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**FGW** URBAN CONSULTING

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City of Chicago • Richard M. Daley, Mayor



The Midway Industrial Corridor  
Tax Increment Financing  
Redevelopment Plan and Project  
Revision #2

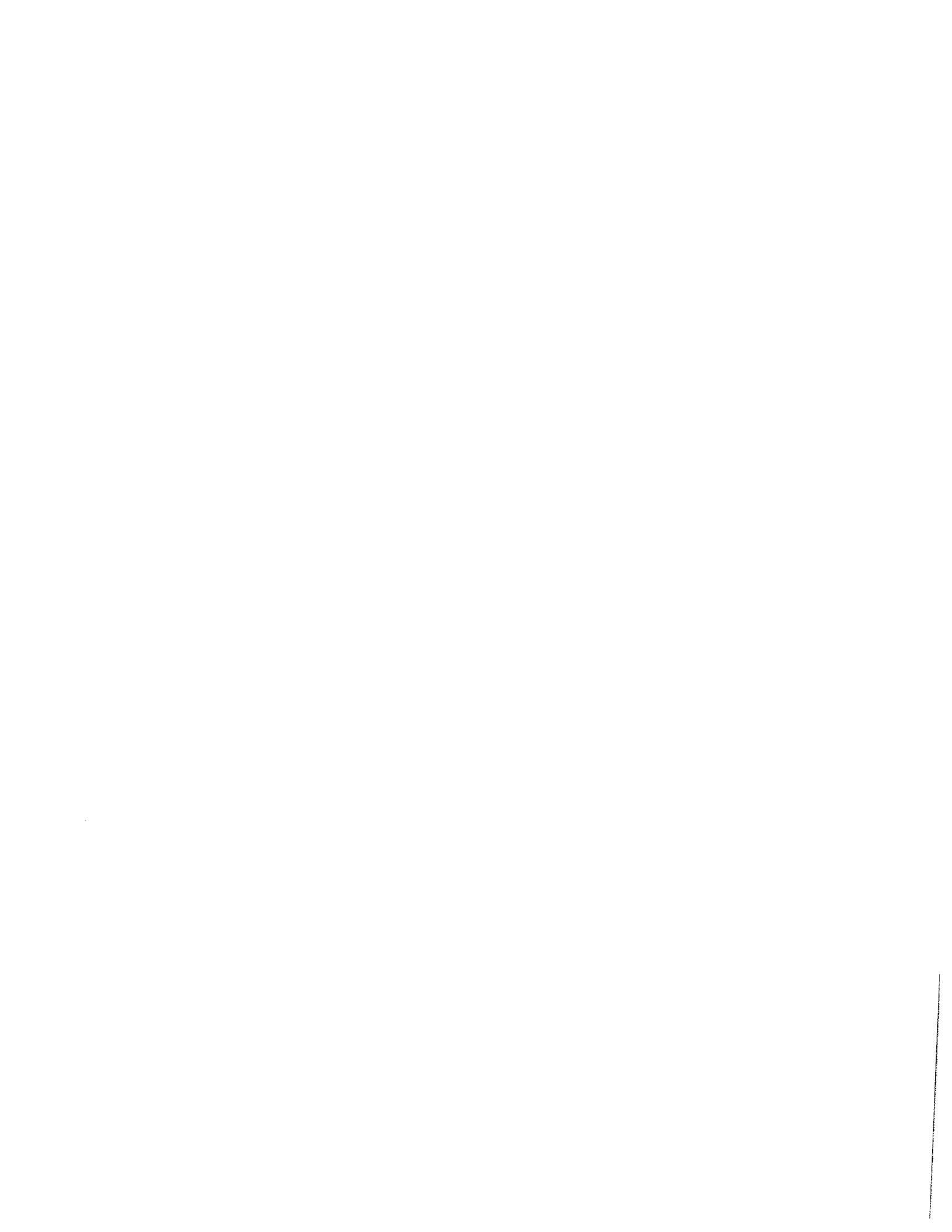


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APPENDIX

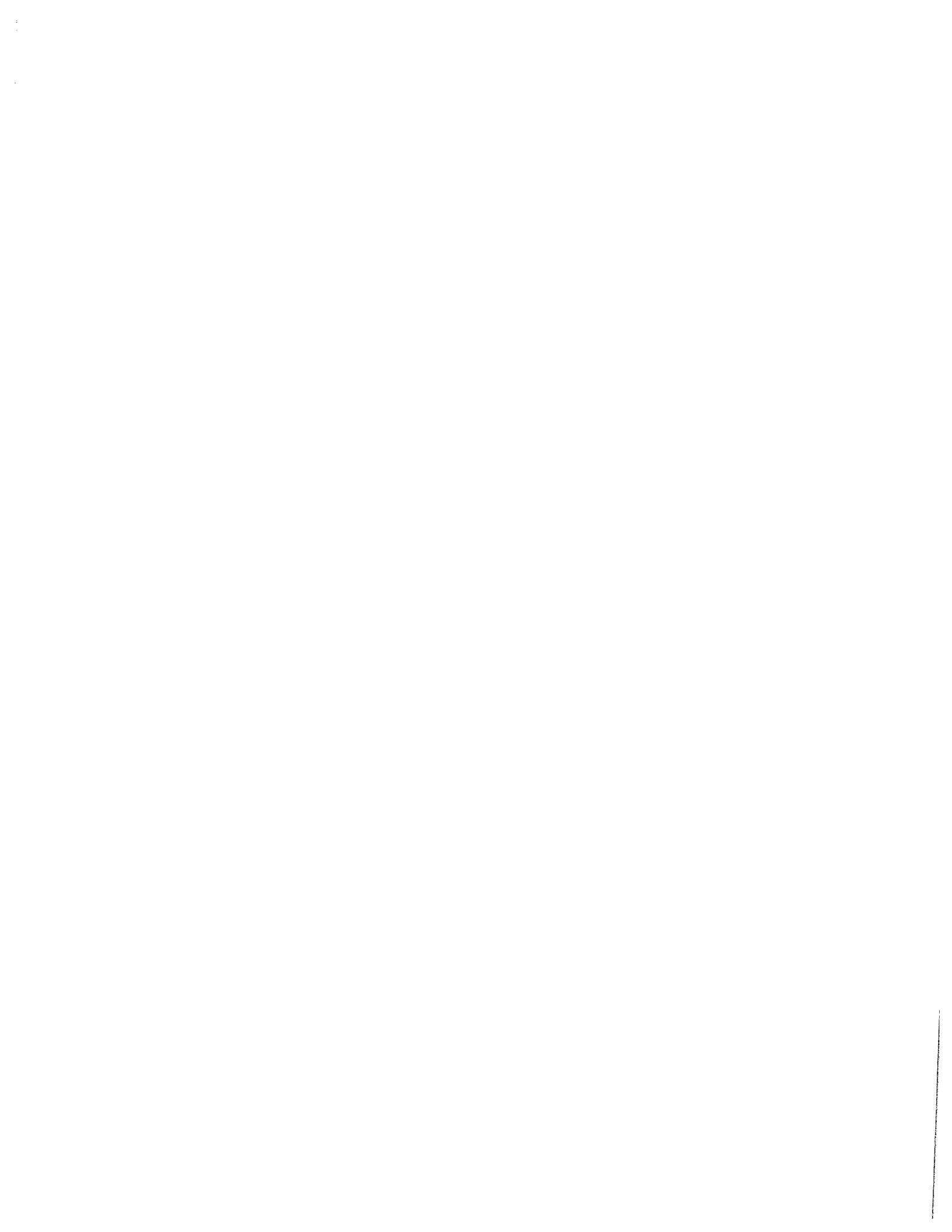
Attachment One - Eligibility Study

Attachment Two - Maps and Plan Exhibits

- Exhibit A - Boundary Map of TIF Area
- Exhibit B - Existing Land Use Assessment Map
- Exhibit C - Generalized Land Use Plan
- Exhibit D - Generalized Existing Zoning Map
- Exhibit E - Sub-Area Key Map
- Exhibit F - Enterprise Zone Map
- Exhibit G-1 - Land Acquisition Map
- Exhibit G-2 - Parcels To Be Acquired By City

Attachment Three - Legal Description

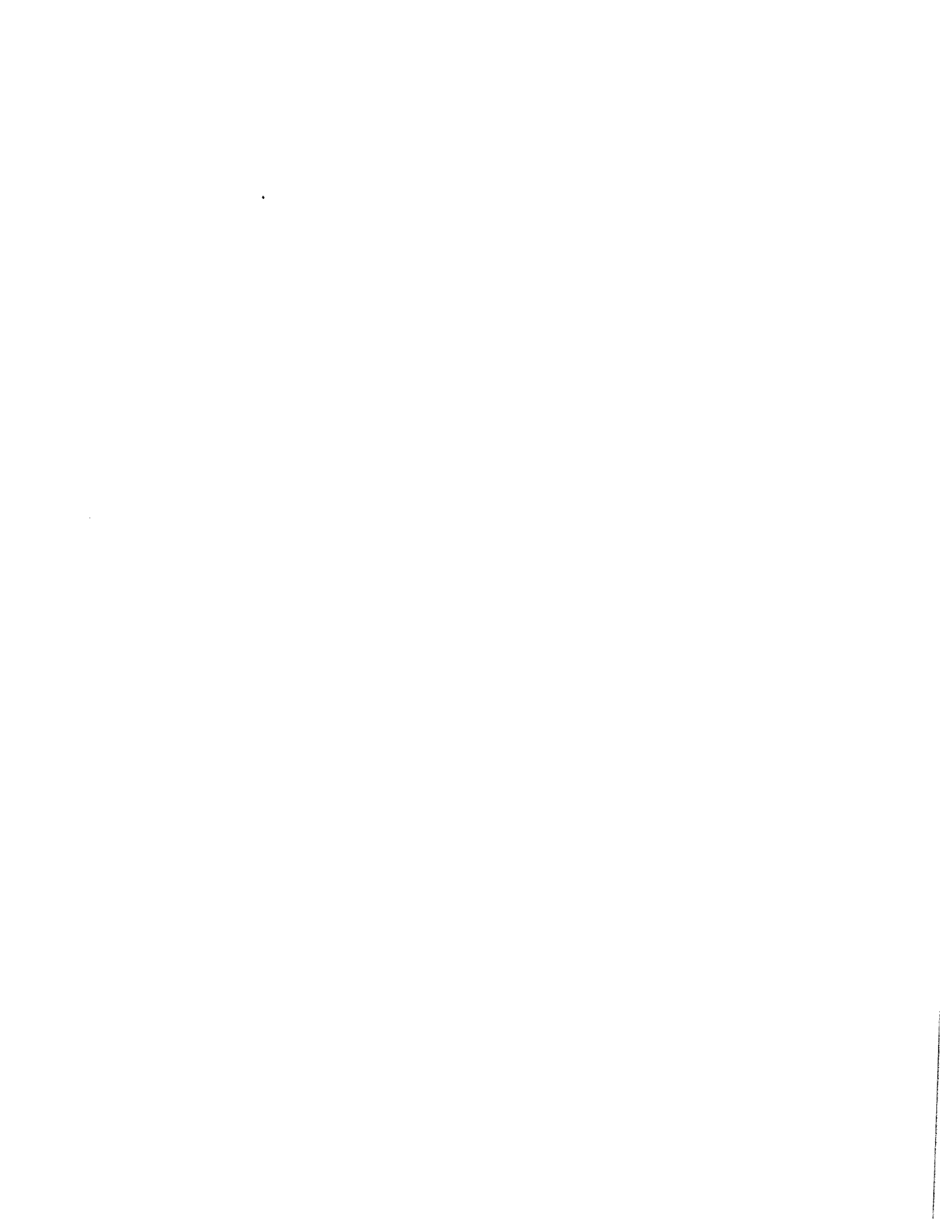
Attachment Four - 1998 Estimated EAV by Tax Parcel



## FORWARD

The proposed Midway Industrial Corridor Redevelopment Plan and Project Area is part of an overall effort to facilitate redevelopment in the vicinity of Midway Airport. Recent transportation investments by the public sector for Midway Airport, the Adlai Stevenson Expressway and the CTA's extension of the Orange Line have or will help to revitalize this portion of the City. However, these investments are not directed toward improvement of properties along commercial corridors or within industrial sites. The City is proposing to establish several Tax Increment Financing Districts to help facilitate private redevelopment efforts that can build upon the public investment in the transportation network and revitalize important commercial and industrial sites located in the southwestern portion of the City.

On the following page is a map indicating the six Tax Increment Financing districts that together will help to revitalize properties in the vicinity of Midway Airport. The location of the proposed Midway Industrial Corridor Redevelopment Project Area and its relation to the other five districts is also indicated. Criteria for establishing a Tax Increment Financing district, land use and zoning patterns and the goals of the City were used to determine the final configuration of the six districts. However, the overall goal is to establish all six districts so that revitalized commercial and industrial sites can provide growth for the City and employment and businesses opportunities for the residents of the City of Chicago.





## SECTION I - INTRODUCTION AND EXECUTIVE SUMMARY

### A. Area Location

The Midway Industrial Corridor Redevelopment Project Area (hereafter referred to as the "Area") is located on the southwest side of the City of Chicago ("City") approximately twelve miles southwest of the central business district. A location map indicating the general location of the Area is provided on the following page.

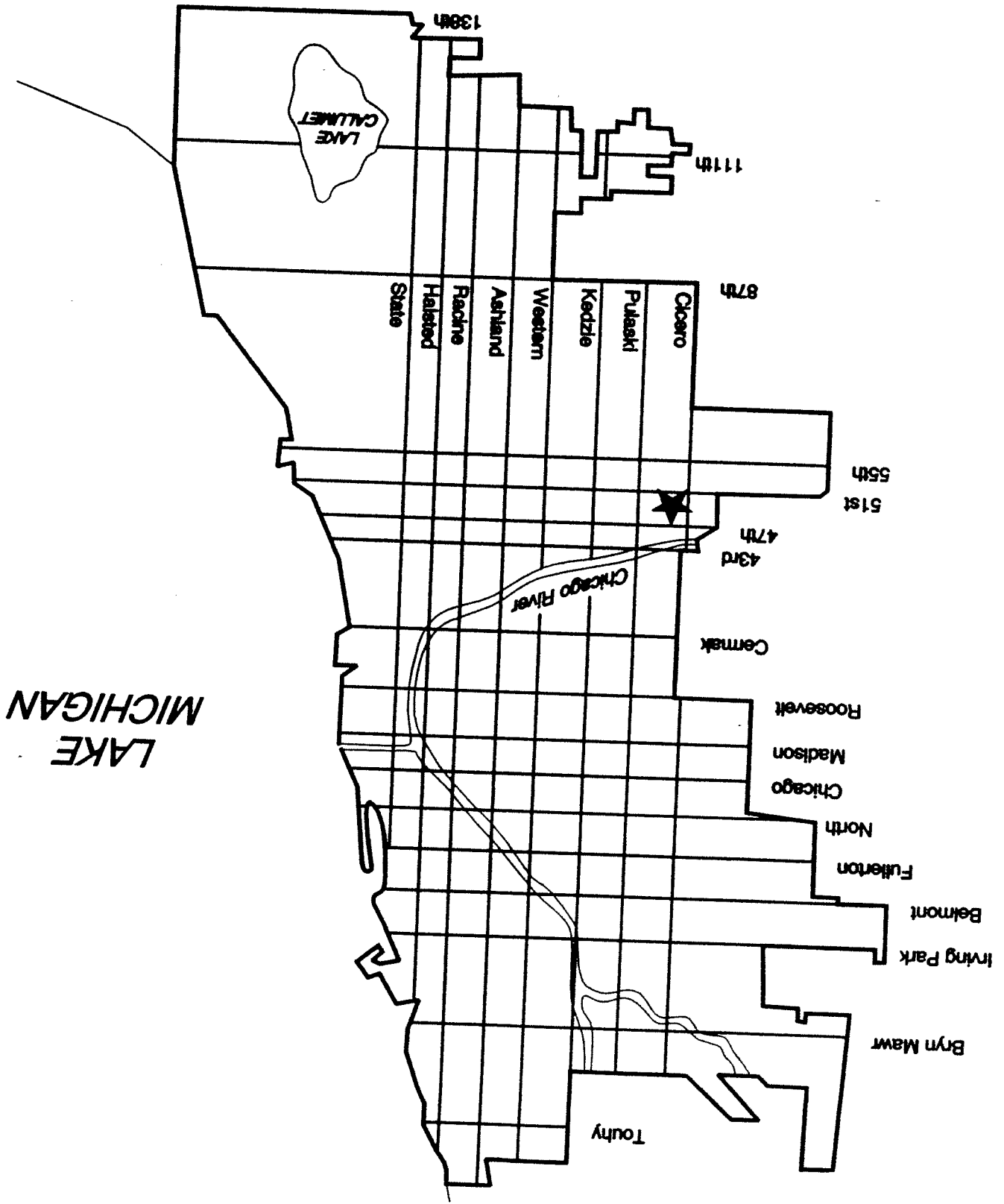
The Area covers approximately 384 acres and 378 parcels, and includes 75 full and partial city blocks. The boundary of the Area generally parallels two Belt Railway of Chicago railroad rights-of-way. The railroad rights-of-way form a north/south and east/west spine that bisects industrial properties located between the Stevenson Expressway (I-55) on the north to Midway Airport on the south. The boundaries of the Area are shown on Exhibit A, Boundary Map of TIF Area included in Attachment Two of the Appendix.

### B. Existing Conditions

The Area consists primarily of older industrial properties located along the railroad corridors noted above and several pockets of existing residential uses located in the extreme northern portion of the Area. A small number of commercial uses on Archer Avenue between Keating Avenue and Kolmar Avenue are also included in the Area. (see Exhibit B, Existing Land Use Assessment Map included in Attachment Two of the Appendix). Many structures in the Area are in need of repair, as documented in the Eligibility Study included as Attachment One of the Appendix.

In the northern portion of the Area, a pocket of residential uses between 43rd and 44th Streets has also been included in the Area. This residential pocket has been included in the Area because of its close proximity to several deleterious industrial uses located within the core of industrial uses that form the majority of the Area. The deleterious industrial uses have negatively impacted the viability of this residential pocket. The close proximity to the deleterious industrial uses has also severely affected the character of this residential area. Much of this residential pocket is surrounded on two sides by industrial uses and some residential uses in the northern portion of the Area are surrounded on all sides by industrial uses.

Location Map  
Midway Industrial Corridor  
City of Chicago, Illinois



These residential areas exhibit numerous conservation area factors resulting from the proximity to and impact from the industrial uses that surround them.

Zoning classifications in the Area are predominantly industrial. There are also several small pockets of commercial zoning designations along Archer and Cicero Avenues and a pocket of residential zoning in the northern and western portions of the Area. Zoning classifications are shown on Exhibit D, Generalized Existing Zoning Map included in Attachment Two of the Appendix. Seventy eight percent (78%) of the buildings in the Area are 35 years of age or older. Declining conditions are evidenced by deterioration and depreciation of the public infrastructure (principally streets and sidewalks) and deterioration of private properties. Deleterious land uses exist in several locations exerting negative visual and environmental influences on the overall area and adjoining properties. In some locations, (particularly along Cicero Avenue) the blighting factors present a negative image of the Area.

The Area is characterized by the following conditions:

- the predominance (78%) of structures that are 35 years of age or older;
- obsolescence (75% of buildings or structures);
- deterioration (58% of structures or site improvements); and
- depreciation of physical maintenance (89% of structures or site improvements).

Other blighting factors found to a minor extent are discussed in the Eligibility Study included as Attachment One of the Appendix.

### *C. Business & Industry Trends*

The age of many buildings and the lack of contemporary commercial or industrial building sites and buildings have contributed to a gradual decline of the Area. Approximately 298,000 square feet of vacant floor space was observed in the Area. Approximately 201,000 square feet of this vacant floor space is associated with industrial buildings, 3,400 square feet is associated with commercial buildings and approximately 93,600 square feet is associated with buildings that are part of property acquisition activities related to Midway Airport expansion. Along portions of Cicero Avenue and

other portions of the Area, vacant lots exist that were once occupied by residential or commercial structures. In other portions of the Area, buildings exhibit signs of depreciation of maintenance and deterioration. In many instances, the lack of maintenance and deterioration is fostered by obsolescence and excessive land coverage that prevent temporary parking and site development standards.

Efforts by public entities to check decline in the Area have met with limited success. The majority of these efforts have been directed toward on-going maintenance of public streets and improvements in the Area and public improvements associated with Midway Airport, the Stevenson Expressway and the CTA. These efforts have not been directed to eliminating the factors that qualify the Area as a redevelopment area. Despite these public efforts, improved industrial and commercial sites in the Area are gradually becoming obsolete and underutilized. The presence of numerous vacant lots, vacant buildings and buildings in need of repair and maintenance is evidence that the public efforts to date have not been effective. Portions of the Area will become blighted and lose the ability to generate jobs and tax revenue if these conditions are not reversed.

#### D. Redevelopment Plan Purpose

Tax increment financing ("TIF") is permitted by the *Illinois Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (the "Act"). The Act sets forth the requirements and procedures for establishing a redevelopment project area and a redevelopment plan. This Midway Industrial Corridor Tax Increment Financing Redevelopment Plan and Project (hereafter referred to as the "Plan") documents the qualifications of the Area as a blighted area and as a conservation area under the Act. The purpose of this Plan is to correct Area problems and attract new private development. This Plan identifies the activities, sources of funds and procedures to implement tax increment financing pursuant to the Act.

#### E. Plan Objectives & Strategies

An overall strategy to retain viable businesses, recruit new businesses, and check the loss of jobs from the City is at the heart of the redevelopment efforts. The City has chosen to utilize tax increment financing to revive the limited commercial properties, industrial sites and vacant land that make up the Area.

This Plan represents an opportunity for the City to implement a program that can achieve citywide goals and objectives, as well as some that are specifically directed at the Area. These goals and objectives include:

• support the tax base of the Area;

• retain the employment base and provide new employment opportunities in the Area;

• expand the tax base through reuse and rehabilitation of commercial and industrial properties;

• develop new commercial and industrial buildings on underutilized and vacant properties in the Area;

• capitalize on the Area's proximity to Midway Airport and the public investment currently underway at Midway Airport, along the Stevenson Expressway and CTA immediately outside of the Area;

• establish a program of phased public improvements to help retain business and industries and promote the Area as a place to do business;

• improve the image of the City that is conveyed to metropolitan airport users and visitors arriving and departing from Midway Airport;

• eliminate the conditions that qualify the Area as a conservation area and a blighted area; and

• property assembly as indicated herein to facilitate new development.

This Plan creates a mechanism to revitalize the Area by improvement of the physical environment and infrastructure and through the orderly transition of residential, commercial and industrial uses to new or expanded uses in the future. The City proposes to use TIF to address needs in the Area and induce the investment of private capital.

In implementing this Plan, the City is acting to facilitate the revitalization of the entire Area. The limited commercial properties of the Area should be maintained as a series of commercial sites that provide services to the industry of the Area, surrounding residential neighborhoods and the major public facilities located near the Area. Industrial uses will be encouraged to take advantage of underutilized sites in the Area and new industrial tenants will be sought for vacant sites. In some instances, transformation of underutilized sites from existing uses to productive industrial or commercial operations will be encouraged. This Plan is intended to build on the City's previous actions to stabilize commercial and industrial land uses,

support industrial expansion and attract new industry to the Area. The City recognizes that blighting influences will continue to weaken the Area and that the entire Area may become blighted if the decline is not reversed. This Plan is also intended to build upon the Area's proximity to Midway Airport and the Stevenson Expressway by providing opportunities to attract commercial and industrial uses that can benefit from airport and highway proximity.

#### F. Redevelopment Plan and Project Activities and Costs

The projects anticipated for the Area may include, but are not limited to:

- property assembly;
- street, alley and sidewalk reconstruction;
- transportation improvements (including improvements to viaduct and at grade rail crossings);
- utility work;
- property rehabilitation and improvements to various existing properties including streetscape improvements;
- private developer assistance;
- site clean-up and preparation;
- marketing and promotion;
- environmental remediation; and
- planning studies.

The anticipated activities and associated costs are shown on Table Three, Estimated Redevelopment Project Costs. The total estimated cost for the activities listed in Table Three is \$65,000,000.

#### G. Summary & Conclusions

This Plan summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is the responsibility of PGAV-Urban Consulting ("Consultant"). The City is entitled to rely on the findings and conclusions of this Plan in designating the Area as a redevelopment project

area under the Act (defined herein). The Consultant has prepared this Plan and the related Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of the Plan and the related Eligibility Study in proceeding with the designation of the Area and the adoption and implementation of the Plan, and 2) on the fact that the Consultant compiled the necessary information so that the Plan and the related Eligibility Study will comply with the Act.

