two parts: a) the "industrial district," which is determined to be a "blighted area"; and b) the "commercial district," which is determined to be a "conservation area."

INDUSTRIAL DISTRICT - BLIGHTED AREA

This portion of the Project Area includes all of the industrial areas, including mixed commercial and isolated residential properties and excludes the 87th Street and Stony Island Avenue commercial corridors. It also includes contiguous blocks containing Dauphin Park, Ashe Elementary and Schmid Elementary Schools. This entire industrial area is found to be eligible as a blighted area within the definition set forth in the Act. Specifically:

- Of the 14 blighting factors set forth in the Act for an "improved" blighted area, 10 are present in the industrial district of the Project Area. Six factors (age, obsolescence, deterioration, excessive vacancies, depreciation of physical maintenance and lack of community planning) are present to a major extent and 4 factors (dilapidation, structures below minimum code standards, excessive land coverage and deleterious land-use or layout) are present to a limited extent. Five factors are required to be present under the Act.
- The factors present are reasonably distributed throughout the industrial district of the Project Area.
- All blocks within the industrial district of the Project Area show the presence of blight factors.
- The industrial district of the Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.

THE COMMERCIAL DISTRICT - CONSERVATION AREA

This portion of the Project Area includes the principal commercial corridors of the Avalon Park and Calumet Heights community areas and consists of the commercial frontage along Stony Island Avenue and commercial frontage of 87th Street, from Blackstone Avenue to Anthony Avenue at the Skyway, including the Chicago Vocational School block and Jesse Owens Park. This commercial district is found to be eligible as a conservation area within the definition set forth in the Act. Specifically:

- Seventy-seven percent (149 buildings) of the 193 buildings in the commercial district of the Project Area are 35 years in age or older.

- Of the remaining 14 factors set forth in the Act for conservation areas, 9 are present in the commercial district of the Project Area. Four factors (deterioration, excessive vacancies, depreciation of physical maintenance and lack of community planning) are present to a major extent. Five factors (dilapidation, obsolescence, structures below minimum code, excessive land coverage, and deleterious land-use or layout) are present to a limited extent. Three factors are required to be present under the Act.
- The factors present are reasonably distributed throughout the commercial district of the Project Area.
- All blocks within the commercial district of the Project Area show the presence of conservation factors.
- The commercial district of the Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.
- The commercial district of the Project Area is not yet a blighted area but may become one due to the continued presence of conservation factors.

I. BASIS FOR REDEVELOPMENT

The Illinois General Assembly made two key findings in adopting the Act:

1. That there exists in many municipalities within the State blighted and conservation areas; and
2. That the eradication of blighted areas and the treatment and improvement of conservation areas by redevelopment projects are essential to the public interest.

These findings were made on the basis that the presence of blight or conditions which lead to blight are detrimental to the safety, health, welfare and morals of the public.

To ensure that the exercise of these powers is proper and in the public interest, the Act also specifies certain requirements which must be met before a municipality can proceed with implementing a redevelopment project. One of these requirements is that the municipality must demonstrate that a prospective redevelopment project qualifies either as a "blighted area" or as a "conservation area" within the definitions for each set forth in the Act (in Section 11-74.4-3). These definitions are described below.

ELIGIBILITY OF A BLIGHTED AREA

A blighted area may be either improved or vacant. If the area is improved (e.g., with industrial, commercial and residential buildings or improvements), a finding may be made that the area is

blighted because of the presence of a combination of five or more of the following fourteen 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 lay-out
- Depreciation of physical maintenance
- Lack of community planning.

If the area is vacant, it may be found to be eligible as a blighted area based on the finding that the sound growth of the taxing districts is impaired by one of the following criteria:

- 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.
- The area immediately prior to becoming vacant qualified as a blighted improved area.
- The area consists of an unused quarry or unused quarries.
- The area consists of unused railyards, rail tracks or railroad rights-of-way.
- The area, prior to the area's designation, is subject to chronic flooding which adversely impacts on real property which is included in or (is) in proximity to any improvement on real property which has been in existence for at least 5 years and which substantially contributes to such flooding.
- 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.
- 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 Division 11-74.4-3 (a) (1) of the Act, 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.

ELIGIBILITY OF A CONSERVATION AREA

A conservation area is an improved area in which 50% or more of the structures in the area have an age of 35 years or more and there is a presence of a combination of three or more of the fourteen factors listed below. Such an area is not yet a blighted area, but because of a combination of three or more of these factors, the area may become a blighted area.