The study and survey of the Area indicates that the requirements necessary to designate the improved portion of the Area as a conservation area and the vacant land in the Area as a blighted area are present. Therefore, the Area is qualified under the terms of the definitions in the Act. This Plan and the supporting documentation contained in the Eligibility Study (included herein as Attachment One of the Appendix) indicate that the Area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the Plan.

## SECTION II - LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Area include only those contiguous parcels of real property and improvements substantially benefited by the activities to be undertaken as a part of the Plan. Since the boundaries of the Area include nearly 384 acres of land, the statutory minimum of 1.5 acres is exceeded.

The boundaries of the Area are shown on Exhibit A, Boundary Map of TIF Area included in Attachment Two of the Appendix and the boundaries are described in the Legal Description of the Area included as Attachment Three of the Appendix. A listing of the permanent index numbers and the 1998 equalized assessed value for all properties in the Area are provided as 1998 Estimated E.A.V. by Tax Parcel included as Attachment Four of the Appendix.



**SECTION III - STATUTORY BASIS FOR TAX  
INCREMENT FINANCING**

**A. Introduction**

In January 1977, TIF was made possible by the Illinois General Assembly through passage of the *Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (the "Act"). The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to develop 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 E.A.V. of real property within the redevelopment project area over and above the "certified initial E.A.V." of such real property. Any increase in E.A.V. is then multiplied by the current tax rate, which results in incremental property taxes. A decline in current E.A.V. 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 prescribed period, the new revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, 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 Plan have been paid. Taxing districts also

benefit from the increased property tax base after redevelopment project costs and obligations are paid.

As used herein and in the Act, the term "redevelopment project" ("project") means any public and private development project in furtherance of the objectives of a redevelopment plan. The term "area" means an area designated by the municipality, which is not less in the aggregate than 1-1/2 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 area and conservation area. The term "plan" means the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area for utilization of tax increment financing, and thereby to enhance the tax base of the taxing districts which extend into the redevelopment project area.

Redevelopment that occurs in a designated redevelopment project area will increase the E.A.V. of the property and, thus, generate increased real property tax revenues. This increase or "increment" can be used to finance "redevelopment project costs" such as land acquisition, site clearance, building rehabilitation, interest subsidy, construction of public infrastructure, etc. as permitted by the Act.

The Illinois General Assembly made various 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 and welfare.

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 specifies certain requirements that must be met before a municipality can proceed with implementing a redevelopment plan. One of these requirements is that the municipality must demonstrate that a redevelopment project area qualifies for designation. With certain exceptions, an area must qualify generally either as:

• a blighted area (both "improved" and "vacant" or a combination of both); or

• a conservation area; or

• a combination of both blighted areas and conservation areas within the definitions for each set forth in the Act.

The Act currently does not offer detailed definitions of the blighting factors used to qualify areas. The definitions set forth in the Illinois Department of Revenue's "Definitions and Explanations of Blight and Conservation Factors (1988)" were used in this regard in preparing this Plan.

**B. The Redevelopment Plan and Project for the Midway Industrial Corridor Tax Increment Financing Redevelopment Project Area.**

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

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

1. Occurs on a coordinated rather than piecemeal basis to ensure that land use, access and circulation, parking, public services and urban design are functionally integrated and meet present-day principles and standards; and

2. Occurs on a reasonable, comprehensive and integrated basis to ensure that the blighting factors are eliminated; and

3. Accomplishes objectives within a reasonable and defined period so that the Area may contribute productively to the economic vitality of the City.

This Plan sets forth the overall Project which are those public and private activities to be undertaken to accomplish the City's above-stated goal. During implementation of the Project, the City may, from time to time: (i) un-

dertake or cause to be undertaken public improvements and activities; and (ii) enter into redevelopment agreements with private entities or public entities to construct, rehabilitate, renovate or restore private or public improvements on one or several parcels (collectively referred to as "Redevelopment Projects").

This Plan specifically describes the Area and summarizes the factors which qualify the Area as a "conservation area" and the vacant portion of the Area as a "blighted area" as defined in the Act. (See the Eligibility Study included as Attachment One of the Appendix).

Successful implementation of this 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 Area. Only through the utilization of tax increment financing will the Area develop on a comprehensive and coordinated basis, thereby reducing or eliminating the conditions which have precluded development of the 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 Area. These improvements, activities and investments will benefit the City, its residents, and all taxing districts having jurisdiction over the Area. These anticipated benefits include:

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

## SECTION IV - REDEVELOPMENT GOALS AND OBJECTIVES

Information regarding the needs of the Area and proposals for the future was obtained from the City of Chicago, various neighborhood groups, comments expressed at neighborhood meetings and field investigations by the Consultant.

The Area boundaries have been established to maximize the development tools created by the Act and to address Area problems and needs. To address these needs, various goals and objectives have been established for the Area as noted in this section.

### Area **A. General Goals for Midway Industrial Corridor Redevelopment**

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

1. Improve the quality of life in the City by revitalizing the Area. This can be accomplished through creation of secure, functional, attractive, marketable and competitive business environments.

2. Stabilize and enhance the real estate and sales tax base of the City and other taxing districts.

3. Retain sound and viable businesses and industries within the Area.

4. Attract new business and industrial development within the Area.

5. Improve the appearance of the commercial and industrial properties of the Area through: building facade renovation/restoration; removal of signage clutter; restoration of deteriorated signage; and public and private improvements that will have a positive visual.

6. Create new job opportunities within the Area.

7. Employ residents from within the Area as well as adjacent neighborhoods and redevelopment project areas.

### **B. Redevelopment Objectives**

Listed below are the redevelopment objectives that will guide planning decisions regarding redevelopment within the Area:

1. Reduce or eliminate those conditions that qualify the improved portion of the Area as a "conservation area" and the vacant land of the Area as a "blighted area". These conditions are described in detail in the Eligibility Study (see Attachment One of the Appendix).

2. Encourage attractive buildings, rights-of-way and open spaces.

3. Provide public improvements and facilities in relationship to projected demand.

4. Facilitate business retention, rehabilitation and new development.

5. Assist in the establishment of job training, job readiness and "welfare to work" programs to provide residents from within, and surrounding the Area with the skills necessary to secure jobs.

6. Provide opportunities for women-owned and minority-owned businesses to share in the process and benefits of redevelopment of the Area.

7. Maximize the existing transportation network of the Area and ensure that the Area is served by a street system and public transportation facilities that provide safe and convenient access.

### C. Development and Design Objectives

Listed below are specific development and design objectives which will assist the City in directing and coordinating public and private improvement and investment throughout the Area.

The guidelines are intended to help attract desirable new businesses, foster a coordinated development pattern and create an attractive and quality image and identity for the Area.

#### 1. Land Use

• Integrate new development with existing businesses throughout the Area.

• Facilitate rehabilitation of commercial and industrial uses.

• Recognize the need for institutional, parks, green space and residential uses to a limited extent given the Area's current boundaries and existing land use and zoning patterns.

- Promote shared parking.
- Provide for uses associated with Midway Airport in locations that do not infringe on surrounding residential neighborhoods.

## 2. Building and Site Development

- Repair and rehabilitate commercial and industrial buildings in poor condition.
- Reuse vacant buildings in serviceable condition for new business, commercial or industrial uses.
- Encourage secure parking, service and support facilities that can be shared by multiple businesses and industrial uses.
- Encourage consistent decorative elements around the perimeter of industrial sites and commercial buildings.
- Encourage screening around parking and maintenance facilities associated with airport activity.

## 3. Transportation and Infrastructure

- Provide safe and convenient access to the Area for trucks, autos and public transportation.
- Improve streets, street lighting, curbs, sidewalks and traffic signalization.
- Promote developments that take advantage of access to the City's mass transit network.
- Provide well-defined, safe pedestrian connections within the Area, and between the Area and nearby destinations.
- Upgrade the Cicero Avenue corridor.
- Improve or repair standard viaducts and upgrade at-grade rail intersections where possible.

4. Urban Design

- Establish a streetscape system to coordinate the use of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage within the Area.

- Promote high-quality architectural design throughout the Area.

- Replace signage that is deteriorated and unattractive.

- Preserve buildings with historic and architectural value.

- Clear, clean and maintain vacant land.

- Use vacant lots for permanent, attractive open space or off-street parking.

- Eliminate illegal dumping, abandoned vehicles, overgrown weeds and graffiti.

5. Landscaping and Open Space

- Provide landscaped buffer areas around commercial and industrial portions of the Area.

- Encourage landscaped setbacks.

- Promote the use of landscaping and fencing to screen dumpsters, waste collection areas, loading areas, service areas and the perimeter of parking lots.

- Ensure that landscaping and design materials comply with the City of Chicago Landscape Ordinance.

- Promote the development of shared open spaces within the Area, including courtyards, outdoor eating areas, recreational areas, etc.

- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.



## SECTION V - BASIS FOR ELIGIBILITY OF THE AREA & FINDINGS

### A. Introduction

Attachment One of the Appendix (the "Eligibility Study") contains a comprehensive report that documents all factors required by the Act to make a determination that the area is eligible under the Act. A brief synopsis of this Eligibility Study is included in this Section.

To designate a redevelopment project area, according to the requirements of the Act, a municipality must find that there exist conditions which cause such project area to be classified as a blighted area, conservation area, combination of blighted and conservation areas, or an industrial park conservation area. The criteria and the individual factors that were utilized in conducting the evaluation of the physical conditions in the Area are outlined under the individual headings that follow.

### B. Area Background Information

#### 1. Location and Size of Area

The Area is located twelve miles southwest of downtown Chicago. The northern limits of the Area follow the Stevenson Expressway (I-55) east of the Cicero Avenue overpass. South of the Stevenson Expressway, the boundary generally parallels two Belt Railway of Chicago rights-of-way. The railroad rights-of-way form a north/south and east/west axis that bisects industrial properties located between the Stevenson Expressway (I-55) on the north to Midway Airport on the south.

The boundaries of the Area are described in the Legal Description included as Attachment Three of the Appendix and are geographically shown on Exhibit A, Boundary Map of TIF Area, included in Attachment Two of the Appendix. Existing land uses are identified on Exhibit B, Existing Land Use Assessment Map, included in Attachment Two of the Appendix.

#### 2. Description of Current Conditions

The Area consists of 75 (full and partial) city blocks, 134 buildings and 378 parcels covering approximately 384 acres. The land use breakdown of the Area's acreage is provided on the following page:

Land Use	Percentage of Gross Land Area	Percentage of Net Land Area
Residential	1.7%	2.2%
Commercial	2.1%	2.8%
Industrial	60.9%	78.3%
Institutional and Related	4.0%	5.2%
Vacant/Undeveloped	9.0%	11.5%
Public Right-Of-Way	22.3%	N/A

<sup>1</sup> Net land area exclusive of public rights-of-way.

Much of the improved Area is in need of redevelopment, rehabilitation and revitalization, and is characterized by the three conservation area factors that exist to a major extent (listed below) as well as seven factors that exist to a minor extent (presented later in this Plan):

Obsolescence

Seventy-five percent of buildings or parcels exhibited evidence of obsolescence. Obsolescence identified in the Area includes: structures containing vacant space, structures with design and space layouts that are no longer suitable for their current use, parcels of limited and narrow size and configuration and obsolete site improvements including limited provisions for on-site parking.

Deterioration

Fifty-eight percent of buildings or site improvements exhibited evidence of deterioration. Examples of deterioration found to exist in the Area included buildings with major defects in the secondary building components. These conditions included: damaged doors and broken windows, porches in need of repair due to deteriorated wood or concrete surfaces, gutters and downspouts missing or in need of replacement, deteriorated fascia materials, cracked foundations or masonry construction materials, roofs in need of replacement or building frames in need of realignment.

Depreciation of Physical Maintenance

Depreciation of physical maintenance was identified on 89% of buildings and site improvements in the Area. Examples observed in the Area include: unpainted or unfinished surfaces, peeling paint, loose or missing materials, cracks in masonry construction, broken windows, loose gutters and downspouts, and damaged building areas still in disrepair. Trash and debris was also observed on several sites and several parking lots and paved areas exhibited cracks and potholes in need of repair.

The Area on the whole has not been subject to growth and development through investment by private enterprise on a level consistent with other sections of the City and would not reasonably be anticipated to be developed without the adoption of this Plan. Age and the requirements of contemporary commercial and industrial tenants have caused portions of the Area and its building stock to become obsolete and may result in further disinvestment in the Area.

Along portions of Cicero, Keating, and Kilpatrick Avenues and 43<sup>rd</sup> and 54<sup>th</sup> Street, numerous vacant lots exist where once viable commercial or residential structures stood. In other sections of the Area, industrial uses are vacant and underutilized. In the northern portion of the Area, several sites contain deteriorous land uses that exhibit depreciation of physical maintenance, deterioration, lack of community planning and obsolescence that impact negatively on surrounding residential areas. Several structures associated with fixed base operators and rental car facilities at Midway Airport exhibit various blighting characteristics. Finally, public streets, sidewalks, curbs, viaducts and at-grade rail crossings are in need of repair or up-grade.

The City is currently developing this Plan in an attempt to attract new growth and development. The City and others have begun to implement major public improvements immediately outside of the Area. These improvements include: a new terminal facility at Midway Airport, improvements to the Stevenson Expressway, a new parking facility to serve Midway Airport and extension by CTA of the Orange Line from the loop to Midway Airport which includes several commuter rail stations near the Area. However, these improvements do not address Area-wide concerns that relate to the factors that cause the Area to qualify as a redevelopment area.

The City and the State of Illinois ("State") have designated a portion (36.5% of the gross land area) of this section of the community as Enterprise Zone 2. (see Exhibit F, Enterprise Zone Map included in Attachment Two of the Appendix). The Enterprise Zone designation only covers a portion of the extreme northern and eastern sections of the Area. The remaining portion of the Area can not benefit from the Enterprise Zone program or the major public improvements outside of the Area.

From 1993 through 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the Midway Industrial Corridor Redevelopment Project Area, increased from \$3.1 billion to \$4.0 billion according to Cook County records. This represents a gain of \$0.9 billion (annual average of 5.8%) during this six-year period. In 1993 the E.A.V. of the Area was \$39.5 million. In 1998, the E.A.V. of the Area was \$48.7 million.

This represents an average annual growth rate of approximately 4.7% during the six-year period between 1993 and 1998. Therefore, the Area has experienced an E.A.V. growth rate approximately 23.4% less than the overall E.A.V. growth rate experienced in Lake Township during this same period. In addition, a significant amount of the growth that has occurred in the Area occurred in the reassessment year of 1997. Between 1997 and 1998, the E.A.V. of the Area declined from \$49.0 million to \$48.7 million. Between 1996 and 1997 the E.A.V. of the Area grew by 10.1%. Prior to 1997, the growth rate of the Area was much lower. Between 1995 and 1996 the E.A.V. of the Area only grew by approximately \$1.08 million or 2.5%. Between 1994 and 1995 the E.A.V. of the Area grew by approximately \$100,000 or a minimal 0.2%. Further, approximately 9.5% of the properties in the Area are delinquent in the payment of 1997 real estate taxes and 69 building code violations have been issued on buildings since July 1, 1994.

Since July 1, 1994, two building permits for major new buildings and five permits for major rehabilitation projects have been issued in the Area by the City. The two permits associated with new buildings were issued for construction of a new commercial structure and a new residential structure. The five permits associated with major rehabilitation projects were issued for an addition to and existing industrial site (3 permits), interior renovations to a motel, and interior renovations to an Area high school. Approximately 78% of the 134 buildings in the Area are or exceed 35 years of age.

There is approximately 298,000 square feet of vacant commercial and industrial floor space in the Area. A significant portion of the vacant floor space in the Area is located in buildings that are obsolete in terms of temporary business requirements and building layout.

As part of the documentation of existing conditions in the Area a separate analysis was performed that looked at development opportunities in the Area. According to information provided by the Goodman Williams Group, a Chicago based real estate research group, several development opportunities exist in the Area that could take advantage of the access to I-55, the proximity to Midway Airport and the large, skilled labor force in the proximity of the Area. The largest and most prominent sites are located in the extreme northern portion of the Area along Cicero Avenue and the Belt Railway of Chicago right-of-way. However, many of these sites are currently underutilized or in need of revitalization. The limiting development factors on these potential development sites are poor access, the presence of marginal industrial and commercial uses, the presence of obsolete site layouts and obsolete structures, potential environmental contamination and the necessity to assemble multiple parcels to create developable sites. These conditions have contributed to the decline of adjacent properties and further hinder the appearance of the Area as a gateway to City.

**C. Existing Land Use and Zoning Characteristics**

A tabulation of existing land use by category is shown below:

**Table One**  
**Tabulation of Existing Land Use**

Land Use	Land Area	% of Gross	% of Net
	Gross Acres	Land Area	Land Area <sup>1</sup>
Residential	6.5	1.7%	2.2%
Commercial	8.2	2.1	2.8
Industrial	233.9	60.9	78.3
Institutional	15.5	4.0	5.2
Vacant/Undeveloped	34.5	9.0	11.5
Sub total - Net Area	298.6	77.7%	100.0%
Public Right-Of-Way	85.6	22.3	N/A
<b>Total</b>	<b>384.2 Ac.</b>	<b>100.0%</b>	<b>N/A</b>

Note:

<sup>1</sup> Net land area exclusive of public rights-of-way.

The major industrial uses that flank the two railroads that serve as the central axis of the Area are a mix of light industrial (office/warehouse and warehouse) and manufacturing uses. In addition, several scrap yards and junkyards are located in the Area. Two of these yards are located in the extreme northern portion of the Area adjacent to the Stevenson Express-way. These two yards exhibit deleterious and deteriorated conditions that have negatively impacted several blocks of residential uses adjacent to these uses. As indicated in Table One, 60.9% of the gross land area (78.3% of the net land area) is industrial.

The residential pocket located in the northern portion of the Area is adjacent to industrial uses and several residential uses are surrounded by industrial uses and isolated from surrounding residential neighborhoods. Approximately 1.7% of the gross land area (2.2% of the net land area) is residential. The Area contains 50 single-family structures and 2 multi-family structures. No mixed-use buildings (buildings with first floor commercial uses and second floor residential uses) are located in the Area.

Commercial uses are concentrated along Archer Avenue adjacent to one of the rail lines that bisect the Area near Archer Avenue. One institutional use (Archer Park) is located in the eastern portion of the Area.

The land use survey and map focus on the use at street level. It should be recognized, however, that a number of the multi-story buildings (generally along Archer Avenue) are mixed-use structures. The upper floors of these buildings are often multi-family use, constructed so that the business owner could both live above his shop and maximize the rental income potential of the building. In the majority of these instances, upper floors experience high rates of occupancy even if the first floor commercial space is vacant. The focus on ground floor uses is not intended to minimize the importance of the second or third floor uses. Maximum use and occupancy of these mixed-use buildings should be encouraged.

The majority of property within the Area is zoned in industrial categories. (see Exhibit D, Generalized Existing Zoning Map included in Attachment Two of the Appendix). Along the boundaries of the Area, residential uses are in close proximity to industries and businesses. The boundary separating residential and commercial/industrial uses is often a local street or alley.

#### D. Investigation and Analysis of Conservation Area and Blighted Area Factors

In determining whether the proposed Area meets the eligibility requirements of the Act, various methods of research were utilized in addition to the field surveys. The data includes information assembled from the sources below:

1. Contacts with local individuals knowledgeable of Area conditions and history, age of buildings and site improvements, methods of construction, real estate records and related items.
2. Aerial photographs, Sidwell block sheets, etc. were utilized.
3. Inspection and research as to the condition of local buildings, streets, utilities, etc.
4. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures to determine conditions of local properties, utilities, streets, etc. and determine eligibility of designated areas for tax increment financing.

5. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Incremental Finance Areas in 1988.

6. Adherence to basic findings of need as established by the Illinois General Assembly in establishing the Act. These are:
  - a. In many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.
  - b. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
  - c. These findings are made on the basis that the presence of blight, or conditions which lead to blight, is detrimental to the safety, health, welfare and morals of the public.

In making the determination of eligibility, it is not required that each and every property or building in the Area qualify. It is the Area as a whole that is determined eligible.

The Act currently sets forth 14 separate factors that are to be used to determine if an area qualifies as a "conservation area". In addition, two thresholds must be met. For an area to qualify as a conservation area 50% or more of the structures in the area must have an age of 35 years or more and a combination of 3 or more of the 14 factors must be found to exist such that although the area is not yet a blighted area, it is detrimental to the public safety, health, morals or welfare and may become a blighted area. For vacant areas to be declared as a "blighted area" additional criteria and factors must be met.

The Act currently does not define the blight terms, but the Consultant has utilized the definitions for these terms as established by the Illinois Department of Revenue in their 1988 Compliance Manual. The Eligibility Study included in the Appendix defines all of the terms and the methodology employed by the Consultant in arriving at the conclusions as to eligibility.

Conservation Area: A combination of three or more of the following factors must exist for an area to qualify as a conservation area under the Act:

## 1. Dilapidation

2. Obsolescence
3. Deterioration
4. Illegal use of individual structures
5. Presence of structures below minimum code standards
6. Abandonment
7. Excessive vacancies
8. Overcrowding of structures and community facilities
9. Lack of ventilation, light, or sanitary facilities
10. Inadequate utilities
11. Excessive land coverage
12. Deteriorous land use or layout
13. Depreciation of physical maintenance
14. Lack of community planning

Table Two, Conservation Area Factors Matrix, provided on the following page, tabulates the condition of all improved properties in the approximately 384-acre, 75 full and partial block Area. Table Two documents the conditions of improved portions of the Area. This Table indicates that three conservation area factors associated with improved land are present to a meaningful extent and generally distributed throughout the Area.

Blighted Area: The following are various provisions that permit vacant areas to qualify as blighted:

1. Combination of 2 or more of the following factors:
  - i. Obsolete platting of the vacant land,
  - ii. Diversity of ownership of such land,
  - iii. Tax and special assessment delinquencies on such land,
  - iv. Flooding on all or part of such vacant land,
  - v. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or
2. The area immediately prior to becoming vacant qualified as a blighted improved area, or
3. The area consists of an unused quarry or unused quarries, or
4. The area consists of unused rail yards, rail tracks or railroad rights-of-way, or



**Table Two**  
**Midway Industrial Corridor Redevelopment Project Area**  
**Conservation Area Factors Matrix**

Sub Area	Total Number of Buildings	Buildings % Buildings		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Buildings	Area Use
		Age and Older	% Buildings Age and Older																
Subtotal Sub Area 1	56	45	80%	0	51	36	0	8	0	0	0	3	0	15	4	56	6	8	Yes
Subtotal Sub Area 2	3	3	100%	0	2	0	0	0	0	0	0	0	0	3	0	3	0	3	Yes
Sub Total Sub Area 3	18	16	89%	0	13	16	0	0	0	1	0	4	0	6	1	16	7	8	Yes
Sub Total Sub Area 4	8	7	88%	0	7	2	1	0	0	0	0	0	0	6	2	7	0	6	Yes
Sub Total Sub Area 5	13	11	85%	0	11	6	0	4	0	2	0	6	0	11	0	11	0	7	Yes
Sub Total Sub Area 6	12	7	58%	0	6	5	0	1	0	1	0	1	0	3	2	6	0	8	Yes
Sub Total Sub Area 7	7	3	43%	0	1	2	0	3	0	1	0	1	0	1	0	5	0	7	Yes
Sub Total Sub Area 8	5	3	60%	0	3	3	0	0	0	1	0	1	0	3	2	3	0	7	Yes
Sub Total Sub Area 9	5	4	80%	0	2	5	0	5	0	2	0	0	0	5	0	5	0	6	Yes
Sub Total Sub Area 10	4	4	100%	0	3	3	0	3	0	3	0	0	0	3	0	4	0	6	Yes
Sub Total Sub Area 11	3	2	67%	0	2	0	0	0	0	0	0	0	0	3	0	3	0	3	Yes
Total Number of Bldgs. or Parcels Exhibiting Factors	134	105	78%	0	101	78	1	24	0	11	0	16	0***	59	11	119	13	11	Yes
% Total Bldgs. or Parcels Exhibiting Factors				0%	76%	58%	Less Than 1%	18%	0%	8%	0%	12%	0%	44%	8%	89%	10%		

\* Sub-Area designations are graphically identified on the Sub-Area Key Map contained in Attachment Two of the Appendix.  
 \*\* Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.  
 \*\*\* Present with respect to inadequate storm sewers along several Area streets.  
 Bold indicates conservation area factors that exist to a major extent.

5. The area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements within or in proximity to the area which improvements have been in existence for at least 5 years, or

6. The area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or

7. The area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of a redevelopment project area and which area meets at least one of the factors itemized herein, 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.

Approximately 27.6 acres or 7.2% of the gross land area (9.3% of the net land area) within the Area was identified as blighted. It is evident from historic plats and photos that buildings once existed on some of these sites and demolition of these structures has occurred over time. The majority of the demolished structures are associated with property acquisitions related to Midway Airport improvement activities. Since July 1, 1994, 17 structures have been demolished according to permit data provided by the City. In addition, several of the sites identified as blighted have been vacant for more than five years, are under multiple ownership, are adjacent to deteriorated structures or are vacant railroad right-of-way. Given the deteriorated condition of existing structures in the vicinity of the vacant land and the presence of other factors necessary to qualify as blighted property under the Act on the vacant land, the vacant portions of the Area qualify as a blighted area.

Further discussion of the relevant eligibility considerations for the vacant areas is included in the Eligibility Study included as Attachment One of the Appendix. The vacant parcels are illustrated on the Exhibit B, Existing Land Use Assessment Map included in Attachment Two of the Appendix and summarized in the discussion below

***E. Summary of Findings/Area Qualification***

It was determined in the investigation and analysis of conditions in the Area that the improved portions of the Area qualify as a "conservation area" and the vacant portions of the Area qualify as a "blighted area" under the Act. The qualifying factors that were determined to exist in the improved area and vacant area are summarized later in this section. The Plan includes measures designed to reduce or eliminate the deficiencies that cause the Area to qualify consistent with the strategy of the City in other redevelopment project areas.

Vacant industrial buildings, vacant commercial storefronts and vacant land are further evidence of declining conditions in the Area, lack of private investment and little interest in the Area by the private market. There is an excess of 298,000 square feet of vacant floor space and approximately 34.5 acres of vacant land. Many of these properties appear to have been available for more than 12 months.

The City and the State have designated a portion (36.5%) of the Area as State of Illinois Enterprise Number Zone 2 as a further response to deteriorating conditions in the Area. This designation also recognizes the significant needs of the Area and reinforces the need for public financial incentives to attract private investment. (see Exhibit F, Enterprise Zone Map included in Attachment Two of the Appendix).

The conclusion of the Consultant is that the number, degree and distribution of eligibility factors as documented in this report warrant the designation of the Area as a conservation area and as a blighted area as set forth in the Act. The summary tables contained on the following pages highlight the factors found to exist in the Area that cause it to qualify. This evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is necessary. Secondly, the distribution of conservation area and blighted area eligibility factors throughout the Area must be reasonable so that a good area is not arbitrarily found to qualify as a conservation or blighted area simply because of proximity to an area that exhibits blighting factors.

In addition to the presence of multiple conservation area and blighted area factors as listed on the following pages, E.A.V. growth below that of surrounding areas of the City in recent years, the presence of vacant floor space and vacant land indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have

been previously documented. All properties within the Area will benefit from the TIF program.

1. Improved Land Statutory Factors

ELIGIBILITY FACTOR <sup>1</sup>		EXISTING IN AREA
Age <sup>2</sup>	78% of bldgs. are or exceed 35 years of age.	
1	Dilapidation	Not Present
2	Obsolescence	Major Extent
3	Deterioration	Major Extent
4	Illegal use of individual structures	Minor Extent
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Not Present
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	Not Present
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10 <sup>3</sup>	Inadequate utilities	Minor Extent
11	Excessive land coverage	Minor Extent
12	Deleterious land use or layout	Minor Extent
13	Depreciation of physical maintenance	Major Extent
14	Lack of community planning	Minor Extent

Notes:

- 1 Only three factors are required by the Act for eligibility. Eleven factors are present in the Area. Three factors were found to exist to a major extent and eight were found to exist to a minor extent.
- 2 Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.
- 3 Associated with storm drainage along public streets.

2. Vacant/Unimproved Land-Statutory Factors

EXISTING IN VACANT/ UNIMPROVED PORTION OF AREA	ELIGIBILITY FACTOR
YES	I. Obsolete platting (Present) II. Diversity of ownership (Present) III. Tax and assessment delinquencies (Present) IV. Flooding (Does not exist) V. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land (Present) Or Area immediately prior to becoming vacant qualified as a blighted improved area; Or Area consists of unused quarry or quarries; Or Area consists of unused rail yards, rail tracks or rail-road right-of-way; (Present) Or Area prior to designation is subject to chronic flooding caused by improvements; Or Area consists of unused disposal site containing earth, stone, building debris, etc.; Or Area is not less than 50 nor more than 100 acres and 75% is vacant;
—	2
—	3
YES	4
—	5
—	6
—	7

Note: Area qualifies per statutory requirements. Only one factor is required by the Act.

The analysis presented above is based upon data assembled by the Consultant. The conclusions presented in this report are those of the Consultant. The local governing body should review this report. The study and survey of the Area indicate that requirements necessary for designation of the improved portion of the Area as a "conservation area" and the vacant portion of the Area as a "blighted area" are present. If satisfied with the summary of findings contained herein, the governing body may adopt a resolution making a finding of a conservation area for the improved portion of the Area and a finding of a blighted area for the vacant portion of the Area.

Therefore, the Area is qualified as both a conservation area and vacant blighted area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act (see full text of Attachment One, Eligibility Study included in the Appendix).

## SECTION VI - REDEVELOPMENT PLAN AND PROJECT

### A. Introduction

This section presents the Plan and Project for the Area. Pursuant to the Act, when the finding is made that an area qualifies as a conservation, blighted, combination of conservation and blighted areas, or industrial park conservation area, a redevelopment plan must be prepared. A redevelopment plan is defined in the Act at 65 ILCS 5/11-74.4-3 (n) as:

*the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area as a "blighted area" or "conservation area" or combination thereof or "industrial park conservation area," and thereby to enhance the tax bases of the taxing districts which extend into the redevelopment project area.*

### B. Generalized Land Use Plan

The generalized land use plan for the Area is presented on Exhibit C, Generalized Land Use Plan included in Attachment Two of the Appendix.

The generalized land use plan for the Area will be in effect upon adoption of this Plan. This land use plan is a generalized plan in that it outlines land use categories and even alternative land uses that apply to each block in the Area. Existing land uses that are not consistent with these categories may be permitted to exist. However, TIF assistance will only be provided for those properties in conformity with this generalized land use plan.

In the industrial sections of the Area, improvements to infrastructure and new industrial developments on vacant land is proposed. In several locations transformation from residential and industrial land use to commercial or renewed industrial uses is anticipated. The limited commercial properties of the Area should be revitalized through improvement of the existing streetscape and infrastructure. Redevelopment of small-scale individual properties with the primary focus being a series of planned commercial retail/service areas is anticipated in the commercial sections of the Area. In addition, provisions for other uses, including residential, open space, public and institutional uses are included where appropriate.

The generalized land use plan is focused on maintaining and enhancing sound and viable existing businesses, and promoting new business development at selected locations. The generalized land use plan outlines areas for use as commercial business and industrial opportunities that will enhance existing development and promote new development within the Area. The generalized land use plan designates seven (7) land use categories within the Area:

- i. Residential
- ii. Residential/Commercial/Industrial/Public
- iii. Public/Institutional
- iv. Commercial
- v. Industrial
- vi. Industrial/Commercial
- vii. Transportation

These seven categories, and their location on Exhibit C, Generalized Land Use Plan included as Attachment Two of the Appendix, were developed from several factors: existing land use, the existing underlying zoning district and the land use anticipated in the future. It is not the intent of the generalized land use plan to eliminate non-conforming uses in this Area. The intent is to prohibit the expansion of these uses and allow the commercial and industrial nature of the Area to remain intact. In some instances, transformation from residential use to commercial or industrial use may be desirable. It should be clearly noted that existing uses should remain until such time that they are no longer viable for their current use.

The following discussions identify general areas and the land uses that are anticipated to be applied in these areas. The proposed land uses for all land within the Area is identified on Exhibit C, Generalized Land Use Plan included as Attachment Two of the Appendix:

Cicero/Stevenson

The area east of Cicero Avenue north of 44<sup>th</sup> Street is currently a mixture of industrial and residential uses. Industrial uses are predominant in the northern portion of this sub-area with residential uses predominant in the southern portion of this sub-area. Several large scrap yards and junkyards are located in this sub area as well as many vacant lots. The presence of the junk and scrap yards and the deleterious nature of their operations has begun to degrade the viability of the residential uses in this sub-area. The intent of the Generalized Land Use Plan in this sub-area is to provide for the revitalization of this highly visible gateway to the Midway Industrial



Corridor through transformation of the existing uses to new commercial or industrial uses that take advantage of the proximity to the Stevenson Expressway and Midway Airport.

Midway Airport Environs

The southern portion of the Area is dominated by ancillary facilities (parking areas, rental car facilities, fixed-base operators) associated with the Airport. The Generalized Land Use Plan calls for the continued use of this sub-area for ancillary facilities associated with Midway Airport.

Archer Avenue

Archer Avenue contains numerous commercial uses that serve the residents of the surrounding neighborhoods. The Generalized Land Use Plan identifies the property adjacent to this major transportation route as commercial. Redevelopment in the form of renewed streetscapes that augment small-scale contemporary commercial development is anticipated.

C. Redevelopment Projects

To achieve the objectives proposed in the Plan, a number of projects and activities will need to be undertaken. An essential element of the Plan is a combination of private projects, public projects and infrastructure improvements. All redevelopment project activities shall be subject to the provisions of the City's ordinances and applicable codes as may be in existence and may be amended from time to time. Projects and activities necessary to implement the Plan may include the following:

1. Private Redevelopment Projects:

Rehabilitation of existing properties including adaptive reuse of certain existing buildings built for one use but proposed for another use (so long as such rehabilitation can comply with applicable City codes and the Generalized Land Use Plan contained herein). New construction or reconstruction of private buildings at various locations as permitted by the Plan.

2. Public Redevelopment Projects:

Public projects and support activities will be used to induce and complement private investment. These may include, but are not limited to: street improvements; public building rehabilitation; land assembly and site preparation; street work; transportation improvement

programs, and facilities; public utilities (water, sanitary and storm sewer facilities); environmental clean-up; park improvements; school improvements; landscaping; traffic signalization; promotional and improvement programs; signage and lighting, as well as other programs as may be provided by the City and permitted by the Act.

3. Property Assembly:

Property assembly in accordance with this Plan may be undertaken by the private sector. Additionally, the City may encourage the preservation of buildings that are structurally sound and compatible with the overall redevelopment of the Area.

To meet the goals and objectives of the Plan, the City may acquire and assemble property throughout the Area. Land assembly by the City may be by purchase, exchange, donation, lease, eminent domain or through the Tax Reactivation Program and may be for the purposes of (a) sale, lease, or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties. As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and development. Exhibit G-1, Land Acquisition Map located in Attachment Two of the Appendix, indicates the parcels to be acquired for clearance and redevelopment in the Project Area. Exhibit G-2, Parcels To Be Acquired By City also included in Attachment Two of the Appendix portrays the acquisition properties in more detail. Parcels of land may be acquired for the purposes of land assembly for future redevelopment. Site preparation may include demolition of existing improvements and environmental remediation, where appropriate.

In connection with the City exercising its power to acquire real property not currently identified on Exhibit G-1, Land Acquisition Map located in Attachment Two of the Appendix, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary procedures of having each such acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council of the City. Acquisition of such real property as may be authorized by the City Council does not constitute a change in the nature of the Plan.

The City may demolish improvements, remove and grade soils and prepare sites with soils and materials suitable for new construction. Acquisition, clearance and demolition will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tax-producing redevelopment closely follows site clearance.

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.

For properties described on Exhibit G-1, Land Acquisition Map located in Attachment Two of the Appendix, the acquisition of occupied properties by the City shall commence within four years from the date of the publication of the ordinance approving the Plan. Acquisition shall be deemed to have commenced with the sending of an offer letter. After expiration of this four-year period, the City may acquire such property pursuant to the Plan under the Act according to its customary procedures described above.

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

The estimated costs associated with the eligible redevelopment projects are presented in Table Three, Estimated Redevelopment Project Costs shown on the next page. These are projects that are necessary to carry out the capital improvements covering portions of the Midway Industrial Corridor Redevelopment Area and to address the additional needs identified in preparing this Plan. This estimate includes reasonable or necessary costs incurred or estimated to be incurred in the implementation of this Plan. Some of the costs listed in Table Three, Estimated Redevelopment Project Costs will become eligible costs under the Act pursuant to an amendment to the Act which will become effective November 1, 1999. In no instance, however, shall such additions or adjustments result in any increase in the total redevelopment costs without further amendment to this Redevelopment Plan.

**TABLE THREE**  
**Estimated Redevelopment Project Costs**

Activity	Cost
1. Planning, Legal, Professional Services, Administrative	\$ 3,000,000
2. Property Assembly; Site Clearance, Clean-Up; Site Preparation & Environmental Remediation	\$ 12,000,000
3. Rehabilitation Costs & New Construction	\$ 23,500,000
4. Public Works or Improvements	\$ 9,000,000
5. Job Training, Welfare to Work & Day Care	\$ 6,500,000
6. Taxing Districts' Capital Costs	\$ 2,000,000
7. Relocation Costs	\$ 3,000,000
8. Interest Subsidy	\$ 6,000,000
<b>*Total Redevelopment Project Costs</b>	<b>\$ 65,000,000</b>

Further descriptions of costs are provided in Section VII of this Plan. Certain costs contained in this table will be eligible costs as of November 1, 1999 pursuant to an amendment to the Act.

In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations, including interest. Adjustments to the estimated line item costs above are expected and may be made by the City without amendment to the Plan. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are an upper estimate of expenditures. Adjustments may be made in line items within the total and may be made without amendment to the Plan. The City may incur Redevelopment Project Costs which are paid for from the funds of the City other than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes. In no instance, however, shall such additions or adjustments result in any increase in the total redevelopment costs without further amendment to this Redevelopment Plan.

The City proposes to achieve its redevelopment goals and objectives for the Area through the use of public financing techniques including, but not limited to tax increment financing. The City also reserves the right to undertake additional activities and improvements authorized under the Act.

The City may enter into redevelopment agreements or intergovernmental agreements with private entities or public entities to construct, rehabilitate, renovate or restore private or public improvements on one or several parcels (collectively referred to as Redevelopment Projects). Redevelopment agreements may contain terms and provisions that are more specific than the general principles set forth in this Plan and which may include affordable housing requirements.

#### D. Assessment of Financial Impact on Taxing Districts

In 1994, the Act was amended to require an assessment of any financial impact of the redevelopment project area on, or any increased demand for services from, any taxing district affected by the redevelopment plan and a description of any program to address such financial impacts or increased demand. The City intends to monitor development in the Area and with the cooperation of the other affected taxing districts will attempt to ensure that any increased needs are addressed in connection with any particular development.

The following major taxing districts presently levy taxes against properties located within the 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 wastewater from cities, villages and towns, and for the treatment and disposal thereof.

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. No public schools are located within the Area. Chicago Public Schools located near the Area are shown on Exhibit A, Boundary Map of TIF Area included as Attachment Two of the Appendix.

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. Archer Park is located in the Area. This park, as well as other parks near the Area are located on Exhibit A, Boundary Map of TIF Area included in Attachment Two of the Appendix.

Chicago School Finance Authority. The Authority was created in 1975 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.

City of Chicago Library Fund. The Chicago Library District operates and maintains 79 libraries throughout the City of Chicago. Several branches are located near the Area that provide library services for residents of the Area and adjacent neighborhoods.

The extent of the land use changes discussed previously is not likely to result in significant new service demands on the City and other taxing districts. In addition, in some other locations existing residential uses may be replaced by new or expanded commercial uses and therefore will have an offsetting effect.

The City finds that the financial impact on taxing districts of the City implementing the Plan and establishing the Area is not significant and that the Plan and Area will not result in significant increased demand for facilities or services from any taxing district. The replacement of vacant and underutilized properties with new development may cause some increased demand for services and/or capital improvements. These services are pro-

vided by the Metropolitan Water Reclamation District (M.W.R.D.) and the City (fire and police protection as well as sanitary collection, recycling, etc.). It is not anticipated that the demand for increased services and facilities will be significant because nearly all of the Area is currently developed or was developed at one time and is currently receiving services via the existing infrastructure. Any increase in demand can be adequately handled by existing facilities of the M.W.R.D. Likewise, services and facilities of the City of Chicago are adequate to handle any increased demand that may occur.

The major goals of this Plan are to: revitalize and restore existing business areas; assemble tracts of land for new private business development; accomplish the planned program of public improvements; achieve new business in-fill development wherever possible and address the needs identified herein which cause the Area to qualify for TIF under the Act. Existing built-up areas are proposed to be revitalized and stabilized. Revitalization is not anticipated to result in a need for new facilities or expanded services from area taxing bodies.

The costs presented in Table Three - Estimated Redevelopment Project Costs, have included a limited portion of costs associated with capital improvement projects for Area taxing jurisdictions. The City will monitor the progress of the Plan and its future impacts on all local taxing bodies. In the event significant adverse impacts are identified that increase demand for facilities or services in the future, the City will consider utilizing tax increment proceeds or other revenues, to the extent they are available to assist in addressing needs that are in conformance with this Plan.

The Area represents a very small portion (approximately 0.14%) of the total tax base of the City. In recent years, E.A.V. in the Area has not been growing at a rate consistent with that of adjacent areas as previously noted. Hence, the taxing bodies will benefit from a program designed to stabilize the tax base in the Area, check the declining tax revenues that are the result of deterioration in the Area and attract new growth and development in the future.

### E. Prior Efforts

A description has been previously given regarding the prior public improvement and activities initiated by the City and others that are designed to improve selected areas within or near the Area. Each of these prior efforts involved area residents, elected officials, businesses and neighborhood groups. In addition, as part of the process of preparing this Plan several

community meetings were held and elicited comments and input from those residing in or doing business in the Area.

Each of the efforts outlined previously were directed at specific major public improvements in the Area. However, broader efforts that address Area-wide issues are needed:

- Eliminate blighting factors;
- Redevelop abandoned sites;
- Improve transportation services, including provision of or improvement to centralized parking areas, and incorporation of vehicular traffic and safety measures;
- Initiate employment training programs so as to better prepare the labor force in the Area for employment opportunities;
- Undertake physical improvements to improve the appearance, image and marketability of the Area; and
- Encourage other proposals that can create long-term economic life and stability.



## SECTION VII - STATUTORY COMPLIANCE AND IMPLEMENTATION STRATEGY

The development and follow through of an implementation strategy is an essential element in achieving the success of this Plan. In order to maximize program efficiency and to take advantage of current developer interest in the Area, and with full consideration of available funds, a phased implementation strategy will be employed.

A combination of private investments and projects and public improvements and projects is an essential element of the Plan. In order to achieve this end, the City may enter into agreements with public entities or private developers, where deemed appropriate by the City, to facilitate public or private projects. The City may also contract with others to accomplish certain public projects and activities as contained in this Plan.

Costs that may be incurred by the City in implementing this Plan may include, without limitation, project costs and expenses that may be eligible under the Act, as amended from time to time, including those costs that are necessary and related or incidental to those listed below as currently permitted by the Act. Some of the costs listed below will become eligible costs under the Act pursuant to an amendment to the Act which will become effective November 1, 1999:

1. Costs of studies, surveys, development of plans and specifications, implementation and administration of the Plan including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services.
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, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land.
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures, and leasehold improvements.
4. The cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or development.

voted to a different use requiring private investment and the cost of construction of public works or improvements.

5. Cost of job training and retraining projects including the costs of "welfare to work" programs implemented by businesses located within the redevelopment project area.

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 thereunder including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding thirty-six (36) months thereafter and including reasonable reserves related thereto.

7. To the extent the City by written agreement accepts and approves the same, all or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred (consistent with statutory requirements) within the taxing district in furtherance of the objectives of the Plan and Project.

8. 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.

9. Payments in lieu of taxes.

10. Costs of job training, retraining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, 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; (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 (as defined in the Act) and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code (as defined in the Act).

11. Interest costs 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% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

(C) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (11) then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;

(D) the total of such interest payments paid pursuant to this Act may not exceed 30% of the total: (i) cost paid or incurred by the redeveloper for the redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act; and

(E) the 30% limitation in (B) and (D) above may be increased to up to 75% of the interest cost incurred by a redeveloper for the financing of rehabilitated or new housing for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act.

12. An elementary, secondary, or unit school district's increased costs attributable to assisted housing units as provided in the Act.

13. Up to 50% of the cost of construction, renovation and/or rehabilitation of all low- and very low-income housing units (for ownership or rental) as defined in Section 3 of the Illinois Affordable Housing Act. If the units are part of a residential redevelopment project that includes units not affordable to low- and very low-income households, only the low- and very low-income units shall be eligible for this benefit under the Act.

14. The cost of daycare services for children of employees from low-income families working for businesses located within the redevelopment project area and all or a portion of the cost of operation of day care centers established by redevelopment project area businesses to serve employees from low-income families working in businesses located in the redevelopment project area. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed 80% of the City, county or regional median income as determined from time to time by the United States Department of Housing and Urban Development.

#### A. Most Recent Equalized Assessed Valuation

The purpose of identifying the most recent equalized assessed valuation (EAV) of the Area is to provide an estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Area. The 1998 EAV of all taxable parcels in the Area is approximately \$48.7 million. This total EAV amount, by PIN, is summarized in 1998 Estimated E.A.V. by Tax Parcel included as Attachment Four of the Appendix. The EAV is subject to verification by the Cook County Clerk. After verification, the final figure shall be certified by the Cook County Clerk, and shall become the Certified Initial EAV from which all incremental property taxes in the Area will be calculated by Cook County. If the 1998 EAV shall become available prior to the date of the adoption of the Plan by the City Council, the City may update the Plan by replacing the 1997 EAV with the 1998 EAV without further City Council action.

#### B. Redevelopment Valuation

Contingent on the adoption of this Plan, it is anticipated that several major private developments and/or improvements may occur within the Area. The private redevelopment and rehabilitation activity in this Area is expected to increase the equalized assessed valuation to approximately \$62 million to \$67 million. This is based, in part, upon an assumption that the vacant buildings and vacant land in the Area will be improved and increase in assessed value. These actions will stabilize values in the remainder of the area and further stimulate rehabilitation and expansion of existing viable businesses. It is estimated that, by the year 2023, the total E.A.V. of all property in the Area will be from approximately \$145 million to \$180 million.

### ***C. Sources of Funds***

The primary source of funds to pay for Redevelopment Project Costs associated with implementing the Plan shall be funds collected pursuant to tax increment allocation financing to be adopted by the City in connection with the Plan. Under such financing, tax increment revenue resulting from increases in the E.A.V. of property in the Area shall be allocated to a special fund each year (the "Special Tax Allocation Fund"). The assets of the Special Tax Allocation Fund shall be used to pay Redevelopment Project Costs and retire any obligations incurred to finance Redevelopment Project Costs.

In order to expedite the implementation of the Plan and construction of the public improvements and projects, the City of Chicago, pursuant to the authority granted to it under the Act, may issue bonds or other obligations to pay for the eligible redevelopment project costs. These obligations may be secured by future revenues to be collected and allocated to the Special Tax Allocation Fund. 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.

If available, revenues from other economic development funding sources, public or private, will be utilized. These may include City, state and federal programs, local retail sales tax, applicable revenues from any adjoining tax increment financing areas, and land disposition proceeds from the sale of land in the Area, as well as other revenues. The final decision concerning redistribution of yearly tax increment revenues may be made a part of a bond ordinance.

In the future, the Area may be contiguous to, or be separated only by a public right-of-way from, other redevelopment project areas created under the Act. The City may utilize net incremental property taxes received from the 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, and vice versa. The amount of revenue from the Area made available to support such contiguous redevelopment project areas or areas separated only by a public right-of-way, when added to all amounts used to pay eligible Redevelopment Project Costs within the Area, shall not at any time exceed the total Redevelopment Project Costs described in this Plan.

The Area may become contiguous to, or be separated only by a public right-of-way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.61-1, Et Seq., as amended. If the City finds

that the goals, objectives and financial success of such contiguous redevelopment project areas or those separated only by a public right of way are interdependent with those of the Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Plan that net revenues from the Area be made available to support any such redevelopment project areas, and vice versa. The City therefore proposes to utilize net incremental revenues received from the Area to pay eligible Redevelopment Project Costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas, and vice versa. Such revenues may be transferred or loaned between the Area and such areas. The amount of revenue from the Area so made available, when added to all amounts used to pay eligible redevelopment project costs within the Area or other areas as described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in Table Three of this Plan.