- Dilapidation
- Obsolescence
- Deterioration
- Illegal use of individual structures
- Presence of structures below minimum code standards
- Abandonment
- Excessive vacancies
- Overcrowding of structures and community facilities
- Lack of ventilation, light, or sanitary facilities
- Inadequate utilities
- Excessive land coverage
- Deleterious land-use or lay-out
- Depreciation of physical maintenance
- Lack of community planning.

While the Act defines a blighted area and a conservation area, it does not define the various factors for each, nor does it describe what constitutes the presence or the extent of presence necessary to make a finding that a factor exists. Therefore, reasonable criteria should be developed to support each local finding that an area qualifies as either a blighted area or as a conservation area. In developing these criteria, the following principles have been applied:

1. The minimum number of factors must be present and the presence of each must be documented;
2. For a factor to be found present, it should be present to a meaningful extent so that a local governing body may reasonably find that the factor is clearly present within the intent of the Act; and
3. The factors should be reasonably distributed throughout the redevelopment project area.

It is also important to note that the test of eligibility is based on the conditions of the area as a whole; it is not required that eligibility be established for each and every property in the project area.

II. THE STONY ISLAND AVENUE COMMERCIAL AND BURNSIDE INDUSTRIAL CORRIDORS PROJECT AREA

The Project Area includes the Burnside Industrial Corridor and the concentrated commercial areas along 87th Street and Stony Island Avenue. The industrial district is generally bounded by 83rd Street on the north; the Norfolk Southern Rail Line on the east; 95th Street and 99th Street on the south; and the Illinois Central Rail Line on the west. The industrial area also includes contiguous blocks containing Dauphin Park, Ashe and Schmid Elementary Schools. The commercial district includes the frontage of Stony Island Avenue from the Skyway at 80th Street on the north to 95th Street on the south and 87th Street, between Blackstone Avenue on the west to Anthony Avenue on the east.

The total Project Area contains 291 buildings and encompasses 611.1 acres, including streets, alleys and rail line rights of way. It should be noted that within the commercial district, a substantial portion of the area (65.2 acres) is devoted to streets and alley right-of-way. The acreage is distributed as indicated in Table 1

The industrial district of the Project Area consists of large industrial parcels along and between the Illinois Central Metra Rail Line and the Norfolk Southern Rail Line, forming a triangular area surrounded by residential blocks, north of 95th Street and the east-west rail line of the Chicago Short Line and the Norfolk Southern Rail Line. It also includes a section adjacent to the Bishop Ford Expressway at 99th Street, east of Cottage Grove Avenue and extends along a portion of 95th Street.

A wide variety of industrial uses exist, dominated by manufacturing of machinery and personal goods, chemicals, warehousing, trucking and contracting. The district also contains a limited amount of commercial activity along 95th Street and Cottage Grove Avenue. There is a significant amount of underutilized land in the area, both along rail lines and within and between industrial properties which contain numerous large and small vacant buildings. Several commercial and residential block fronts are adjacent to the larger industrial sites which are incompatible and conflict with industrial activity. Building deterioration, vacancies, poor perimeter local streets, abandoned rail spurs, limited access, and widespread dumping and debris in vacant areas characterize much of the industrial district.

The commercial district of the Project Area consists of commercial block fronts dominated by buildings constructed during the 1940's and 1950's. This district includes the main convenience commercial activity serving the residential neighborhoods to the east and west of Stony Island Avenue and north and south of 87th Street in this portion of the city. Activity consists primarily of a mix of retail and service uses, including restaurants, medical offices, auto-related retail and services and food stores. The area contains several motels which date back to the 1950s. Several of these motels are vacant and have been allowed to deteriorate. The area also contains several large churches and related school facilities and several block fronts contain conflicting residential

properties. The area also includes the block containing the Chicago Vocational School and Jesse Owens Park, east of Jeffrey Avenue. Several smaller and obsolete buildings are vacant. Vacant land is also present within several blocks fronting Stony Island Avenue on both the east and west side of the corridor. Except for the larger businesses, off-street parking is limited. Curb parking is both limited and difficult due to the rapid movement of traffic along the wide boulevard right-of-way with a substantial center landscaped median on Stony Island Avenue.