#### D. Nature and Term of Obligation

Without excluding other methods of City or private financing, a major source of funding will be those deposits made into the Special Tax Allocation Fund of monies received from the taxes on the increased value (above the initial equalized assessed value) of real property in the Area. These monies may be used to repay private or public sources for the expenditure of funds made as Redevelopment Project Costs for applicable public or private redevelopment activities noted above, or may be used to amortize TIF Revenue obligations, issued pursuant to this Plan, for a term not to exceed 20 years bearing an annual interest rate as permitted by law. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the bonds and not needed for other redevelopment project costs or early bond retirements may be declared as surplus and become available for distribution annually to the taxing bodies to the extent that this distribution of surplus does not impair the financial viability of the project or the bonds. One or more bond issues may be sold at any time in order to implement this Plan.

#### E. Completion of Redevelopment Project and Plan

The redevelopment project shall be completed, and all obligations issued to finance redevelopment costs shall be retired, no later than December 31 of the year in which the payment to the City treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving this redevelopment project area is adopted (By December 31, 2024).

**F. Commitment To Fair Employment Practices, Affirmative Action  
Plan and Affordable Housing**

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

1. 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.

2. 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; provided, however, that some or all of these requirements may be waived or reduced for developers who are participating in one of the City's small business improvement programs.

3. 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.

4. The City requires that developers who receive TIF assistance for market rate housing set aside 20% 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% of the SMSA median income, and affordable rental units should be affordable to persons earning no more than 80% of the SMSA median income.

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.

**G. Housing Impact and Related Matters**

Because the Area includes residential units whose occupants may be displaced as a result of the Plan, information regarding the potential impact on such residents and residential units is being provided in this Plan. Included in this Plan are Exhibit G-1, Land Acquisition Map and Exhibit

**C, Generalized Land Use Plan** included as Attachment Two of the Appendix, which indicate that parcels of real property on which there are buildings containing residential units that may be removed and that, to the extent those units are inhabited, the residents thereof will be displaced. The number and type of residential buildings in the Area potentially affected by this Plan were identified during the building condition and land use survey conducted as part of the eligibility analysis for the Area. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited and whether the inhabitants were low-income or very low-income households were based on a number of research and analytical tools including, where appropriate, physical building surveys, data received from building owners and managers and data bases maintained by the City's Department of Planning and Development, Cook County tax assessment records and census data.

The Area contains 50 single-family residential buildings and 2 multi-family buildings containing a total of 12 residential units. All of the 62 residential units in the Area are inhabited. No mixed-use buildings (buildings with first floor commercial uses and second floor residential uses) are located in the Area.

Any buildings containing residential units that may be removed and any displacement of residents of inhabited units projected herein are expressly intended to be within the contemplation of the comprehensive program intended or sought to be implemented pursuant to this Plan. To the extent that any such removal or displacement will affect households of low-income and very low-income persons, there shall be provided affordable housing and relocation assistance not less than that which would be provided under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. Affordable housing may either be existing or newly constructed housing and the City shall make a good faith effort to ensure that the affordable housing is located in or near the Area. For the purposes hereof, "low-income households", "very low-income households", and "affordable households" shall have the meanings set forth in the Illinois Affordable Housing Act.

Based on the acquisition map designated in the Plan as Exhibit G-1, Land Acquisition Map located in Attachment Two of the Appendix, there are 2 occupied single-family residential units that, if the Plan is implemented in that regard, would result in the buildings being removed. One unit is located north of 43<sup>rd</sup> Street and the other is located north of 44<sup>th</sup> Street along Cicero Avenue. According to data taken from the 1990 U.S. Census,



one inhabited single-family household that would be removed is estimated to be occupied by a family classified as very low-income and one is estimated to be occupied by a family classified as low-income. No multi-family residential units are identified for acquisition.

Based on the land use map included herein as Exhibit C, Generalized Land Use Plan included as Attachment Two of the Appendix, when compared to Exhibit B, Existing Land Use Assessment Map, also included in Attachment Two of the Appendix, there are certain parcels of property currently containing residential uses and units that, if the Plan is implemented in that regard, would result in such buildings being removed. The property associated with the 2 multi-family buildings (a total of 12 occupied units) located in the area is identified as a land use other than residential on Exhibit C, Generalized Land Use Plan included as Attachment Two of the Appendix and therefore would be removed. Four of the 12 inhabited multi-family households that would be removed are estimated to be occupied by families classified as low-income. Two of the 12 inhabited multi-family households that would be removed are estimated to be occupied by families classified as very low-income. Therefore, 6 of the 12 inhabited multi-family households that would be removed are estimated to be occupied by multi-family households that would be removed. In addition, the property associated with 49 occupied single-family residential units located in the northern portion of the Area between Cicero Avenue on the west, the Stevenson Expressway (I-55) on the north, the Belt Line Rail Road on the east and 44<sup>th</sup> and 45<sup>th</sup> Streets on the south is identified as a land use other than residential on Exhibit C, Generalized Land Use Plan included as Attachment Two of the Appendix and therefore would be removed if the Plan is implemented in the manner proposed. The property associated with 1 single-family unit in the southern portion of the Area is identified as residential on Exhibit C, Generalized Land Use Plan included as Attachment Two of the Appendix and therefore would not be removed. According to data taken from the 1990 U.S. Census, 16 of the 49 inhabited single-family households are estimated to be occupied by families classified as low-income and 12 of the 49 inhabited single-family households are estimated to be occupied by families classified as very low-income. Therefore, 28 of the 49 inhabited single-family households that would be affected by a change in land use are estimated to be occupied by families classified as low- and very low-income.

It should be noted that the properties identified as being within an area designated as a land use other than residential are not being proposed for acquisition (except for the two single-family residential units discussed above and identified on Exhibit G-1). The documentation of the presence of these properties is not intended to indicate their removal. The purpose is to

document the types of units and the number of low- and very low-income residents that may be displaced if this Plan is implemented as indicated on the Generalized Land Use Plan.

Exhibit G-2, Parcels To Be Acquired By City included in Attachment Two of the Appendix and Attachment Four of the Appendix, 1998 Estimated E.A.V. by Tax Parcel, contain references to reflect the parcels containing buildings and units of residential housing that are impacted by the discussion presented in the previous paragraphs.

H. Amending the Redevelopment Plan

This Plan may be amended in accordance with the provisions of the Act.

I. Conformity of the Plan for the Area To Land Uses Approved by the Planning Commission of the City

This Plan and the Project described herein include the generalized land uses set forth on the Generalized Land Use Plan, as approved by the Chicago Plan Commission prior to the adoption of the Plan by the City of Chicago.

###

# Appendix

**Eligibility Study**

**Attachment One**

**Eligibility Study  
Revision #1**

**Midway Industrial Corridor Tax Increment Financing  
Redevelopment Plan and Project**

**City of Chicago  
Richard M. Daley  
Mayor**

**October 11, 1999  
Revised As Of January 7, 2000**

**Prepared By  
PGAV Urban Consulting**

**with assistance from  
Ernest R. Sawyer Enterprises, Inc.  
And  
Goodman Williams Group**

**Eligibility Study  
Midway Industrial Corridor Tax Increment Financing  
Redevelopment Plan and Project**

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## I. INTRODUCTION

PGAV Urban Consulting (the "Consultant") has been retained by the City of Chicago (the "City") to prepare a Tax Increment Financing Redevelopment Plan and Project for the proposed redevelopment project area known as the Midway Industrial Corridor Redevelopment Area (the "Area"). Prior to preparation of the Plan, the Consultant undertook various surveys and investigations of the Area to determine whether the Area, containing all or part of 75 full or partial City blocks and approximately 384 acres, qualifies for designation as a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 Et Seq., as amended ("the Act"). This report summarizes the analyses and findings of the Consultant's work. This assignment is the responsibility of PGAV Urban Consulting who has prepared this Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of this Eligibility Study in proceeding with the designation of the Area as a redevelopment project area under the Act, and 2) on the fact that PGAV Urban Consulting has obtained the necessary information to conclude that the Area can be designated as a redevelopment project area in compliance with the Act.

Following this introduction, Section II presents background information for the Area including the geographic location, description of current conditions and area data; Section III documents the building condition assessment and qualifications of the Area as a conservation area and as a vacant blighted area under the Act. Section IV, Summary and Conclusions, documents the findings of the Eligibility Study.

## II. BACKGROUND INFORMATION

### A. Location and Size of Area

The Midway Industrial Corridor Redevelopment Project Area (hereafter referred to as the "Area") is located on the southwest side of the City of Chicago ("City"). The Area is approximately twelve miles southwest of the central business district.

The Area covers approximately 384 acres and includes 75 (full and partial) city blocks. The Area is irregularly shaped. The boundary of the Area generally parallels two Belt Railway of Chicago railroad rights-of-way. The railroad rights-of-way form a north/south and east/west spine that bisects industrial properties located between the Stevenson Expressway (I-55) on the north to Midway Airport on the south. The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

### B. Description of Current Conditions

The Area contains 134 buildings and approximately 378 parcels covering approximately 384 acres. Of the approximately 384 acres in the Area, the land use breakdown within the Area is as follows:

Land Use	Percentage of Gross Land Area	Percentage of Net Land Area <sup>1</sup>
Residential	1.7%	2.2%
Commercial	2.1%	2.8%
Industrial	60.9%	78.3%
Institutional and Related	4.0%	5.2%
Vacant/Undeveloped	9.0%	11.5%
Public Right-Of-Way	22.3%	N/A

<sup>1</sup> Net land area exclusive of public rights-of-way.

Much of the Area is in need of redevelopment, rehabilitation and revitalization and is characterized by:

- the predominance (78%) of structures that are 35 years old or older;
- obsolescence (75% of buildings or structures);
- deterioration (58% of structures or site improvements); and



- depreciation of physical maintenance (89% of structures or site improvements).

The Area on the whole has not been subject to growth and private investment and is not expected to do so without the adoption of the Plan. Age and the requirements of contemporary commercial and industrial tenants have caused portions of the Area and its building stock to become obsolete and may result in further private disinvestment in the Area.

Along portions of Cicero, Keating, and Kilpatrick Avenues and 43<sup>rd</sup> and 54<sup>th</sup> Streets, numerous vacant lots exist where once viable commercial or residential structures stood. In other sections of the Area, industrial uses are vacant and underutilized. In the northern portion of the Area, several sites contain deleterious land uses that exhibit depreciation of physical maintenance, deterioration, lack of community planning and obsolescence that impact negatively on surrounding residential areas. Several structures associated with fixed-base operators at Midway Airport exhibit various blighting characteristics. Finally, public streets, sidewalks, curbs, viaducts and at-grade rail crossings are in need of repair or upgrade.

Along Archer Avenue there are numerous commercial uses that exhibit excessive land coverage and obsolete layouts that provide little off-street parking. In addition, in this commercial corridor, excessive signage, depreciation of maintenance on building facades and streetscapes in need of upgrade and improvement contribute to the declining visual character of the Area.

Efforts by the City to check decline have met with limited success. The City and the State of Illinois ("State") have included a portion of the Area in Enterprise Zone Number 2 (see **Exhibit F, Enterprise Zone Map** located in **Attachment Two** of the **Appendix**). As noted on the map, this designation only covers a portion (approximately 36.5%) of the Area east of Cicero Avenue. However, these initiatives have not reversed decline in the Area. Additional areas along Cicero Avenue and Archer Avenue are still vacant and underutilized or the buildings exhibit depreciation of maintenance. Streetscapes along the major streets of the Area are in need of upgrade and improvement. It is anticipated that in the future, the Enterprise Zone benefits and incentives in conjunction with components of this tax increment finance strategy, will greatly assist in addressing Area-wide problems.

From 1993 through 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the Midway Industrial Corridor Redevelopment Project Area, increased from \$3.1 billion to \$4.0 billion according

to Cook County records. This represents a gain of \$0.9 billion (annual average of 5.8%) during this six-year period. In 1993 the E.A.V. of the Area was \$39.5 million. In 1998, the E.A.V. of the Area was \$48.7 million.

This represents an average annual growth rate of approximately 4.7% during the six-year period between 1993 and 1998. Therefore, the Area has experienced an E.A.V. growth rate approximately 23.4% less than the overall E.A.V. growth rate experienced in Lake Township during this same period. In addition, a significant amount of the growth that has occurred in the Area occurred in the reassessment year of 1997. Between 1997 and 1998, the E.A.V. of the Area declined from \$49.0 million to \$48.7 million. Between 1996 and 1997 the E.A.V. of the Area grew by 10.1%. Prior to 1997, the growth rate of the Area was much lower. Between 1995 and 1996 the E.A.V. of the Area only grew by approximately \$1.08 million or 2.5%. Between 1994 and 1995 the E.A.V. of the Area grew by approximately \$100,000 or a minimal 0.2%. Further, approximately 9.5% of the properties in the Area are delinquent in the payment of 1997 real estate taxes and 69 building code violations have been issued on buildings since July 1, 1994.

Since July 1, 1994, two building permits for major new buildings and five permits for major rehabilitation projects have been issued in the Area by the City. The two permits associated with new buildings were issued for construction of a new commercial structure and a new residential structure. The five permits associated with major rehabilitation projects were issued for an addition to and existing industrial site (3 permits), interior renovations to a motel, and interior renovations to an Area high school. Approximately 78% of the 134 buildings in the Area are or exceed 35 years of age.

Some buildings have been vacant for more than one year and portions of the Area are vacant and have not generated private development interest for more than five years. The amount of vacant land and approximately 298,000 sq. ft. of vacant floor area add significantly to the view that the Area may experience additional evidence of blight and that market acceptance of portions of the Area is not favorable.

It is clear from the study of this Area and documentation in this Eligibility Study (long-term vacancies, properties that are tax delinquent, absence of new private development occurring, E.A.V. growth of the Area below that of surrounding areas, etc.) that private revitalization and redevelopment has not occurred to overcome the blighted conditions that currently exist. The Area is not reasonably expected to be developed without the aggressive efforts and leadership of the City, including the adoption of the Plan.

## *C. Area Data and Profile*

### **Public Transportation**

A description of the transportation network of the Area is provided to document access to the Area and the existing availability of public transportation to identify future potential needs of the Area. The frequent spacing of CTA bus lines and direct connection service to CTA train station locations provides all sections of the Area with reasonable commuter transit alternatives.

### **CTA Bus and Transit Routes**

The Area is served by several CTA bus routes. These routes include:

- *North-South Routes*
  - Route 54B: Cicero Avenue
  
- *East-West Routes*
  - Route 62/62H: Archer Avenue
  - Route 47: 47<sup>th</sup> Street
  - Route 55: 55<sup>th</sup> Street

Routes 54B (Cicero Avenue) and 55 (55<sup>th</sup> Street) connect with the CTA Orange Line at the new Midway Station immediately south of the Area. Routes 54B (Cicero Avenue) connects with the Blue Line north of the Area and Routes 47 (47<sup>th</sup> Street) and 55 (55<sup>th</sup> Street) connect with the Red Line to the east. No Metra commuter stations are located in the Area.

### **Street System**

#### Region

Access to the regional street system is primarily provided via the Adlai E. Stevenson Expressway (I-55) which is adjacent to the northern portion of the Area. In addition, Cicero Avenue (State Highway 50) passes through the Area in several locations.

#### Local

47<sup>th</sup> Street, 55<sup>th</sup> Street and Archer Avenue are arterial class streets. Archer Avenue generally has one or two travel lanes in each direction and curbside parking lanes. 47<sup>th</sup> Street and 55<sup>th</sup> Street generally have one travel lane in each direction and a curbside-parking lane. All of the arterial streets in the Area experience significant volumes of vehicular and truck traffic.

### Viaducts and Rail Crossings

There are two viaducts located in the Area, one on Cicero Avenue immediately north of Midway Airport and one on 47<sup>th</sup> street east of Cicero Avenue in the extreme northeastern corner of the Area. At-grade rail crossings associated with the BRC and IHB Railroads are located at various locations in the Area. The at-grade crossings promote delays for Area traffic given that traffic flow is often interrupted by frequent rail activity. These interruptions are most common along the BRC rail line east of Cicero at Archer Avenue.

### Internal Traffic Patterns and Parking

The commercial corridors of the Area and traffic associated with Midway Airport generate the majority of the internal traffic within the Area. South of the Area, rental car return lots, taxi and limousine staging areas and travelers accessing Midway generate large volumes of traffic along Cicero and Archer.

The major streets within the Area have peak-period parking restrictions, which can increase street capacity and improve efficiency. Parking in the Area is typically limited to off-street parking provided by individual businesses. The exception to this condition is the large parking lot located north of 55<sup>th</sup> Street west of Cicero Avenue. Midway Airport utilizes this lot for long-term parking.

The commercial sections of the Area located along Archer Avenue are in need of increased parking for patrons and employees. Individual businesses along these streets have narrow street frontage and some buildings that cover 100% of the lot prevents any on-site parking. Parking in the industrial area in the northern portion of the Area is also limited and in some instances residents and employees of industrial uses must compete for off-site parking along local streets.

### Pedestrian Traffic

Pedestrian traffic is present along the major arterial streets in the Area although heavy concentrations are not common.

### Low- and Very Low-Income Households

Because the Area includes residential units whose occupants may be displaced, information regarding the potential impact on such residents and residential units is being provided. The number and type of residential buildings in the Area were identified during the building condition and land use survey conducted as part of this eligibility analysis. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited and whether the in-

habitants were low-income or very low-income households were based on a number of research and analytical tools including, where appropriate, physical building surveys, data received from building owners and managers and data bases maintained by the City's Department of Planning and Development, Cook County tax assessment records and census data. For the purposes hereof, "low-income households" and "very low-income households" shall have the meanings set forth in the Illinois Affordable Housing Act.

The Area contains 50 single-family residential buildings and 2 multi-family buildings containing a total of 12 residential units. All of the 62 residential units in the Area are inhabited. No mixed-use buildings (buildings with first floor commercial uses and second floor residential uses) are located in the Area.

According to data taken from the 1990 U.S. Census, 16 of the 50 inhabited single-family households and 4 of the 12 inhabited multi-family households are estimated to be occupied by families classified as low-income. Twelve of the 50 inhabited single-family households and 2 of the 12 inhabited multi-family households are estimated to be occupied by families classified as very low-income according to data taken from the 1990 U. S. Census. Therefore, 28 of the 50 inhabited single-family households and 6 of the 12 inhabited multi-family households are estimated to be occupied by families classified as low- and very low-income.

**Attachment Four of the Appendix of the Plan, 1998 Estimated E.A.V. by Tax Parcel**, contains references to reflect the parcels containing buildings and units of residential housing.

### Area Decline

During the past several decades declining conditions along Cicero Avenue, Knox Avenue, Archer Avenue, 43<sup>rd</sup> Street and residential sections of the Area have begun to appear. Along Cicero Avenue many vacant lots exist that once were occupied by commercial and residential buildings. Over the years piecemeal demolition of structures fronting Cicero Avenue has occurred. These and other declining conditions have resulted in a highly negative visual image of Cicero Avenue in the northern portion of the Area.

The most prominent example of these conditions is in the northern portion of the Area where there are several pockets of deleterious industrial uses. These industrial uses include scrap yards and junkyards that exhibit disorganized and obnoxious business operations that have contributed to deteriorated conditions and depreciation of maintenance on adjacent residential uses. These declining conditions also affect properties that front Cicero Ave-

nue. Along Cicero Avenue several examples of underutilized vacant property are present. The deleterious industrial uses have fostered conditions that are highly disruptive to the character of the Area in the following ways:

- Traffic – Heavy truck traffic from industrial uses is disruptive to the residential character of the area and is causing the deterioration of residential streets.
- Parking – Employees of industrial uses utilize residential streets or streets not designed to accommodate parking.
- Noise – Noise from industrial operations such as scrap yards, junkyards and trucking facilities can occur during hours that are disruptive to residents.
- Visual Character – The scale of industrial buildings and the visual impact of unscreened and debris strewn yard areas detracts from the visual character of residential areas.
- Environment – Given the nature of the operations environmental contamination is likely.

Along the commercial sections of Archer Avenue excessive land coverage, excessive signage, depreciation of maintenance on building facades and street-scapes in need of upgrade and maintenance has resulted in a negative visual image.

In the southern portion of the Area the effects of on-going Midway Airport operations and improvements, as well as other inherent conditions associated with any major airport, have resulted in a poor visual image and declining conditions along some adjacent street corridors. Vacant lots, unscreened parking lots and vacant buildings are present in areas adjacent to and operated by the Airport. It should be noted that some of the conditions associated with these properties are temporary and may be corrected as construction and final design is completed. However, privately held or operated property outside of these areas and within the Midway boundaries exhibits signs of decline.

Within the boundaries of Midway Airport several of the structures associated with on-airport fixed-base operators exhibit signs of depreciation of physical maintenance and deterioration. Many of these structures are over 35 years of age.

The entire Area is in need of revitalization and improvement by private investment. Confidence in the Area can be revived through the City's implementation of this Plan which is intended to prompt investment of private sector capital through:

- provision of adequate off-street parking for employees and customers;
- strengthening and defining corridor edges that separate commercial and residential areas;
- eliminating blighting factors; and
- promoting businesses along revitalized streetscapes.

Obstacles to efficient business operations for Area businesses include:

- a need to improve transportation facilities and services;
- improvement of the streetscape along the major commercial corridors of the Area;
- elimination of blighted conditions; and
- a need to provide improved training programs for area employees.

The City proposes to use tax increment financing, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital. The Area on the whole has not been subject to growth and development through investment by private enterprise and is not likely to do so without the adoption of the Plan. The public projects that are anticipated for the Area may include, but are not limited to:

- property assembly;
- street, alley and sidewalk reconstruction;
- transportation improvements (including improvements to viaduct and at grade rail crossings);
- utility work;
- property rehabilitation and improvements to various existing properties including streetscape improvements;

- private developer assistance;
- site clean-up and preparation;
- marketing and promotion;
- environmental remediation; and
- planning studies.

This Eligibility Study includes the documentation on the qualifications of the Area for designation as a redevelopment project area. The purpose of the Plan is to provide an instrument that can be used to guide the correction of Area problems that cause the Area to qualify; attract new growth to the Area; and stabilize existing development in the Area.

***D. Existing Land Use and Zoning Characteristics***

A tabulation of land area by land use category is shown below:

**Table One  
 Tabulation of Existing Land Use**

Land Use	Land Area Gross Acres	% of Gross Land Area	% of Net Land Area <sup>1</sup>
Residential	6.5	1.7%	2.2%
Commercial	8.2	2.1	2.8
Industrial	233.9	60.9	78.3
Institutional	15.5	4.0	5.2
Vacant/Undeveloped	34.5	9.0	11.5
Sub total - Net Area	298.6	77.7%	100.0%
Public Right-Of-Way	85.6	22.3	N/A
<b>Total</b>	<b>384.2 Ac.</b>	<b>100.0%</b>	<b>N/A</b>

Note:

<sup>1</sup> Net land area exclusive of public rights-of-way.

The existing land uses itemized in Table One are predominantly industrial in nature as 60.9 % of the gross land area (78.3% of the net land Area) is industrial. Vacant/Undeveloped land is also significant in the Area as 9.0% of the gross land area (11.5% of the net Area) is vacant.



The residential pocket located in the northern portion of the Area is adjacent to industrial uses and several residential uses are surrounded by industrial uses and isolated from surrounding residential neighborhoods. Approximately 1.7% of the gross land area (2.2% of the net land area) is residential. The Area contains 50 single-family structures and 2 multi-family structures. No mixed-use buildings (buildings with first floor commercial uses and second floor residential uses) are located in the Area. Along the boundaries of the Area adjacent residential uses are also in close proximity to commercial uses that front the major streets of the Area. The boundary separating residential, industrial and commercial uses is generally an alley or local street. These situations often create conflicts related to traffic generation, incompatible land uses and competition for on-street parking.

One public park (Archer Park) is located in the Area. No public schools or other major institutional uses are located in the Area. Existing land uses are identified on **Exhibit B, Existing Land Use Assessment Map** included in **Attachment Two** of the **Appendix**

The majority of property within the Area is zoned for light to medium industry. (see **Exhibit D, Generalized Existing Zoning Map** included as **Attachment Two** of the **Appendix**). "Commercial" and "Business" zoning designations are present along Archer Avenue. Residentially zoned areas are predominately located in the northern portion of the Area and are associated with the residential pockets described previously and Archer Park.

### III. QUALIFICATION OF THE AREA

#### A. *Illinois Tax Increment Allocation Redevelopment Act*

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a blighted area, a conservation area (or a combination of the two) or an industrial park conservation area as defined in Section 5/11-74.4-3(a) of the Act:

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

The Act also states at 65 ILCS 5/11-74.4-3(n) that:

"\*\*\*. No redevelopment plan shall be adopted unless a municipality . . . finds that the redevelopment project area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the redevelopment plan."

Vacant areas may also qualify as blighted. In order for vacant land to qualify as blighted, it must first be found to be vacant. Vacant land as described in the statute is:

"any parcel or combination of parcels of real property without commercial, agricultural and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment area unless the parcel is included in an industrial park conservation area or the parcel has been subdivided". (65 ILCS 5/11-74.4-3(v)(1996 State Bar Edition), as amended

As vacant land, the property may qualify as blighted if the:

"sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such 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 its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose." (65 ILCS 5/11-74.4-3(a)(1996 State Bar Edition), as amended.

On the basis of these criteria, the Area is considered eligible and is qualified in two (2) ways. Approximately 27.6 acres of vacant land in the Area qualifies as a blighted area. The remaining approximately 356.6 acres in the Area is referred to as the improved portion of the Area and qualifies as a conservation area within the requirements of the Act as documented below.

### *B. Survey, Analysis and Distribution of Eligibility Factors*

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

It was determined that the Area qualifies in two ways. The Area qualifies as a conservation area consistent with provisions of the Act that apply to "improved" areas. Vacant or undeveloped land within the Area qualifies as a blighted area.

A building-by-building analysis of the 75 blocks in the Area was conducted to identify the eligibility factors present in the Area (see **Conservation Area Factors Matrix, Table Two**, on the following page and narrative regarding vacant areas contained in this section). Each of the factors relevant to making a finding of eligibility is present as stated in the tabulations.

### *C. Building Evaluation Procedure*

This section identifies how the properties within the Area were evaluated. During the field survey, all components of and improvements to the subject properties were examined to determine the presence and extent to which blighting factors existed in the Area. Field investigators by the staff of the Consultant included a registered architect and professional planners. They conducted research and inspections of the Area in order to ascertain the existence and prevalence of the various blighting factors described in the Act and Area needs. These inspectors have been trained in TIF qualifications survey techniques and have extensive experience in similar undertakings.

**Table Two  
Midway Industrial Corridor Redevelopment Project Area  
Conservation Area Factors Matrix**

* Sub Area	Total Number of Buildings	**		1 Dilapidation	2 Obsolescence	3 Deterioration	4 Illegal Use of Individual Structures	5 Presence of Structures Below Min. Code Standards	6 Abandonment	7 Excessive Vacancy	8 Overcrowding of Structures and Community Facilities	9 Lack of Ventilation, Light or Sanitary Facilities	10 Inadequate Utilities	11 Excessive Land Coverage	12 Detrimental Land Use and Layout	13 Depreciation of Physical Maintenance	14 Lack of Community Planning	Total Number of Buildings with 3 or More Factors Present	Area Has 3 or More Factors
		Buildings 35 Years of Age and Older	% Buildings 35 Years of Age and Older																
Subtotal Sub Area 1	56	45	80%	0	51	36	0	8	0	0	0	3	0	15	4	56	6	8	Yes
Subtotal Sub Area 2	3	3	100%	0	2	0	0	0	0	0	0	0	0	3	0	3	0	3	Yes
Sub Total Sub Area 3	18	16	89%	0	13	16	0	0	0	1	0	4	0	6	1	16	7	8	Yes
Sub Total Sub Area 4	8	7	88%	0	7	2	1	0	0	0	0	0	0	6	2	7	0	6	Yes
Sub Total Sub Area 5	13	11	85%	0	11	6	0	4	0	2	0	6	0	11	0	11	0	7	Yes
Sub Total Sub Area 6	12	7	58%	0	6	5	0	1	0	1	0	1	0	3	2	6	0	8	Yes
Sub Total Sub Area 7	7	3	43%	0	1	2	0	3	0	1	0	1	0	1	0	5	0	7	Yes
Sub Total Sub Area 8	5	3	60%	0	3	3	0	0	0	1	0	1	0	3	2	3	0	7	Yes
Sub Total Sub Area 9	5	4	80%	0	2	5	0	5	0	2	0	0	0	5	0	5	0	6	Yes
Sub Total Sub Area 10	4	4	100%	0	3	3	0	3	0	3	0	0	0	3	0	4	0	6	Yes
Sub Total Sub Area 11	3	2	67%	0	2	0	0	0	0	0	0	0	0	3	0	3	0	3	Yes
Total Number of Bldgs. or Parcels Exhibiting Factors	134	105	78%	0	101	78	1	24	0	11	0	16	0***	59	11	119	13	11	Yes
% Total Bldgs. or Parcels Exhibiting Factors			0%		75%	58%	Less Than 1%	18%	0%	8%	0%	12%	0%	44%	8%	89%	10%		

\* Sub-Area designations are graphically identified on the Sub-Area Key Map contained in Attachment Two of the Appendix.  
 \*\* Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.  
 \*\*\* Present with respect to inadequate storm sewers along several Area streets.  
 Bold indicates conservation area factors that exist to a major extent.

The Consultant's staff was assisted by information obtained from various departments of the City of Chicago and Cook County. Based on these investigations and qualification requirements and the determination of needs and deficiencies in the Area the qualification and the boundary of the Area were determined.

#### *D. Investigation and Analysis of Eligibility Factors*

In determining whether the proposed Area meets the eligibility requirements of the Act, various methods of research were used in addition to the field surveys. The data include information assembled from the sources below:

1. Contacts with local individuals knowledgeable as to Area conditions and history, age of buildings and site improvements, methods of construction, review of real estate records and related items, and other information related to the Area was used. In addition, aerial photographs, Sidwell block sheets, etc.
2. Inspection and research as to the condition of local buildings, streets, utilities, etc.
3. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures of determining conditions of properties, utilities, streets, etc. and determination of eligibility of designated areas for tax increment financing.
4. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Increment Finance Areas in 1988.
5. Adherence to basic findings of need expressed in the Act:
  - i. There exists in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.
  - ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.

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

### *E. Analysis of Conditions in the Conservation/Improved Area*

In making the determination of eligibility, each and every property or building in the Area is not required to qualify. It is the Area as a whole that must be determined to be eligible.

The following analysis details conditions which cause the Area to qualify under the Act, as a conservation area and as a blighted area, per surveys and research undertaken by the Consultant at various times between January and June of 1999:

#### **Age Of Structures - Definition**

Age, although not one of the 14 blighting factors used to establish a conservation area under the Act, is used as a threshold that an area must meet in order to qualify. In order for an Area to qualify as a conservation area the Act requires that "50% or more of the structures in the area have an age of 35 years or more." In a conservation area, according to the Act, the determination must be made that the Area is, "not yet a blighted area", but because of the presence of certain factors, "may become a blighted area."

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures and exposure to the elements over a period of many years. As a rule, older buildings typically exhibit more problems than buildings constructed in later years because of longer periods of active usage (wear and tear) and the impact of time, temperature and moisture. Additionally, older buildings tend not to be ideally suited for meeting modern-day space and development standards. These typical problematic conditions in older buildings can be the initial indicators that the factors used to qualify the Area may be present.

***Summary of Findings Regarding Age:***

*The Area contains a total of 134 main<sup>1</sup> buildings, of which 78%, or 105 buildings are 35 years of age or older as determined by field surveys and local research.*

Thus the Area meets the threshold requirement for a conservation area in that 50% or more of the structures in the Area exceed 35 years of age.

**1. Dilapidation - Definition**

Dilapidation refers to an "advanced" state of disrepair of buildings or improvements, or the lack of necessary repairs, resulting in the building or improvement falling into a state of decay. Dilapidation as a factor is based upon the documented presence and reasonable distribution of buildings and improvements that are in an advanced state of disrepair. At a minimum, dilapidated buildings should be those with critical defects in primary structural components (roof, bearing walls, floor structure and foundation), building systems (heating, ventilation, lighting, and plumbing) and secondary structural components in such combination and extent that:

- a. major repair is required; or
- b. the defects are so serious and so extensive that the buildings must be removed.

***Summary of Findings Regarding Dilapidation:***

*The field investigation did not indicate evidence of this factor.*

**2. Obsolescence - Definition**

An obsolete building or improvement is one that is becoming obsolete or going out of use -- not entirely disused, but gradually becoming so. Thus, obsolescence is the condition or process of falling into disuse.

Obsolescence, as a factor, is based upon the documented presence and reasonable distribution of buildings and other site improvements evidencing such obsolescence. Examples include:

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<sup>1</sup> Main buildings are defined as those buildings presently located on each parcel that were constructed to accommodate the principal land uses currently occupying the buildings (or prior uses in the case of buildings that are vacant). Accessory structures such as freestanding garages for single-family and or multi-family dwellings, storage sheds, communications towers, etc. are not included in the building counts. However, the condition of these structures was noted in considering the overall condition of the improvements on each parcel.



- a. **Functional Obsolescence:** Structures are typically built for specific uses or purposes and their design, location, height and space arrangement are each intended for a specific occupancy at a given time. Buildings are obsolete when they contain characteristics or deficiencies that limit the use and marketability of such buildings. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, improper orientation of building on site, etc., which detracts from the overall usefulness or desirability of a property. Obsolescence in such buildings is typically difficult and expensive to correct.
- b. **Economic Obsolescence:** Economic obsolescence is normally a result of adverse conditions that cause some degree of market rejection, and hence, depreciation in market values. Typically, buildings classified as dilapidated and buildings that contain vacant space are characterized by problem conditions, which may not be economically curable, resulting in net rental losses and/or depreciation in market value.
- c. **Obsolete platting:** Obsolete platting would include parcels of limited or narrow size and configuration or parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements. Plats that created inadequate right-of-way widths for streets, alleys and other public rights-of-way or which omitted easements for public utilities should also be considered obsolete.
- d. **Obsolete site improvements:** Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of this obsolescence may include inadequate utility capacities, outdated designs, etc.

***Summary of Findings Regarding Obsolescence:***

*The field survey of main buildings and parcels in the Area found that certain buildings and parcels exhibit characteristics of obsolescence. Obsolete buildings or site improvements comprised 75% or 101 of the 134 buildings in the Area. Obsolete site improvements are also in evidence due to obsolete construction of streets. Narrow streets or driveways, irregular widths, poor or inadequate turning radii or sight lines*

*and lack of paved surfaces on driveways and service areas exist in the Area.*

*In addition, several sections of public streets are classified as obsolete. In the northern portion of the Area several Area streets lack curbs and proper drainage improvements. Knox, Kilpatrick, and Keating Avenues and 43<sup>rd</sup> and 44<sup>th</sup> Streets were built under the WPA program of the 1930's. None of these streets were constructed with curbs or gutters and flooding problems exist due to the lack of these improvements.*

### **3. Deterioration - Definition**

Deterioration refers to physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. While deterioration may be evident in basically sound buildings (i.e., lack of painting, loose or missing materials, or holes and cracks over limited areas), such deterioration can be corrected through normal maintenance. Such deterioration would not be sufficiently advanced to warrant classifying a building as being deteriorated or deteriorating within the purposes of the Act.

Deterioration, which is not easily correctable in the course of normal maintenance, may also be evident in buildings. Such buildings may be classified as deteriorating or in an advanced stage of deterioration, depending upon the degree or extent of defects. This would include buildings with major defects in the secondary building components (i.e., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and major defects in primary building components (i.e., foundations, frames, roofs, etc.), respectively.

The conditions of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas may also evidence deterioration; surface cracking, crumbling, potholes, depressions, loose paving materials, weeds protruding through the surface, etc.

Deterioration is the presence of structural and non-structural defects which are not correctable by normal maintenance efforts, but which require rehabilitation.

#### ***Summary of Findings Regarding Deterioration:***

*Throughout the Area, deteriorating conditions were recorded on 58% or 78 of the 134 buildings in the Area. The exterior field survey of main buildings in the Area found structures with major defects in the secondary structural components, including windows, doors, gutters, downspouts, porches, chimneys, fascia materials, parapet walls, etc.*

*Several sections of 44<sup>th</sup> Street, 43<sup>rd</sup> Street, Knox Avenue, Kilpatrick Avenue and Keating Avenue exhibit signs of deterioration such as potholes, cracks in pavement surfaces and crumbling road surfaces.*

#### **4. Illegal Use of Individual Structures – Definition**

This factor applies to the use of structures in violation of applicable national, state or local laws, and not to legal, nonconforming uses. Examples of illegal uses may include, but not be limited to, the following:

- a. illegal home occupations;
- b. conduct of any illegal vice activities such as gambling or drug manufacture;
- c. uses not in conformance with local zoning codes and not previously grandfathered in as legal nonconforming uses;
- d. uses involving manufacture, sale, storage or use of dangerous explosives and firearms.

#### ***Summary of Findings Regarding Illegal Use of Individual Structures:***

*Illegal use of individual structures was observed in less than 1% or 1 of the 134 buildings in the Area.*

#### **5. Presence of Structures Below Minimum Code Standards – Definition**

Structures below minimum code standards include all structures that do not meet the standards of zoning, subdivision, State building laws and regulations. The principal purposes of such codes are to require buildings to be constructed in such a way as to sustain safety of loads expected from various types of occupancy, to be safe for occupancy against fire and similar hazards, and/or establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies that presume to threaten health and safety.

#### ***Summary of Findings Regarding Presence of Structures Below Minimum Code Standards:***

*Throughout the Area, structures below minimum code were recorded in 18% or 24 of the 134 buildings in the Area. The exterior field survey of main buildings in the Area found structures not in conformance with*

*local zoning codes and structures not safe for occupancy because of fire and similar hazards.*

*In the northern portion of the Area several properties along Keating Avenue and 43<sup>rd</sup> Street exhibited abandoned and wrecked vehicles. The vehicles appeared to be awaiting disposal by one of the scrap yards in the Area. However, the abandoned vehicles were stored outside of the yard areas of the scrap yards along the right-of-way of Keating Avenue and 43<sup>rd</sup> Street. In addition, garbage and trash from drive-by dumping was observed in this portion of the Area. While these conditions do not reflect structures below minimum code standards, they do present conditions that are violations of various city codes related to health and site conditions.*

#### **6. Abandonment - Definition**

This factor only applies to the "conservation area" designation. Abandonment usually refers to the relinquishing by the owner of all rights, title, claim and possession with intention of not reclaiming the property or resuming its ownership, possession or enjoyment. However, in some cases a determination of abandonment is appropriate if the occupant walks away without legally relinquishing title. For example, a structure not occupied for 12 months should probably be characterized as abandoned.

#### ***Summary of Findings Regarding Abandonment:***

*The field investigation did not indicate evidence of this factor.*

#### **7. Excessive Vacancies - Definition**

Establishing the presence of this factor requires the identification, documentation and mapping of the presence of vacant buildings which are unoccupied or underutilized and which represent an adverse influence on the Area because of the frequency, extent, or duration of such vacancies. It includes properties which evidence no apparent effort directed toward occupancy or utilization and partial vacancies.

#### ***Summary of Findings Regarding Excessive Vacancies:***

*The field investigation indicates that 11 buildings, 8% of the total 134 buildings, have buildings with excessive vacancy of floor space. There is in excess of 298,000 sq. ft. of vacant industrial and commercial floor space in the Area. In some instances this vacant floor space has not been utilized for extended time periods.*

## **8. Overcrowding of Structures and Community Facilities - Definition**

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

### ***Summary of Findings Regarding Overcrowding of Structures and Community Facilities:***

*The field investigation did not indicate evidence of this factor.*

## **9. Lack of Ventilation, Light or Sanitary Facilities - Definition**

Many older structures fail to provide adequate ventilation, light or sanitary facilities. This is also a characteristic often found in illegal or improper building conversions and in commercial buildings converted to residential usage. Lack of ventilation, light or sanitary facilities is presumed to adversely affect the health of building occupants (i.e., residents, employees or visitors).

Typical requirements for ventilation, light and sanitary facilities include:

- a. adequate mechanical ventilation for air circulation in spaces/rooms without windows (i.e., bathrooms, dust, odor or smoke-producing activity areas);
- b. adequate natural light and ventilation by means of skylights or windows for interior rooms/spaces, and proper window sizes and amounts by room area to window area ratios;
- c. adequate sanitary facilities (i.e., garbage storage/enclosure, bathroom facilities, hot water, and kitchen); and
- d. adequate ingress and egress to and from all rooms and units.

### ***Summary of Findings Regarding Lack of Ventilation, Light or Sanitary Facilities:***

*The exterior field survey of main buildings in the Area found structures without adequate mechanical ventilation, natural light and proper*

*window area ratios in the Area. Structures exhibiting a lack of ventilation, light or sanitary facilities were recorded in 12% or 16 of the 134 main buildings.*

#### **10. Inadequate Utilities - Definition**

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, sanitary sewers, gas and electricity.

##### ***Summary of Findings Regarding Inadequate Utilities:***

*Keating Avenue, Knox Avenue, Kilpatrick Avenue, 43<sup>rd</sup> Street and 44<sup>th</sup> Street in the northern portion of the Area lack adequate curbs and gutters to handle storm water runoff. Comments from residents at community meetings indicated that storm water problems are present due to the lack of curbs and gutters along these streets.*

#### **11. Excessive Land Coverage - Definition**

This factor may be documented by showing instances where building coverage is excessive. Excessive coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and/or shape in relation to present-day standards of development for health and safety, and multiple buildings on a single parcel. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of fire due to close proximity to nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provision for loading or service. Excessive land coverage has an adverse or blighting effect on nearby development as problems associated with lack of parking or loading areas impact adjoining properties.

##### ***Summary of Findings Regarding Excessive Land Coverage:***

*Structures exhibiting 100% lot coverage with party or firewalls separating one structure from the next is a historical fact of high-density urban development. This situation is common throughout the Area.*

*Numerous commercial and industrial businesses are located in structures that cover 100% (or nearly 100%) of their respective lots. Other businesses are utilizing 100% of their lot for business operations. These conditions typically do not allow for off-street loading facilities for shipping operations or do not provide parking for patrons and employees. This has prompted overflow parking and truck traffic associated*

*with normal business operations to utilize surrounding residential areas for parking and access.*

*In the Area, 44% or 59 of the 134 structures revealed some evidence of excessive land coverage.*

## **12. Deleterious Land Use or Layout-Definition**

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

### ***Summary of Findings Regarding Deleterious Land Use or Layout:***

*As in many communities that have evolved over the years, industrial or commercial uses have merged with residential uses in the Area. It is not unusual to find pockets of isolated residential buildings within a predominantly industrial area. Although these areas may be excepted by virtue of age ("grandfather" clauses) as legal non-conforming uses, they are, nonetheless, incompatible land uses inasmuch as the predominant character of the Area is industrial. As noted previously, 78.3% of the net acreage (exclusive of public rights-of-way) of the Area is used for industrial purposes. Some of these industrial uses are poorly organized and lack proper screening for outside storage areas. There are also several billboards scattered throughout the Area that are considered deleterious. The combination of limited on-site parking and unorganized and unscreened yard areas in close proximity to commercial and residential development not only contributes to decline but also causes conflicts in traffic, parking and environmental conditions. 8% or 11 of the 134 structures in the Area were considered to be deleterious uses.*

*This condition is extremely evident in the northern portion of the Area where residential uses are adjacent to several scrap yards and junkyards. These residential areas are being affected by their proximity to these deleterious uses. The presence of multiple vacant lots and declining conditions of some of the residential uses is an indication of the affect of the adjacent deleterious uses. Another scrap yard is located at 47<sup>th</sup> Street and Knox Avenue. This operation exhibits numerous deteriorated conditions that negatively impact adjacent uses.*

## **13. Depreciation of Physical Maintenance - Definition**

This factor considers the effects of deferred maintenance and the lack of maintenance of buildings, improvements and grounds comprising the

Area. Evidence to show the presence of this factor may include, but is not limited to, the following:

- a. **Buildings:** unpainted or unfinished surfaces; paint peeling; loose or missing materials; sagging or bowing walls, floors, roofs, and porches; cracks; broken windows; loose gutters and downspouts; loose or missing shingles; damaged building areas still in disrepair; etc. This information may be collected as part of the building condition surveys undertaken to document the existence of dilapidation and deterioration.
- b. **Front yards, side yards, back yards and vacant parcels:** accumulation of trash and debris; broken sidewalks; lack of vegetation; lack of paving and dust control; potholes, standing water; fences in disrepair; lack of mowing and pruning of vegetation, etc.
- c. **Public or private utilities:** utilities that are subject to interruption of service due to on-going maintenance problems such as leaks or breaks, power outages or shut-downs, or inadequate levels of service, etc.
- d. **Streets, alleys and parking areas:** potholes; broken or crumbling surfaces; broken curbs and/or gutters; areas of loose or missing materials; standing water, etc.

***Summary of Findings Regarding Depreciation of Physical Maintenance:***

*Depreciation of physical maintenance is widespread throughout the Area. A majority of the parcels in the Area exhibit characteristics that show a depreciation of physical maintenance. Of the 134 main buildings in the Area, 89% or 119 of the buildings are impacted by a depreciation of physical maintenance, based on the field surveys conducted. These are combined characteristics in building and site improvements.*

*Commercial and industrial yard areas in the Area also exhibit signs of depreciation of physical maintenance due to a lack of paving and dust control, standing water and debris storage. Graffiti was observed on several structures and site improvements in the area. Curbs, off-street parking areas and sidewalks throughout the Area exhibit signs of depreciation of physical maintenance due to broken or cracked surfaces and areas of loose or missing materials. Site fencing at several locations throughout the Area was in need of repair. Several sites in the southern portion of the Area near Kilpatrick Avenue and 54<sup>th</sup> Street exhibited de-*



*preciation of physical maintenance on site improvements and structures, overgrown weeds and trash and debris. Several wrecked and abandoned vehicles, discarded household furniture and household trash and debris were observed on vacant lots in the Area and along the right-of-way of Keating and 43<sup>rd</sup> Street. Finally, Keating Avenue, Kilpatrick Avenue, Knox Avenue, 43<sup>rd</sup> Street and 44<sup>th</sup> Street are in need of reconstruction due to deteriorating roadway conditions.*

#### **14. Lack of Community Planning - Definition**

This may be counted as a factor if the area developed prior to or without the benefit or guidance of a community plan. This means that no community plan existed or it was considered inadequate, and/or was virtually ignored during the time of the Area's development. Indications of a lack of community planning include:

1. Streets in the industrial and commercial areas that are too narrow to accommodate truck movements.
2. Street intersections that do not conform to modern traffic engineering standards and practices.
3. One-way street systems that exist with little regard for overall systematic traffic planning.
4. Street parking existing on streets that are too narrow to accommodate two-way traffic and street parking.
5. Viaducts that are lower than minimum height requirements creating truck clearance problems.
6. Some larger tracts of land suffer from improper platting that has led to some parcels having awkward configuration and/or unusual dimensions for their use.
7. Some properties in the Area do not enjoy good access to public streets.
8. Some pockets of residential land use and residential zoning exist that present incompatible relationships in areas with a heavy industrial environment.

9. Numerous commercial/industrial properties exist that are too small to adequately accommodate appropriate off-street parking and loading requirements.
10. Trailer storage, container storage and other uses that exhibit outside storage are a highly negative image for the Area and are operating virtually uncontrolled with respect to how they are maintained.

***Summary of Findings Regarding Lack of Community Planning:***  
*The field investigation indicates that 10% or 13 of the 134 main buildings in the Area exhibit a lack of community planning.*

*In addition the streets located in the northern portion of the Area exhibit a lack of community planning in that they were poorly constructed and are utilized by both heavy truck traffic and traffic associated with residential uses. The cause of this condition is related to the existing land uses in the extreme northern portion of the Area. Several of the residential uses in the northern portion of the Area are completely surrounded by industrial uses and the remaining residential blocks in the northern portion of the Area are surrounded on two sides by industrial uses. The proximity of these conflicting uses, the deleterious nature of some of the industrial uses and the expansion of some industrial uses over the years is a negative impact on the northern portion of the Area.*

#### ***F. Analysis of Undeveloped or Vacant Property***

In order for vacant land to qualify as blighted, it must first be found to be vacant. Vacant land is:

*“any parcel or combination of parcels of real property without commercial, agricultural and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment area unless the parcel is included in an industrial park conservation area or the parcel has been subdivided” (65 ILCS 5/11-74.4-3(v), as amended).*

As vacant land, the property may qualify as blighted if the “sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused rail yards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused

by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose." (65 ILCS 5/11-74.4-3(a), as amended).