The commercial district is quite active with small retail businesses and stores concentrated at the intersection and perimeter blocks of 87th Street and Stony Island Avenue. However, in spite of the activity rate, this commercial area is currently in need of revitalization. The commercial district is mixed with both sound commercial development and areas where deterioration, vacancies, obsolescence and lack of maintenance appear to have begun impacting adjacent activity as well as the entire corridor. To prevent further building deterioration and vacancies, a general need for increased improvements and maintenance is required to sustain the area as a viable commercial district.

Figure 2a and 2b. *Existing Generalized Land Use Map*, illustrate the general land use within the Project Area.

III. ELIGIBILITY SURVEY AND ANALYSIS FINDINGS: IMPROVED AREAS

An analysis was made of each of the conservation and blighted area eligibility factors listed in the Act to determine whether each or any are present in the Project Area, and if so, to what extent and in what locations. Surveys and analyses conducted by TPAP and Andrew Heard & Associates included:

1. Exterior survey of the condition and use of each building;
2. Site surveys of streets, alleys, sidewalks, curbs and gutters, lighting, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Analysis of existing uses and their relationships;
4. Comparison of current land use to current zoning ordinance and the current zoning map;
5. Analysis of original and current platting and building size and layout;
6. Analysis of vacant sites and vacant buildings;
7. Analysis of building floor area and site coverage;
8. Analysis of building permits issued for the Project Area from 9/1/94 to 9/25/97;
9. Analysis of building code violations for the Project Area from 1/1/94 to 6/20/97; and
10. Review of previously prepared plans, studies and data.

Figure 3 presents the survey form used to record the building conditions.

The following statement of findings is presented for each blight and conservation area factor listed in the Act. The conditions that exist and the relative extent to which each factor is present in the Project Area are described below.

A factor noted as not present indicates either that no information was available or that no evidence could be documented as part of the various surveys and analyses. A factor noted as present to a limited extent indicates that conditions exist which document that the factor is present, but that the distribution or impact of the conservation or blight condition is limited. Finally, a factor noted as present to a major extent indicates that conditions exist which document that the factor is present throughout major portions of the block, and that the presence of such conditions has a major adverse impact or influence on adjacent and nearby development.

What follows is the summary evaluation of age criteria and the 14 factors for a conservation area, as applied to the commercial district, and the 14 factors, including age, for an "improved" blighted area as applied to the industrial district. The factors are presented in order of their listing in the Act.

A. AGE

Age is a primary and prerequisite factor in determining an area's qualification for designation as a conservation area. 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 can be a function of time, temperature, moisture and level of maintenance over an extended period of years, structures which are 35 years or older typically exhibit more problems and require greater maintenance than more recently constructed buildings.

Conclusion

Industrial District

Of the 98 buildings in the industrial district, 75, or 77% are 35 years in age or older. Age as a factor of blight is present to a major extent in the industrial district.

Commercial District

Of the 193 buildings in the commercial district, 149, or 77% are 35 years in age or older. The commercial district meets the conservation area prerequisite that more than 50% of the structures are 35 years of age or older.

Figure 4, *Age*, illustrates the location of all buildings in the Project Area which are more than 35 years of age.

B. DILAPIDATION

Dilapidation refers to advanced disrepair of buildings and site improvements. Webster's New Collegiate Dictionary defines "dilapidate," "dilapidated" and "dilapidation" as follows:

- **Dilapidate**, "... to become or cause to become partially ruined and in need of repairs, as through neglect."
- **Dilapidated**, "... falling to pieces or into disrepair; broken down; shabby and neglected."
- **Dilapidation**, "... dilapidating or becoming dilapidated; a dilapidated condition."

To determine the existence of dilapidation, an assessment was undertaken of all buildings within the Project Area. The process used for assessing building conditions, the standards and criteria used for evaluation, and the findings as to the existence of dilapidation are presented below.

The building condition analysis is based on exterior inspections of all buildings undertaken during the months of February, August and September of 1997. Structural deficiencies in building components and related environmental deficiencies in the Project Area were noted during the inspections.

1. Building Components Evaluated.

During the field survey, each component of a building was examined to determine whether it was in sound condition or had minor, major, or critical defects. Building components examined were of two types:

Primary Structural

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

Secondary Components

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

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

2. Building Rating Classifications

Based on the evaluation of building components, each building was rated and classified into one of the following categories:

Sound

Buildings which contain no defects, are adequately maintained, and require no treatment outside of normal maintenance as required during the life of the building.

Deficient

Buildings which contain defects (loose or missing material or holes and cracks) over either limited or widespread areas which may or may not be correctable through the course of normal maintenance (depending on the size of the building or number of buildings in a large complex). Deficient buildings contain defects which, in the case of limited or minor defects, clearly indicate a lack of or a reduced level of maintenance. In the case of major defects, advanced defects that are present over widespread areas would require major upgrading and significant investment to correct

Dilapidated

Buildings which contain major defects in primary and secondary components over widespread areas. The defects are so serious and advanced that the building is considered to be substandard, requiring improvements or total reconstruction which may be either not feasible or difficult to correct.

Conclusion

Industrial District

Seven buildings of the 98 buildings, situated in 4 of the 23 blocks containing buildings, are in substandard (dilapidated) condition. Dilapidation as a factor is present to a limited extent in 4 blocks of the industrial district.

Commercial District

Five of the 193 buildings are in substandard (dilapidated) condition. Dilapidation as a factor is present to a major extent in 1 block and to a limited extent in 3 blocks of the commercial district.

Figure 5, *Dilapidation*, illustrates the location of substandard buildings in the Project Area.

C. 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 a proposed redevelopment project area. In making findings with respect to buildings, 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 market place.

Functional Obsolescence

Historically, structures have been built for specific uses or purposes. The design, location, height, and space arrangement are intended for a specific occupant at a given time. Buildings become obsolete when they contain characteristics or deficiencies which limit their use and marketability after the original use ceases. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, the improper orientation of the building on its site, etc., 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.

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 evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of obsolescence may include inadequate utility capacities, outdated designs, etc.

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

1. Obsolete Building Types

Functional or economic obsolescence in buildings, which limits their long-term use or reuse, is typically difficult and expensive to correct. Deferred maintenance, deterioration and vacancies often result, which can have an adverse effect on nearby and surrounding development and detract from the physical, functional and economic vitality of the area.

Characteristics observed in the obsolete buildings include the following:

- Small, narrow buildings with limited floor plates.
- Single purpose buildings designed for a specific use which are not easily adaptable or suited to other uses, including metal storage or butler-type industrial buildings including accessory buildings and converted service stations.
- Multi-story industrial buildings with inefficient or outdated mechanical systems, including the lack of central air conditioning, small elevators or the lack of freight elevators and limited lighting.

- Lack of or inadequate loading facilities.
- Buildings with single-pane windows and limited insulation, resulting in high energy loss.
- Lack of ADA (Americans with Disabilities Act) access provisions at entry areas, elevators and in bathrooms.
- Residential buildings converted to accommodate additional units or converted or expanded to accommodate commercial activity.

2. **Obsolete Platting**

The Project Area was originally platted well before the turn of the century. Residential blocks outside of the industrial areas are platted in the typical grid pattern dominated by narrow parcels that are 25 feet wide or less. Platting in the large industrial blocks is not consistent with present standards, resulting in super blocks. These blocks are excessive in length and or depth with difficult access to properties. Overall, the platting within the Project Area is not consistent with modern day standards.

Conclusion

Industrial District

Of the 29 non right-of-way blocks in the industrial area, obsolescence as a factor is present to a major extent in 7 blocks and to a limited extent in 8 blocks. Thirty-eight of the 98 buildings in the industrial district (39%) are obsolete due to limited size or single-purpose design which would be difficult and unfeasible to adapt to new uses, consist of multi-story buildings with advanced age, deterioration, vacant space, outdated mechanical systems, maintenance difficulties, or are not easily adaptable to compete with newer buildings.

Commercial District

Of the 49 blocks in the commercial area, obsolescence as a factor is present to a limited extent in 21 blocks and to a major extent in 7 blocks. These include buildings of inadequate, limited size or shape for which they are being used or which have limited utility for alteration to accommodate other occupancies. Obsolescence also includes commercial storefront buildings converted to non-commercial uses with limited accommodation for light and ventilation, parking and servicing.

Figure 6. *Obsolescence*, illustrates the location of obsolete buildings in the Project Area.

D. DETERIORATION

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

- Deterioration may be evident in basically sound buildings containing minor defects, such as lack of painting, loose or missing materials, or holes and cracks over limited areas. This deterioration can be corrected through normal maintenance.