***Summary of Findings Regarding Undeveloped or Vacant Property:***

*Approximately 27.6 acres or 9.2 % of the net land area (exclusive of public rights-of-way) was identified as containing the necessary requirements to qualify as blighted under the act. It is evident from historic plats and photos that buildings once existed on some of these sites and demolition of these structures has occurred over time. Since July 1, 1994, 17 structures have been demolished according to permit data provided by the City. In addition, two lots identified as vacant are delinquent in the payment of 1995 through 1997 taxes. Given the deteriorated condition of existing structures in the vicinity of the vacant land and the presence of the factors necessary to qualify as blighted property under the Act on the vacant land, the approximately 27.6 acres of vacant land qualifies as a blighted area.*

The following discussion (paragraphs i-vii below) identifies tracts of land of varied sizes totaling 27.6 acres of land. The majority of these tracts of land have been vacant for more than five years.

The majority of the land identified as vacant is also obsolete in terms of current platting. The majority of vacant and unimproved land along Cicero Avenue and the southern portion of the Area are platted into lots with limited depths and widths. These lots were typically utilized for residential or commercial uses that provided little off-street parking. Given that numerous parties own these small lots, it would be difficult to consolidate enough of the vacant and improved land under single ownership to provide for the contemporary requirements of commercial development standards and zoning regulations. In addition, structures and site improvements in the proximity of these vacant lots were classified as deteriorated in the field investigation of the Area.

- i. Approximately 1.5 acres is encompassed by two tracts of land in the 4301-4399 block of Cicero Avenue. These tracts have been vacant for*

- more than five years. Both tracts exhibit obsolete platting. The northern tract is divided into 3 lots and 3 parcel identification numbers (PIN's). One lot in the northern tract is delinquent in the payment of 1995 through 1997 taxes. The southern tract is divided into 3 lots and 5 PIN's. The northern tract is under multiple ownership (2 owners) and a deteriorated structure is located between the two tracts on the same block and a scrap yard and junkyard exhibiting deteriorating conditions are located on the block immediately north of these tracts.*
- ii. An approximately 0.5 acre tract of land exists in the 4300-4398 block of Keating Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 2 lots and 3 PIN's. The tract is under multiple ownership (2 owners) and deteriorated structure and site improvements are located to the west of this tract on Cicero Avenue and a scrap yard and junkyard exhibiting deteriorating conditions are located on the block immediately north of these tracts.*
  - iii. An approximately 0.6 acre tract of land exists in the 4301-4399 block of Keating Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 2 lots and 2 PIN's. The tract is under multiple ownership (2 owners) and a scrap yard and junkyard exhibiting deteriorating conditions are located on the block immediately north of this tract.*
  - iv. An approximately 22.5 acre tract exist in the 4384 and 4500 block of District boulevard. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 10 PIN's. The tract is under multiple ownership (4 owners) and a scrap yard and junkyard exhibiting deteriorating conditions are located west of this tract. Active rail lines are located north of and east of this tract and a portion of this tract is unused railroad right-of-way.*
  - v. An approximately 0.3 acre tract of land exists in the 5100 block of Knox Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 3 lots and 3 PIN's. The tract is under multiple ownership (2 owners) and one lot in this tract is delinquent in the payment of 1995 through 1997 taxes.*
  - vi. Approximately 0.8 acres exist on two tracts in the 4700-4798 block of 54<sup>th</sup> Street. Several structures have been removed from these tracts within the last 5 years. The tracts exhibit obsolete platting. The eastern tract is divided into 12 lots and 12 PIN's and the western tract is*

*divided into 2 lots and 2 PIN's. A deteriorated structure and site improvement is located between the two tracts on this block and several deteriorated structures and site improvements are located on the block immediately to the south of these tracts.*

*vii. An approximately 1.4 acre tract of land exists in the 5300 block of Kilbourn Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 2 lots and 2 PIN's. The parcel is under multiple ownership (2 owners). A deteriorated structure and site improvements are located on the block adjacent to this tract to the north.*

Hence, the vacant portion of the Area exhibits obsolete platting, diversity of ownership, tax and assessment delinquencies consists of unused rail yards, rail tracks or railroad rights-of-way and deterioration of structures or site improvements in neighboring areas adjacent to the vacant land are present. Therefore, the vacant land qualifies as a blighted area under the Act.

#### ***G. Conclusion of Investigation of Eligibility Factors for the Redevelopment Project Area***

The Area is impacted by a number of eligibility factors. This analysis demonstrates that the improved portion of the Area qualifies as a conservation area and the vacant land qualifies as a blighted area as defined in the Act. As documented, this is due to conditions found to exist in the "improved" area and in the "vacant" area. The Plan include measures designed to reduce or eliminate the deficiencies which cause the Area to qualify consistent with the strategy of the City of Chicago for revitalizing other designated redevelopment project areas and industrial corridors.

The loss of businesses from this Area, mirroring the experience of other large urban centers, further illustrates the trend line and deteriorating conditions of the neighborhood. Vacancies in various industrial and commercial properties and vacant land are further evidence of declining conditions in the Area, lack of private investment and little interest in the Area by the private market.

The City and the State of Illinois have also designated approximately 36.5% of the Area as State of Illinois Enterprise Zone No. 2. This designation is in further response to the deteriorating conditions in the Area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. However, this designation as well as the major

improvements associated with Midway Airport, the Stevenson Expressway and CTA commuter rail lines only benefit a small portion of the Area and do not address Area-wide needs or the conditions that cause the Area to qualify as a redevelopment area.

#### IV. SUMMARY AND CONCLUSION

The conclusion of the Consultant is that the number, degree and distribution of conservation and blighting eligibility factors in the Area as documented in this Eligibility Study warrant the designation of the improved portion of the Area as a conservation area and the vacant portion of the Area as a blighted area as set forth in the Act. Specifically:

Below and on the next page are two summary tables highlighting the factors found to exist in the Area which cause it to qualify as a conservation area and as a blighted area.

##### A. Conservation Area Statutory Factors

ELIGIBILITY FACTOR <sup>1</sup>		EXISTING IN AREA
	Age <sup>2</sup>	78% of bldgs. Are or exceed 35 years of age.
1	Dilapidation	Not Present
2	Obsolescence	Major Extent
3	Deterioration	Major Extent
4	Illegal use of individual structures	Minor Extent
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Not Present
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	Not Present
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10	Inadequate utilities	Minor Extent
11 <sup>3</sup>	Excessive land coverage	Minor Extent
12	Deleterious land use or layout	Minor Extent
13	Depreciation of physical maintenance	Major Extent
14	Lack of community planning	Minor Extent

**Notes:**

1 Only three factors are required by the Act for eligibility. Eleven factors are present in the Area. Three factors were found to exist to a major extent and seven were found to exist to a minor extent.

2 Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.

3 Associated with storm drainage along public streets.

B. Vacant/Unimproved Land-Statutory Factors

ELIGIBILITY FACTOR		EXISTING IN VACANT/ UNIMPROVED PORTION OF AREA
1	Two or more of the following factors: i. Obsolete platting (Present) ii. Diversity of ownership (Present) iii. Tax and assessment delinquencies (Present) iv. Flooding (Does not exist) x. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land (Present) Or	YES
2	Area immediately prior to becoming vacant qualified as a blighted improved area; Or	--
3	Area consists of unused quarry or quarries; Or	--
4	Area consists of unused rail yards, rail tracks or rail-road right-of-way; (Present) Or	YES
5	Area prior to designation is subject to chronic flooding caused by improvements; Or	--
6	Area consists of unused disposal site containing earth, stone, building debris, etc.; Or	--
7	Area is not less than 50 nor more than 100 acres and 75% is vacant;	--

**Note:**

Area qualifies per statutory requirements. Only one factor is required by the Act.

While it may be concluded that the mere presence of the stated eligibility factors noted above may be sufficient to qualify the Area as a conservation area and a vacant blighted area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to



conclude that public intervention is appropriate or necessary. Secondly, the distribution of conservation area and blighted area eligibility factors throughout the Area must be reasonable so that a basically good area is not arbitrarily found to be a conservation area or blighted area simply because of proximity to an area that exhibits blighting factors.

Research indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the Plan. The conclusions presented in this Eligibility Study are those of the Consultant.

The analysis contained herein was based upon data assembled by the Consultant. The study and survey of the Area indicate that requirements necessary for designation as a conservation area and a blighted area are present. Therefore, the Area qualifies in two ways. A portion of the vacant land in the Area qualifies as a blighted area and the improved portion of the Area qualifies as a conservation area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act.

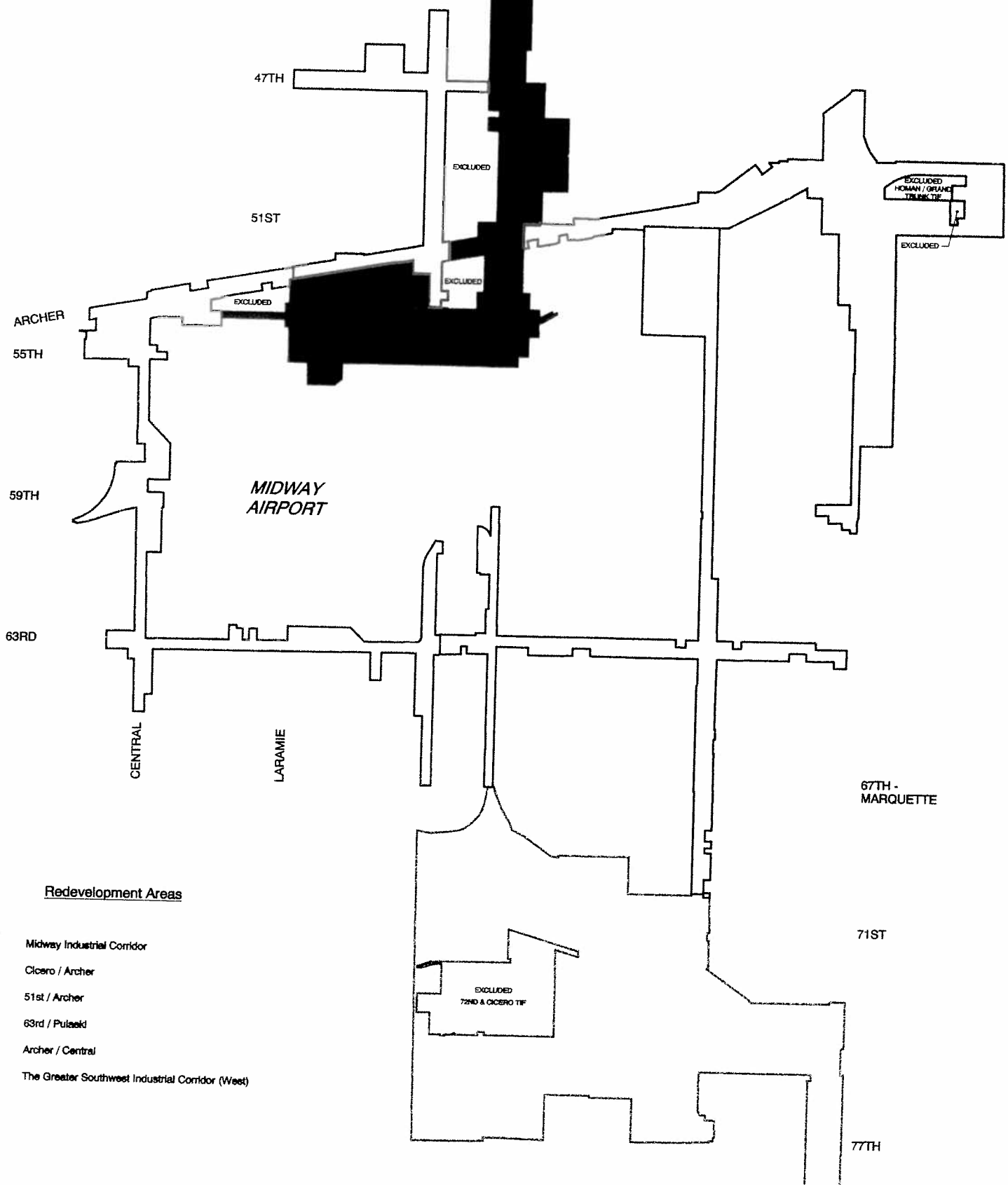
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**Attachment Two**







**Maps and Plan Exhibits**

**Boundaries for the  
Midway Redevelopment Areas**  
City of Chicago, Illinois

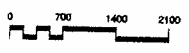
STEVENSON EXPRESSWAY



**Redevelopment Areas**

-  Midway Industrial Corridor
-  Cicero / Archer
-  51st / Archer
-  63rd / Pulaski
-  Archer / Central
-  The Greater Southwest Industrial Corridor (West)

SEPTEMBER 23, 1999



**RGV** Urban Consulting

CICERO

B.R.C. R.R.

KILDARE

PULASKI

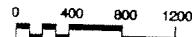
CENTRAL PARK

KEDZIE

# Boundary Map of TIF Area Midway Industrial Corridor

City of Chicago, Illinois

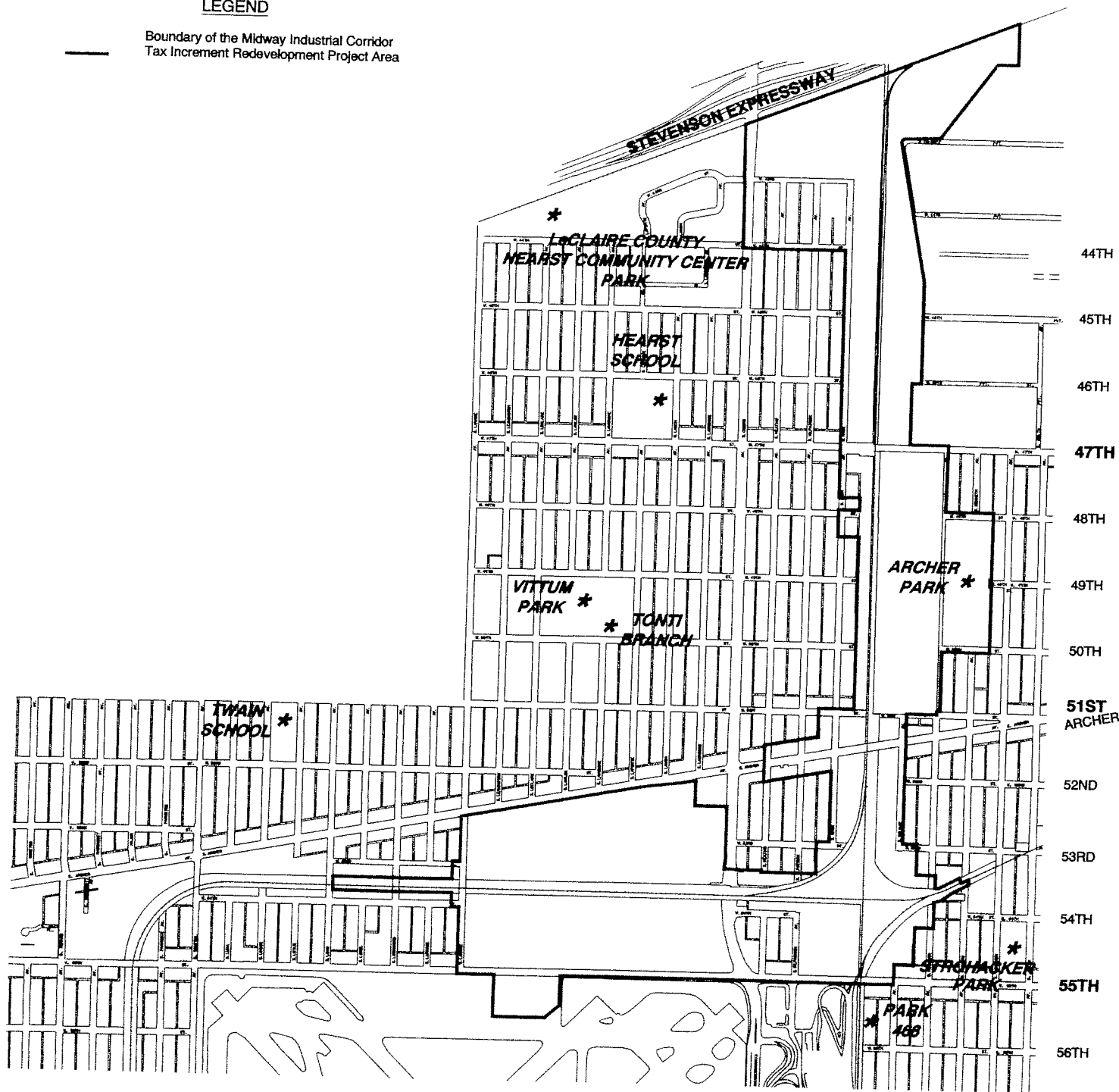
SEPTEMBER 21, 1999



**FGV** Urban Consulting

## LEGEND

— Boundary of the Midway Industrial Corridor  
Tax Increment Redevelopment Project Area

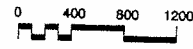


- MONITOR
- MENARD
- MASSASOIT
- MAJOR
- PARKSIDE
- CENTRAL**
- LUNA
- LINDER
- LOTUS
- LONG
- LOREL
- LOCKWOOD
- LATROBE
- LARAMIE**
- LEAMINGTON
- LECLAIRE
- LAWLER
- LAVERGNE
- LAPORTE
- LAMON
- LACROSSE
- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN

# Existing Land Use Assessment Map Midway Industrial Corridor










City of Chicago, Illinois

SEPTEMBER 21, 1999



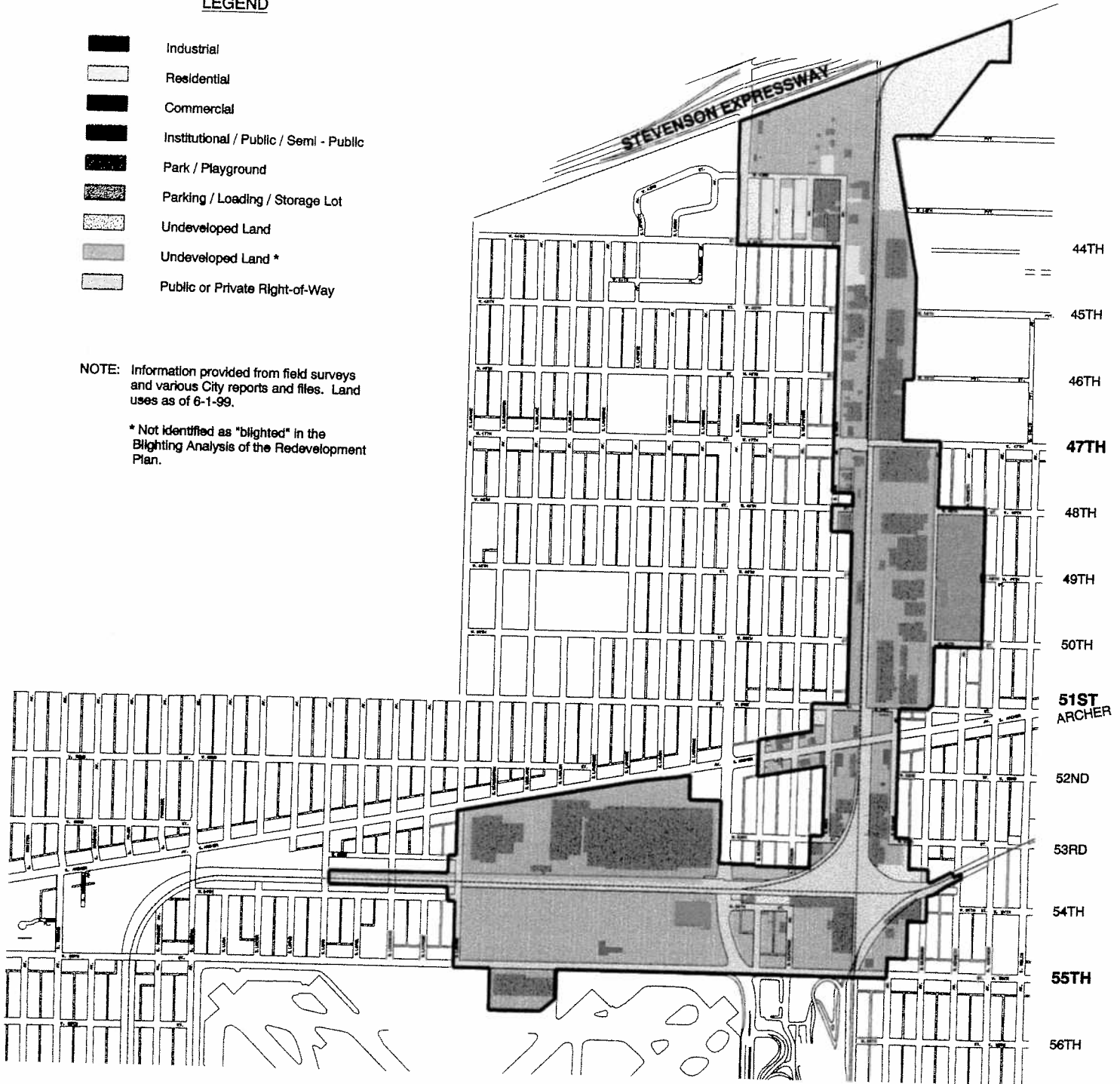
**FGV** Urban Consulting

## LEGEND

-  Industrial
-  Residential
-  Commercial
-  Institutional / Public / Semi - Public
-  Park / Playground
-  Parking / Loading / Storage Lot
-  Undeveloped Land
-  Undeveloped Land \*
-  Public or Private Right-of-Way

**NOTE:** Information provided from field surveys and various City reports and files. Land uses as of 6-1-99.

\* Not identified as "blighted" in the Blighting Analysis of the Redevelopment Plan.

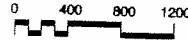


- MONITOR
- MENARD
- MASSASOIT
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- PARKSIDE
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- LAVERGNE
- LAPORTE
- LAMON
- LACROSSE
- CICERO
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN

# Generalized Land Use Plan Midway Industrial Corridor

City of Chicago, Illinois

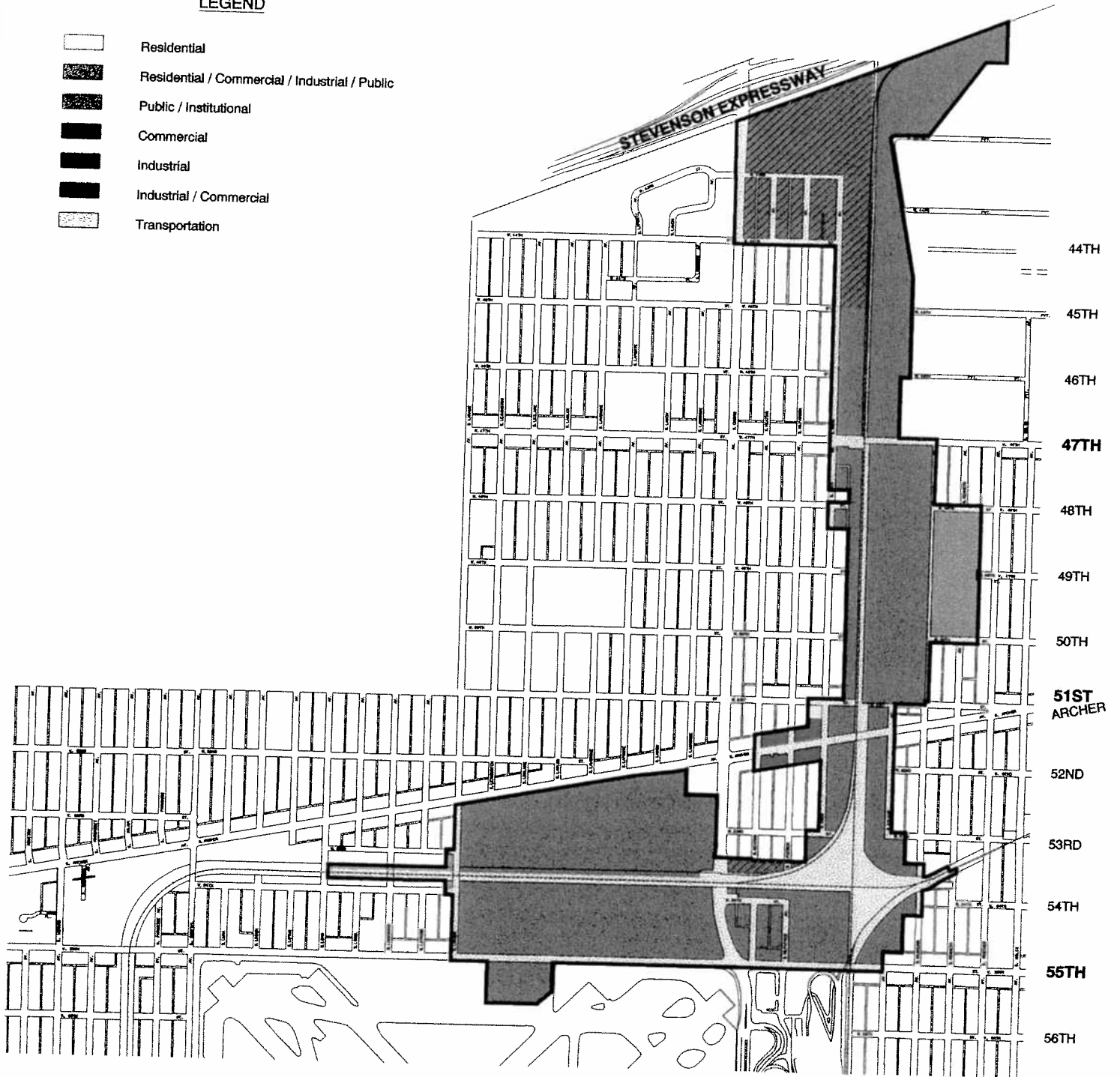
SEPTEMBER 21, 1999



**PGA** Urban Consulting

## LEGEND

- Residential
- Residential / Commercial / Industrial / Public
- Public / Institutional
- Commercial
- Industrial
- Industrial / Commercial
- Transportation



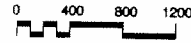
- MONITOR
- MENARD
- MASSASOIT
- MAJOR
- PARKSIDE
- CENTRAL**
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- LOTUS
- LONG
- LOREL
- LOCKWOOD
- LATROBE
- LARAMIE**
- LEAMINGTON
- LECLAIRE
- LAWLER
- LAVERGNE
- LAPORTE
- LAMON
- LACROSSE
- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN

- 44TH
- 45TH
- 46TH
- 47TH**
- 48TH
- 49TH
- 50TH
- 51ST ARCHER**
- 52ND
- 53RD
- 54TH
- 55TH**
- 56TH

# Generalized Existing Zoning Map Midway Industrial Corridor

City of Chicago, Illinois

SEPTEMBER 21, 1999

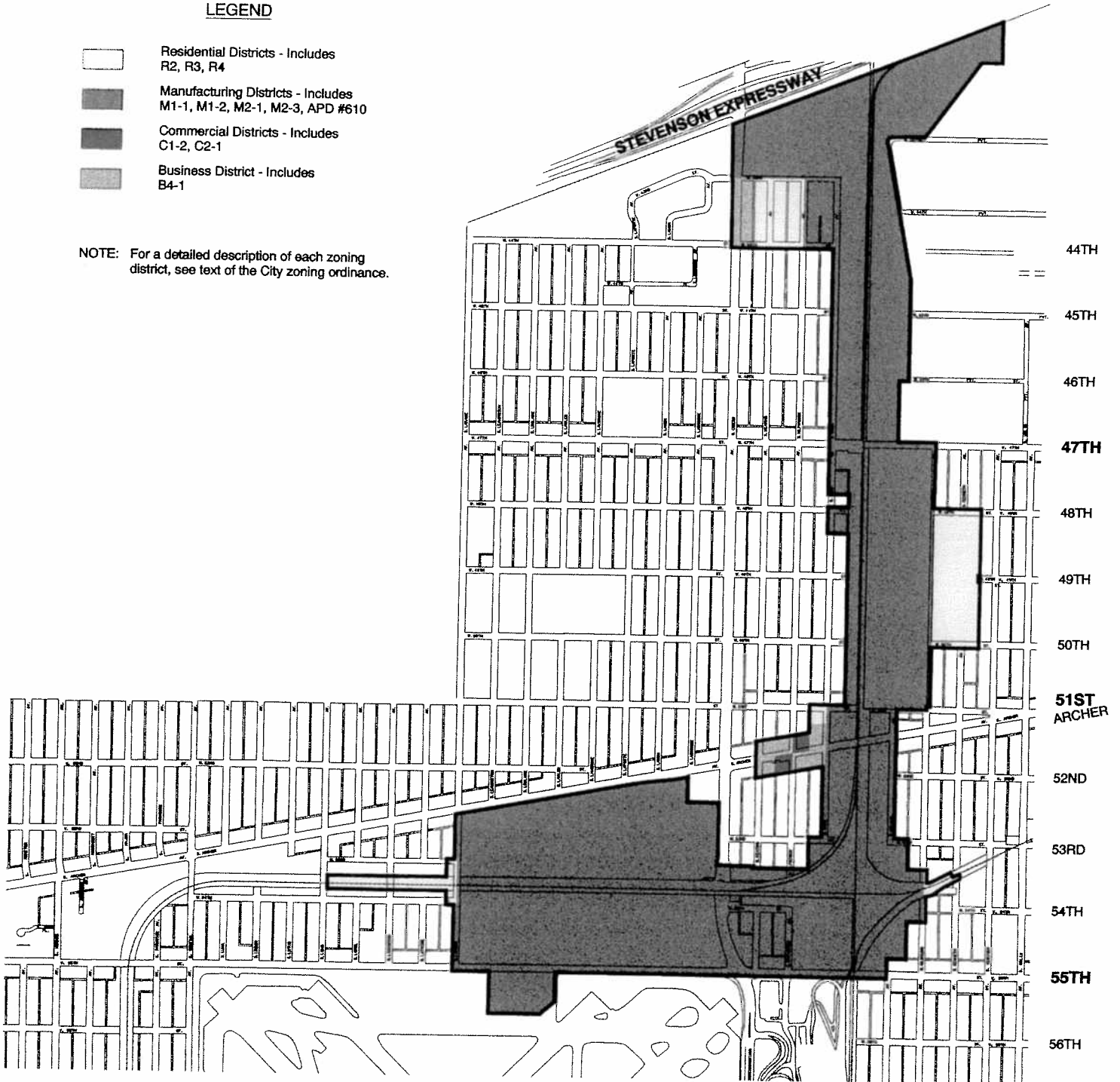


**PGA** Urban Consulting

## LEGEND

- Residential Districts - Includes R2, R3, R4
- Manufacturing Districts - Includes M1-1, M1-2, M2-1, M2-3, APD #610
- Commercial Districts - Includes C1-2, C2-1
- Business District - Includes B4-1

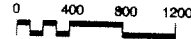
NOTE: For a detailed description of each zoning district, see text of the City zoning ordinance.



- MONITOR
- MENARD
- MASSASOIT
- MAJOR
- PARKSIDE
- CENTRAL**
- LUNA
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- LONG
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- LOCKWOOD
- LATROBE
- LARAMIE**
- LEAMINGTON
- LECLAIRE
- LAWLER
- LAVERGNE
- LAPORTE
- LAMON
- LACROSSE
- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN

Sub-Area Key Map  
 Midway Industrial Corridor  
 City of Chicago, Illinois

SEPTEMBER 21, 1999

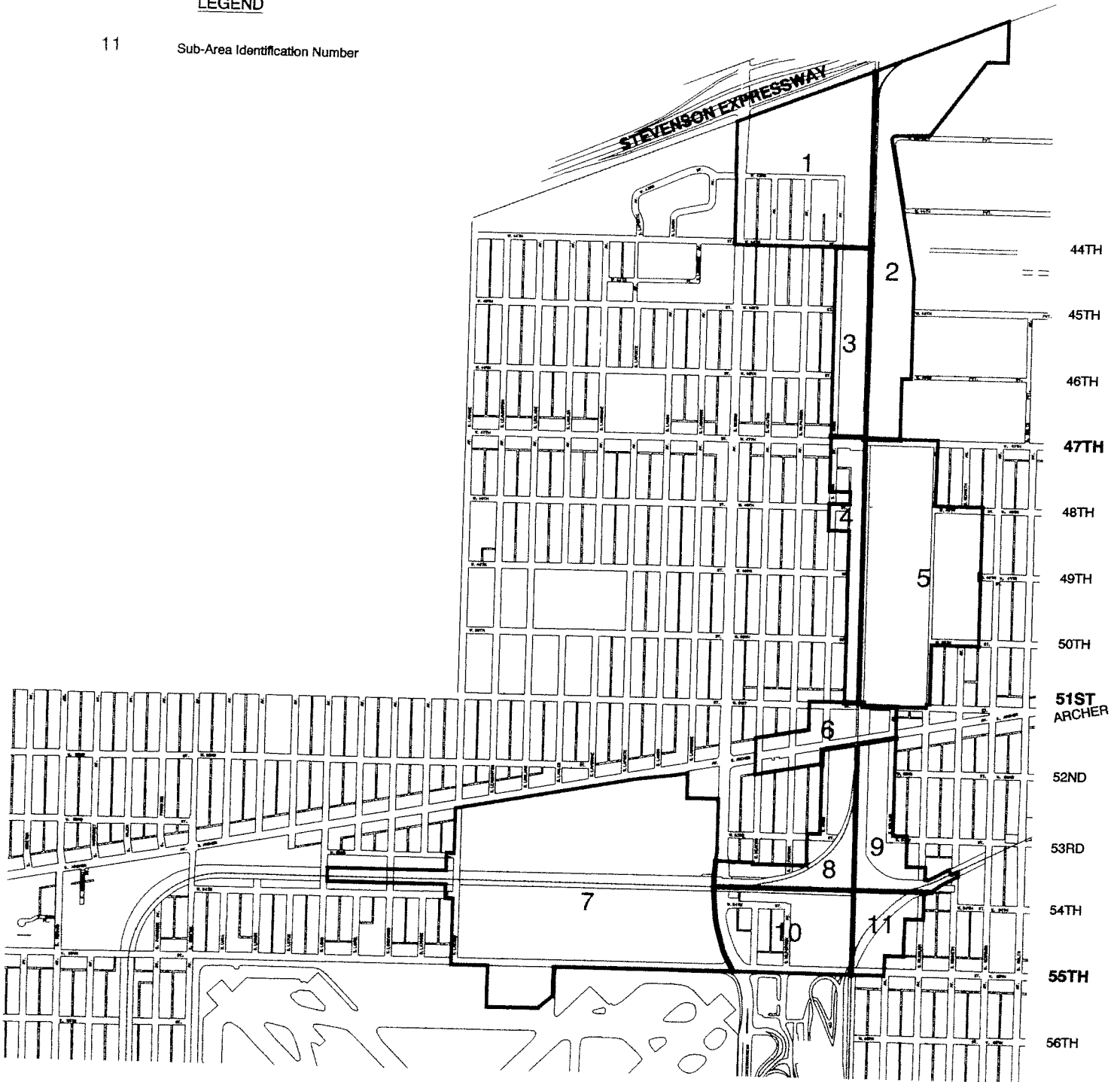


**FGV** Urban Consulting

LEGEND

11

Sub-Area Identification Number



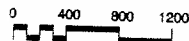
- MONITOR
- MENARD
- MASSASOIT
- MAJOR
- PARKSIDE
- CENTRAL**
- LUNA
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- LOTUS
- LONG
- LOREL
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- LACROSSE
- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN



# Enterprise Zone Map Midway Industrial Corridor

City of Chicago, Illinois

SEPTEMBER 21, 1999



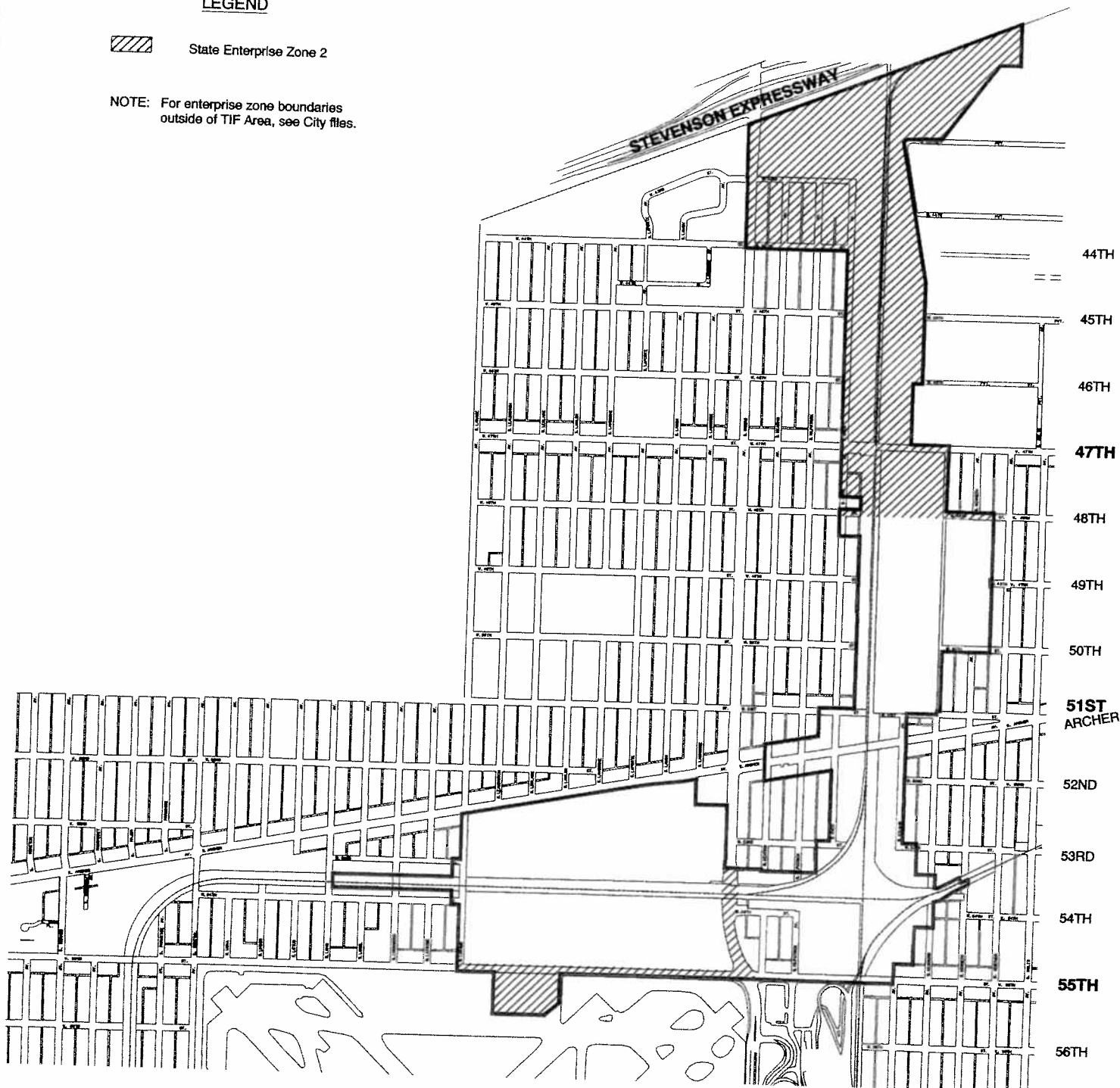
**RGV** Urban Consulting

## LEGEND



State Enterprise Zone 2

NOTE: For enterprise zone boundaries outside of TIF Area, see City files.



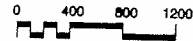
- MONITOR
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- CENTRAL**
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- LOTUS
- LONG
- LOREL
- LOCKWOOD
- LATROBE
- LARAMIE**
- LEAMINGTON
- LECLAIRE
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- LAVERGNE
- LAPORTE
- LAMON
- LACROSSE
- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN

- 44TH
- 45TH
- 46TH
- 47TH**
- 48TH
- 49TH
- 50TH
- 51ST ARCHER**
- 52ND
- 53RD
- 54TH
- 55TH**
- 56TH

# Land Acquisition Map Midway Industrial Corridor

City of Chicago, Illinois

AUGUST 17, 2000



## LEGEND

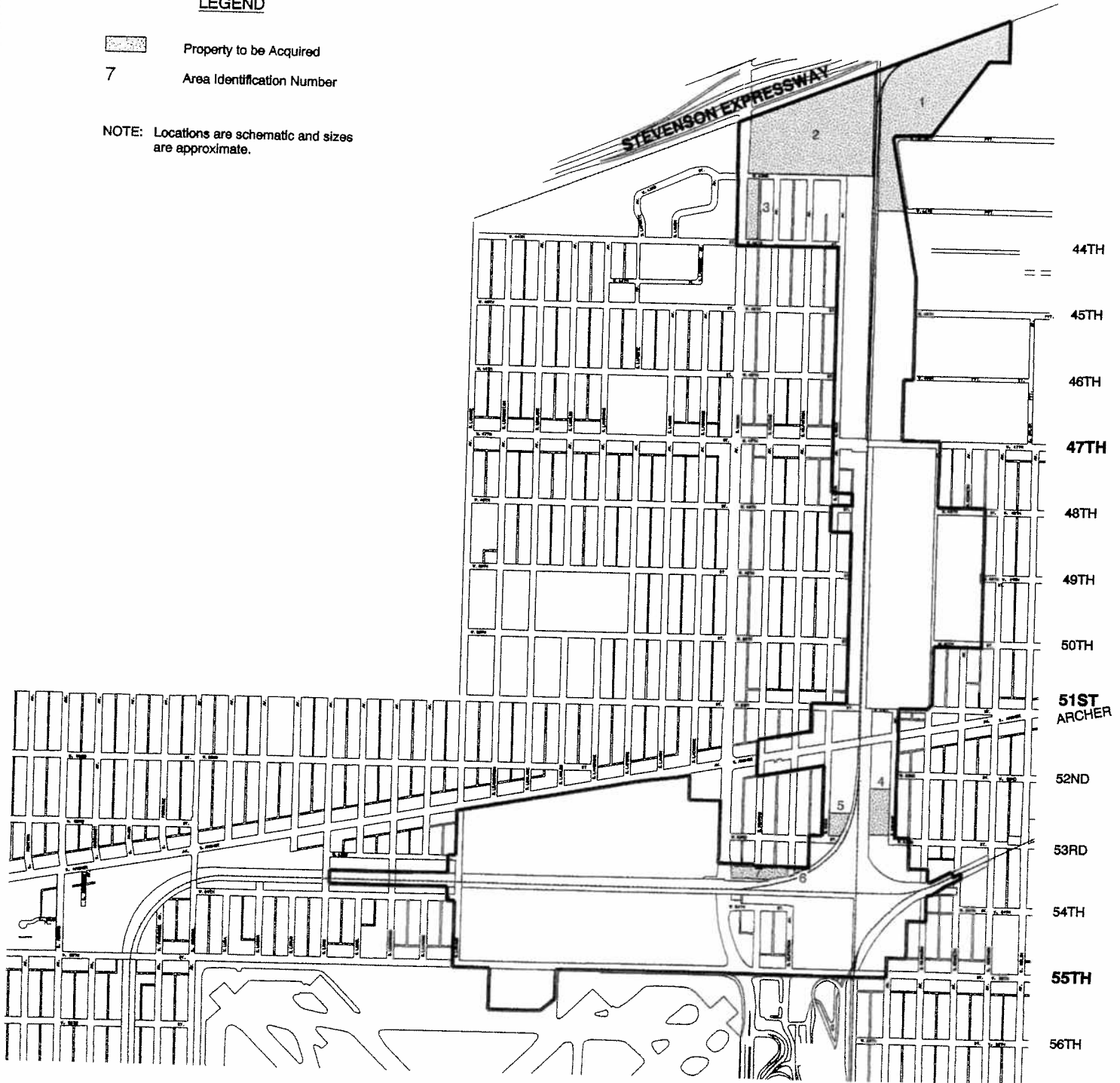


Property to be Acquired

7

Area Identification Number

NOTE: Locations are schematic and sizes are approximate.



- MONITOR
- MENARD
- MASSASOIT
- MAJOR
- PARKSIDE
- CENTRAL**
- LUNA
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- LOCKWOOD
- LATROBE
- LARAMIE**
- LEAMINGTON
- LECLAIRE
- LAWLER
- LAVERGNE
- LAPORTE
- LAMON
- LACROSSE
- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN

**Exhibit G-2  
Chicago (Midway Industrial Corridor) Acquisition List  
PARCELS TO BE ACQUIRED BY CITY**

COUNT	AREA NO.	PIN NO.	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
	1	1903316012			
1	1	1903316012-6001	Exempt		
2	1	1903316012-6002	Exempt		
3	1	1903316015	121,213		
4	1	1903400148	15,089		
5	1	1903400162	18,900		
6	1	1903400163	70,374		
7	1	1903400177	Railroad		
8	1	1903400178	46,168		
9	1	1903400179	18,217		
10	1	1903400182	58,428		
11	1	1903400183	222,165		
12	1	1903503003	Railroad		
13	2	1903102002	60,701		
14	2	1903102003	89,300		
15	2	1903103001	18,917		
16	2	1903103002	14,023		
17	2	1903103003	16,672		
18	2	1903103008	198,879		
19	2	1903103009	112,611		
20	2	1903103010	31,035		
21	2	1903103011	20,681		
22	2	1903103012	24,585		
23	2	1903103013	15,270		
24	2	1903103015	3,943		
25	2	1903103016	128,575		
26	2	1903104001	22,867		
27	2	1903104002	24,755		
28	2	1903104003	24,755		
29	2	1903104004	113,789		
30	2	1903104005	16,238		
31	2	1903104006	11,632		
32	2	1903104007	16,877		
33	2	1903104008	32,821		
34	2	1903104009	32,821		
35	2	1903104010	19,225		
36	2	1903105001	10,638		
37	2	1903105002	17,703		
38	2	1903105004	59,025		
39	2	1903105005	76,726		
40	2	1903105007	136,390		
41	2	1903105008	119,770		
42	2	1903105009	18,013		
43	2	1903105010	6,708		Single Family
44	2	1903105011	6,708		
45	2	1903105012	6,708		
46	2	1903105013	24,206		

**Exhibit G-2  
Chicago (Midway Industrial Corridor) Acquisition List  
PARCELS TO BE ACQUIRED BY CITY**

COUNT	AREA NO.	PIN NO.	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
47	2	1903105014	24,206		
48	2	1903105015	85,539		
49	2	1903105017	3,534		
50	2	1903105018	34,669		
51	2	1903106001	19,342		
52	2	1903106002	90,002		
53	2	1903106003	45,100		
54	2	1903106004	173,058		
55	2	1903106005	31,334		
56	3	1903300001	14,352		
57	3	1903300002	27,390		
58	3	1903300003	27,390	Y	
59	3	1903300004	18,639		
60	3	1903300005	13,694		Single Family
61	3	1903300006	5,979		
62	3	1903300007	9,330		
63	3	1903300008	12,081		
64	3	1903300009	19,453		
65	4	1910313015	368,837		
66	5	1910313012	461,097		
67	6	1910318016	6,147		
68	7	1910317073	134,062		
		<b>TOTAL</b>	<b>3,729,356</b>		

(1) Indicates the P.I.N.'s associated with residential buildings / units that would be removed if the Plan is implemented according to Exhibit G-1 (Land Acquisition Map) included in Attachment Two of the Appendix.

**Attachment Three**  
**Legal Description**

## MIDWAY INDUSTRIAL CORRIDOR

ALL THAT PART OF SECTIONS 3, 9, 10, 15 AND 16, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF S. CICERO AVENUE WITH THE SOUTH LINE W. 44<sup>TH</sup> STREET, AND RUNNING;

THENCE NORTH ALONG SAID WEST LINE OF S. CICERO AVENUE TO THE SOUTHEASTERLY LINE OF THE GULF MOBILE & OHIO RAILROAD RIGHT OF WAY;

THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF THE GULF MOBILE & OHIO RAILROAD RIGHT OF WAY TO THE POINT OF INTERSECTION OF SAID SOUTHEASTERLY LINE OF THE STEVENSON EXPRESSWAY RIGHT OF WAY WITH THE EAST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 3 TO A LINE 693.51 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD;

THENCE WEST ALONG SAID LINE 693.51 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD A DISTANCE OF 151.25 FEET TO THE EASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-03-400-163;

THENCE SOUTHWEST ALONG SAID EASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-03-400-163, HERE BEING A STRAIGHT LINE, 127.96 FEET TO A POINT 610.0 FEET NORTH OF THE NORTH LINE OF DISTRICT BOULEVARD AND 248.67 FEET WEST OF THE EAST LINE OF SAID EAST HALF OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE CONTINUING SOUTHWEST ALONG SAID EASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-03-400-163, HERE BEING THE ARC OF A CIRCLE TANGENT TO THE LAST DESCRIBED LINE, CONVEX TO NORTHWEST AND HAVING A RADIUS OF 3,820 FEET TO THE POINT OF INTERSECTION OF SAID ARC WITH A LINE 14 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD;

---

Chicago Guarantee Survey Co.  
123 W. Madison St., Suite. 1300, Chicago, Ill., 60602  
Ordered by: Peckham Guyton Albers & Viets, Inc

September 21, 1999  
Order No. 9903011 T(2) R.1  
Midway Industrial Corridor

THENCE WEST ALONG SAID LINE 14 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD TO THE NORTHERLY EXTENSION OF THE WEST LINE OF DISTRICT BOULEVARD, SAID WEST LINE OF DISTRICT BOULEVARD BEING ALSO THE EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-177;

THENCE SOUTH ALONG SAID EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-177 TO THE SOUTH LINE THEREOF, SAID SOUTH LINE OF PROPERTY BEARING PIN 19-3-400-177 BEING A LINE 496.71 NORTH OF AND PARALLEL WITH THE NORTH LINE OF W. 47<sup>TH</sup> STREET;

THENCE WEST ALONG SAID LINE 496.71 NORTH OF AND PARALLEL WITH THE NORTH LINE OF W. 47<sup>TH</sup> STREET TO A LINE 978.82 WEST OF AND PARALLEL WITH THE EAST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID LINE 978.82 WEST OF AND PARALLEL WITH THE EAST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 3 BEING ALSO THE EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-099;

THENCE SOUTH ALONG SAID EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-099 TO THE NORTH LINE OF W. 47<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 47<sup>TH</sup> STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 48 IN BLOCK 2 OF ROSEDALE, BEING JOHN N. STAPLES SUBDIVISION IN THE EAST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 48 IN BLOCK 2 OF ROSEDALE BEING ALSO THE EAST LINE OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF S. KILBOURN AVENUE TO THE NORTH LINE OF W. 48<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 48<sup>TH</sup> STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN BLOCK 4 IN ROSEDALE, SAID WEST LINE OF LOT 1 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND ALONG THE EAST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE TO THE NORTH LINE OF W. 49<sup>TH</sup> STREET;

THENCE WEST ALONG SAID NORTH LINE OF W. 49<sup>TH</sup> STREET TO THE EAST LINE OF VACATED W. 49<sup>TH</sup> STREET, SAID EAST LINE OF VACATED W. 49<sup>TH</sup> STREET BEING ALSO THE SOUTHERLY EXTENSION OF THE WEST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF VACATED W. 49<sup>TH</sup> STREET TO THE SOUTH LINE OF SAID W. 49<sup>TH</sup> STREET;

THENCE EAST ALONG SAID SOUTH LINE OF W. 49<sup>TH</sup> STREET TO THE EAST LINE OF AFORESAID ALLEY WEST OF S. KOSTNER AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE TO THE SOUTH LINE OF W. 50<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 50<sup>TH</sup> STREET TO THE EAST LINE OF S. KILBOURN STREET;

THENCE SOUTH ALONG SAID EAST LINE OF S. KILBOURN STREET TO THE SOUTH LINE OF LOT 1 IN METZELDER'S RESUBDIVISION OF LOTS 25 TO 48 IN BLOCK 7 IN ROSEDALE, A SUBDIVISION IN THE EAST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 1 BEING ALSO THE NORTH LINE OF W. 51<sup>ST</sup> STREET;

THENCE WEST ALONG THE WESTERLY EXTENSION OF SAID NORTH LINE OF W. 51<sup>ST</sup> STREET TO THE EAST LINE OF THE WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE SOUTH LINE OF SAID WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10;

THENCE WEST ALONG SAID SOUTH LINE OF THE WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10 TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 12 IN BLOCK 2 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 12 BEING ALSO THE EAST LINE OF S. KOLMAR AVENUE;



THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF S. KOLMAR AVENUE AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. 53<sup>RD</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 53<sup>RD</sup> STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN BLOCK 18 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 1 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE TO THE SOUTH LINE OF LOT 8 IN SAID BLOCK 18 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION, SAID SOUTH LINE OF LOT 8 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF 53<sup>RD</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF 53<sup>RD</sup> STREET AND ALONG THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. KILBOURN AVENUE TO THE NORTHWESTERLY LINE OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY;

THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY LINE OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY TO THE SOUTHWESTERLY LINE OF THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY BEARING THE PIN 19-10-324-080;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY BEARING THE PIN 19-10-324-080 TO THE SOUTHEASTERLY LINE THEREOF;

THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY BEARING THE PIN 19-10-324-080 TO THE EASTERLY LINE OF THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY BEARING THE PIN 19-10-503-006, SAID EAST LINE BEING ALSO THE NORTHERLY EXTENSION OF THE EAST LINE OF S. KENNETH AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION OF THE EAST LINE OF S. KENNETH AVENUE TO THE SOUTHEASTERLY LINE OF THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY BEARING THE PIN 19-10-503-006;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY TO A SOUTH LINE OF SAID RIGHT OF WAY, SAID SOUTH LINE OF THE RIGHT OF WAY BEING HERE THE WESTERLY EXTENSION OF THE NORTH LINE OF THE ALLEY LYING NORTH OF AND ADJOINING LOT 1 IN BLOCK 1 IN GAGLIONE'S RESUBDIVISION OF LOT 1 IN BLOCK 27 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID WESTERLY EXTENSION OF THE NORTH LINE OF THE ALLEY LYING NORTH OF AND ADJOINING LOT 1 IN BLOCK 1 IN GAGLIONE'S RESUBDIVISION TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID LOT 1 IN BLOCK 1 IN GAGLIONE'S RESUBDIVISION;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 11 IN SAID BLOCK 1 IN GAGLIONE'S RESUBDIVISION;

THENCE WESTERLY ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 11 IN SAID BLOCK 1 IN GAGLIONE'S RESUBDIVISION TO THE WEST LINE OF SAID LOT 11, SAID WEST LINE OF LOT 11 BEING ALSO THE EAST LINE OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. KILBOURN AVENUE TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 2 IN BLOCK 28 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 2 IN BLOCK 28 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION TO THE WEST LINE THEREOF, SAID WEST LINE OF LOT BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOT 17 IN SAID BLOCK 28 IN W. F. KAISER &

COMPANY'S ARDALE SUBDIVISION, SAID NORTH LINE OF LOT 17 BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF W. 55<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF W. 55<sup>TH</sup> STREET TO THE WEST LINE OF LOT 24 IN SAID BLOCK 28 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION, SAID WEST LINE OF LOT 24 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 24 IN BLOCK 28 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. 55<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 55<sup>TH</sup> STREET TO THE EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8013 IN THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8013 TO THE SOUTHEASTERLY LINE THEREOF, SAID SOUTHEASTERLY LINE BEING A LINE 250 FEET NORTHWESTERLY OF AND PARALLEL TO THE CENTERLINE OF MIDWAY AIRPORT RUNWAY 22-R;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8013 TO THE SOUTH LINE THEREOF, SAID SOUTH LINE BEING A LINE 425 SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF W. 55<sup>TH</sup> STREET;

THENCE WEST ALONG SAID LINE 425 SOUTH OF AND PARALLEL WITH THE SOUTH LINE OF W. 55<sup>TH</sup> STREET A DISTANCE OF 521.12 FEET TO THE WEST LINE OF SAID PARCEL OF LAND BEARING PIN 19-16-100-002-8013; THENCE NORTH ALONG SAID THE WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8013 TO THE SOUTH LINE OF W. 55<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 55<sup>TH</sup> STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 16 IN BLOCK 20 IN HETZEL'S ARCHER AVENUE ADDITION, A SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 16 BEING ALSO THE WEST LINE OF S. LARAMIE AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF S. LARAMIE AVENUE TO THE SOUTH LINE OF W. 54<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 54TH STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 15 IN HETZEL'S ARCHER AVENUE ADDITION, A SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 15 IN HETZEL'S ARCHER AVENUE ADDITION TO THE SOUTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE WEST ALONG SAID SOUTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE EAST LINE OF S. LONG STREET;

THENCE NORTH ALONG SAID EAST LINE OF S. LONG STREET TO THE NORTH LINE OF SAID BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE EAST ALONG SAID NORTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 14 IN HETZEL'S ARCHER AVENUE ADDITION, A SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 14 IN HETZEL'S ARCHER AVENUE ADDITION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. 53RD PLACE;

THENCE EAST ALONG SAID NORTH LINE OF W. 53RD PLACE TO THE WEST LINE OF S. LARAMIE AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. LARAMIE AVENUE TO THE SOUTHERLY LINE OF W. ARCHER AVENUE;

THENCE EASTERLY ALONG SAID SOUTHERLY LINE OF W. ARCHER AVENUE TO THE NORTHERLY EXTENSION OF THE WEST LINE OF THE PROPERTY BEARING PIN 19-09-412-017

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF THE PROPERTY BEARING PIN 19-09-412-017 TO THE SOUTHERLY LINE THEREOF;

THENCE EAST ALONG SAID SOUTHERLY LINE OF THE PROPERTY BEARING PIN 19-09-412-017 AND ALONG THE SOUTHERLY LINE OF THE PROPERTY BEARING PIN 19-09-412-013 TO THE WEST LINE OF S. CICERO AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF S. CICERO AVENUE TO WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 9 IN BLOCK 21 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 9 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF W. 53<sup>RD</sup> STREET;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE NORTH LINE OF THE ALLEY SOUTH OF W. 53<sup>RD</sup> STREET TO THE WEST LINE OF S. KEATING AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF S. KEATING AVENUE TO THE SOUTH LINE OF SAID ALLEY SOUTH OF W. 53<sup>RD</sup> STREET;

THENCE EAST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 53<sup>RD</sup> STREET TO THE EAST LINE OF THE ALLEY LYING EAST OF AND ADJOINING LOTS 2 THROUGH 9, INCLUSIVE, IN BLOCK 19 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY LYING EAST OF AND ADJOINING LOTS 2 THROUGH 9, INCLUSIVE, IN BLOCK 19 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. 53<sup>RD</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 53<sup>RD</sup> STREET TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE NORTHERLY LINE OF LOT 53 IN BLOCK 10 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION, SAID NORTHERLY LINE OF LOT 53 BEING ALSO THE SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE TO THE WEST LINE OF S. KEATING AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KEATING AVENUE TO THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 17 IN BLOCK 6 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHERLY LINE OF LOT 17 BEING ALSO THE NORTHERLY LINE OF THE ALLEY NORTH OF W. ARCHER AVENUE;

THENCE EASTERLY ALONG SAID WESTERLY EXTENSION AND THE NORTHERLY LINE OF THE ALLEY NORTH OF W. ARCHER AVENUE TO THE EAST LINE OF LOT 15 IN BLOCK 5 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION, SAID EAST LINE OF LOT 15 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. KNOX AVENUE AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. 51<sup>ST</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 51<sup>ST</sup> STREET TO THE EAST LINE OF LOT 80 IN F. H. BARTLETT'S RESUBDIVISION OF LOTS 1 TO 13 OF BLOCK 4, LOTS 1 TO 10 OF BLOCK 5, LOTS 1 TO 10 OF BLOCK 12 AND LOTS 1 TO 13 OF BLOCK 13 ALL IN F. H. BARTLETT'S CENTERFIELD SUBDIVISION OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 80 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE TO THE SOUTH LINE OF LOT 27 IN SAID F. H. BARTLETT'S RESUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 27 AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE NORTH LINE OF W. 48<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 48<sup>TH</sup> STREET TO THE EAST LINE OF LOT 20 IN SAID F. H. BARTLETT'S RESUBDIVISION, SAID EAST LINE OF LOT 20 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE TO THE SOUTH LINE OF LOT 16 IN SAID F. H. BARTLETT'S RESUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 16 IN F. H. BARTLETT'S RESUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE SOUTH LINE OF W. 44<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 44<sup>TH</sup> STREET TO THE POINT OF BEGINNING AT THE WEST LINE OF S. CICERO AVENUE;

ALL IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS.

**Attachment Four**

**1998 Estimated EAV By  
Tax Parcel**



### 1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
1	1903102002	60,701		
2	1903102003	89,300		
3	1903103001	18,917		
4	1903103002	14,023		
5	1903103003	16,672		
6	1903103008	198,879		
7	1903103009	112,611		
8	1903103010	31,035		
9	1903103011	20,681		
10	1903103012	24,585		
11	1903103013	15,270		
12	1903103015	3,943		
13	1903103016	128,575		
14	1903104001	22,867		
15	1903104002	24,755		
16	1903104003	24,755		
17	1903104004	113,789		
18	1903104005	16,238		
19	1903104006	11,632		
20	1903104007	16,877		
21	1903104008	32,821		
22	1903104009	32,821		
23	1903104010	19,225		
24	1903105001	10,638		
25	1903105002	17,703		
26	1903105004	59,025		
27	1903105005	76,726		
28	1903105007	136,390		
29	1903105008	119,770		
30	1903105009	18,013		Single Family
31	1903105010	6,708		
32	1903105011	6,708		
33	1903105012	6,708		
34	1903105013	24,206		
35	1903105014	24,206		
36	1903105015	85,539		
37	1903105017	3,534		
38	1903105018	34,669		
39	1903106001	19,342		
40	1903106002	90,002		
41	1903106003	45,100		
42	1903106004	173,058		
43	1903106005	31,334		
44	1903300001	14,352		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
45	1903300002	27,390		
46	1903300003	27,390	Y	
47	1903300004	18,639		Single Family
48	1903300005	13,694		
49	1903300006	5,979		
50	1903300007	9,330		
51	1903300008	12,081		
52	1903300009	19,453		
53	1903300014	14,618		
54	1903300015	19,920		Single Family
55	1903300019	18,329		Single Family
56	1903300020	19,288		Single Family
57	1903300021	18,880		Single Family
58	1903300022	18,250		Single Family
59	1903300023	18,250		Single Family
60	1903300024	18,880		Single Family
61	1903300025	18,346		Single Family
62	1903300026	18,250		Single Family
63	1903300027	18,250		Single Family
64	1903300028	21,101		Single Family
65	1903300029	18,329	Y	Single Family
66	1903300030	18,329		Single Family
67	1903300031	17,080		Single Family
68	1903300034	8,938		
69	1903301001	12,109		
70	1903301004	19,894		
71	1903301010	20,081		Single Family
72	1903301011	18,754		Single Family
73	1903301012	18,932		Single Family
74	1903301013	18,494		Single Family
75	1903301014	18,754		Single Family
76	1903301015	19,107		Single Family
77	1903301016	18,943		Single Family
78	1903301017	18,263		Single Family
79	1903301018	18,263		Single Family
80	1903301019	18,004		Single Family
81	1903301020	18,339		Single Family
82	1903301021	18,339		Single Family
83	1903301022	18,263		Single Family
84	1903301023	18,263		Single Family
85	1903301024	18,263		Single Family
86	1903301025	18,538		Single Family
87	1903301026	18,004		Single Family
88	1903301027	17,906		Single Family
89	1903301028	18,263		Single Family

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
90	1903301029	18,538		Single Family
91	1903301030	17,906		Single Family
92	1903301031	17,744		Single Family
93	1903301032	18,248		Single Family
94	1903301033	17,744		Single Family
95	1903301034	17,899		Single Family
96	1903301035	18,013		Single Family
97	1903301036	14,919		
98	1903302004	149,781		
99	1903302005	11,582		
100	1903302010	228,475		
101	1903302011	95,235		
102	1903302012	685,725		
103	1903303001	108,788		
104	1903303002	81,929		
105	1903303003	20,591		Single Family
106	1903303004	20,561		
107	1903303005	214,321		
108	1903303007	12,430		
109	1903303008	39,903		
110	1903303010	10,071		
111	1903303011	1,511		
112	1903307001	16,800		Single Family
113	1903307002	24,347		Single Family
114	1903307003	19,146		Single Family
115	1903307005	20,243		Single Family
116	1903307006	5,583		
117	1903307008	364,826		
118	1903307010	154,481		
119	1903307011	16,702		Single Family
120	1903307012	18,601		
121	1903307015	103,125		
122	1903307016	82,971		
123	1903307017	24,203		Single Family
124	1903311003	38,268		
125	1903311004	501,830		
126	1903311006	73,295		
127	1903311007	161,062		
128	1903315001	76,031		
129	1903315002	77,668		
130	1903315003	24,395		
131	1903315004	64,290		
132	1903315009	113,799		
133	1903315011	105,331		
134	1903315012	4,610		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
135	1903315014	232,347		
136	1903315016	258,120		
137	1903315017	168	Y	
138	1903315018	3,322		
139	1903315019	Exempt		
140	1903315020	1,123		
141	1903315021	Exempt		
142	1903316003	639,426		
143	1903316006	1,081,315		
144	1903316008	231,848		
	1903316012			
145	6001	Exempt		
146	6002	Exempt		
147	1903316013	952,649		
148	1903316014	17,352		
149	1903316015	121,213		
150	1903316016	36,991		
151	1903400099	29,457		
152	1903400148	15,089		
153	1903400162	18,900		
154	1903400163	70,374		
155	1903400177	Railroad		
156	1903400178	46,168		
157	1903400179	18,217		
158	1903400182	58,428		
159	1903400183	222,165		
160	1903503003	Railroad		
161	1909323018	3,560		Multi-Family
162	1909323019	150,984		
163	1909323039	2,374		Multi-Family
164	1909323045	19,988		
165	1909323046	27,436		
166	1909412005	Railroad		
167	1909412011	Exempt	Y	
168	1909412015	Exempt		
169	1909412020	Exempt	Y	
170	1909412022	Exempt		
171	1909412026	Exempt		
172	1909412029	Exempt		
173	1909412030	Exempt		
174	1909412031	Exempt		
175	1909412032	3,313,138	Y	
176	1909412033	Exempt		
177	1909412034	11,279,720		
178	1909412035	3,238,409		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
179	1909500004	Railroad		
180	1909500006	157,090		
181	1909501001	Railroad		
182	1910103001	6,490	Y	
183	1910103002	6,128	Y	
184	1910103003	6,128	Y	
185	1910103004	6,128	Y	
186	1910103005	7,689	Y	
187	1910103006	9,119		
188	1910103007	5,321		
189	1910103008	2,483		
190	1910103009	8,990		
191	1910103010	73,511		
192	1910103011	73,511		
193	1910103012	40,849		
194	1910103013	5,003		
195	1910103014	40,141		
196	1910103015	5,003		
197	1910103016	5,003		
198	1910104002	325,215		
199	1910104003	389,481		
200	1910104004	85,249		
201	1910104011	167,030		
202	1910104012	339,674		
203	1910104015	393,952		
204	1910104016	53,693		
205	1910104017	24,807		
206	1910104018	500,263		
207	1910104019	583,285		
208	1910104020	1,483,725		
209	1910104022	889,007		
210	1910104024	Railroad		
211	1910104026	115,949		
212	1910104027	1,134,745		
213	1910104028	816,152		
214	1910104029	Exempt		
215	1910104030	44,363		
216	1910104031	1,247,082		
217	1910110023	191,169		
218	1910110024	271,725		
219	1910111049	Exempt		
220	1910112051	Exempt		
221	1910117049	Exempt		
222	1910118001	Exempt		
223	1910118061	Exempt		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
224	1910118062	Exempt		
225	1910118063	Exempt		
226	1910118064	Exempt		
227	1910302008	28,025		Single Family **
228	1910302009	5,031	Y	
229	1910302010	5,766		
230	1910302011	16,443		
231	1910302012	84,301		
232	1910302013	92,055		
233	1910302014	33,631		
234	1910302015	54,672		
235	1910302016	71,780		
236	1910302017	20,271		
237	1910302018	18,860		
238	1910302019	17,895		
239	1910302020	39,901		
240	1910303001	203,840		
241	1910303002	125,881	Y	
242	1910303003	123,092	Y	
243	1910311001	50,541		
244	1910311002	17,757		
245	1910311003	17,757		
246	1910311004	10,191		
247	1910311005	52,464		
248	1910311006	52,464		
249	1910311007	16,033		
250	1910311008	40,075		
251	1910312054	433,800		
252	1910313002	292,403		
253	1910313010	115,700		
254	1910313012	461,097		
255	1910313014	475,225		
256	1910313015	368,837		
257	1910313016	243,641		
258	1910313017	525,079		
259	1910317013	1,986		
260	1910317014	9,291		
261	1910317015	Exempt		
262	1910317036	20,779		
263	1910317055	Railroad		
264	1910317059	46,504		
265	1910317060	7,191		
266	1910317064	4,249		
267	1910317065	17,825		
268	1910317066	4,249		

### 1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
269	1910317073	134,062		
270	1910317076	184,980		
271	1910317083	6,010		
272	1910317084	4,488		
273	1910317085	4,488		
274	1910317086	4,844		
275	1910317087	4,253		
276	1910317088	4,244		
277	1910317089	4,253		
278	1910318016	6,147		
279	1910318017	213,792		
280	1910318019	Railroad		
281	1910319010	Railroad		
282	1910319013	627,809		
283	1910319014	24,561		
284	1910320001	Exempt		
285	1910320002	Exempt		
286	1910320016	Exempt		
287	1910320017	Exempt		
288	1910320018	Exempt		
289	1910320019	Exempt		
290	1910320020	Exempt		
291	1910320021	Exempt		
292	1910320022	Exempt		
293	1910320023	5,766	Y	
294	1910320024	5,598	Y	
295	1910320025	5,766	Y	
296	1910320026	5,766	Y	
297	1910320027	5,766		
298	1910320030	Exempt		
299	1910320031	Exempt		
300	1910320032	Exempt		
301	1910320033	Exempt		
302	1910320034	Exempt		
303	1910320035	Exempt		
304	1910320036	Exempt		
305	1910320037	Exempt		
306	1910320038	Exempt		
307	1910320042	Exempt		
308	1910320043	Exempt		
309	1910320044	Exempt		
310	1910320045	Exempt		
311	1910320046	Exempt		
312	1910320047	Exempt		
313	1910320048	Exempt		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
314	1910321001	Exempt		
315	1910321002	Exempt		
316	1910321003	4,192		
317	1910321004	19,554	Y	
318	1910321005	5,766	Y	
319	1910321006	5,766	Y	
320	1910321007	5,766	Y	
321	1910321008	5,766	Y	
322	1910321009	5,766	Y	
323	1910321015	Exempt		
324	1910321016	Exempt		
325	1910321017	90,760		
326	1910321018	90,760		
327	1910321019	27,475		
328	1910321020	27,475		
329	1910321021	27,475		
330	1910321022	88,096	Y	
331	1910321023	4,863	Y	
332	1910321024	7,207	Y	
333	1910321025	14,782	Y	
334	1910321026	Exempt		
335	1910321027	Exempt		
336	1910321028	Exempt		
337	1910321037	11,335	Y	
338	1910321038	Exempt		
339	1910321040	13,984	Y	
340	1910321041	13,984	Y	
341	1910321042	7,207	Y	
342	1910321043	5,448	Y	
343	1910321044	7,207	Y	
344	1910322007	5,984		
345	1910322008	5,984		
346	1910322009	5,984		
347	1910322010	14,091		
348	1910322011	14,091		
349	1910322012	5,984		
350	1910322013	3,364		
351	1910322014	5,766		
352	1910322029	7,590		
353	1910322030	5,504		
354	1910322031	5,504		
355	1910322032	5,504		
356	1910322033	5,504		
357	1910322034	10,638		
358	1910322035	11,652		



### 1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
359	1910322036	13,195		
360	1910322037	46,881		
361	1910322038	165,321		
362	1910323002	Railroad		
363	1910323035	153,552		
364	1910323044	Railroad		
365	1910323045	54,129		
366	1910323047	Railroad		
367	1910323051	Railroad		
368	1910323052	1,382,377		
369	1910323053	394,800		
370	1910323054	213,554		
371	1910324061	4,983		
372	1910500002	Railroad		
373	1910501001	Railroad		
374	1910502002	Railroad		
375	1910503006	Railroad		
	1916100002			
376	8013	978,396		
377	8057	6,261		
378	8058	815,379		
	<b>TOTAL</b>	<b>48,688,209</b>		

(1) Indicates the P.I.N.'s associated with residential buildings / units that would be removed if the Plan is implemented according to Exhibit C (Generalized Land Use Plan) included in Attachment Two of the Appendix.

\*\* Property identified as Residential on Exhibit C (Generalized Land Use Plan) included in Attachment Two of the Appendix