

The Greater Southwest Industrial  
Corridor (West)  
Tax Increment Financing  
Redevelopment Plan and Project  
Revision #1



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

---

October 25, 1999  
Revised March 15, 2000

**PGA URBAN CONSULTING**

with assistance from  
ERNEST R. SAWYER ENTERPRISES, INC. & GOODMAN WILLIAMS GROUP

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- Exhibit B - Existing Land Use Assessment Map
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- Exhibit E - Enterprise Zone Map
- Exhibit F1 - Land Acquisition Map
- Exhibit F2 - Parcels To Be Acquired By City

### Attachment Three - Legal Description

### Attachment Four - 1998 Estimated EAV by Tax Parcel



## FORWARD

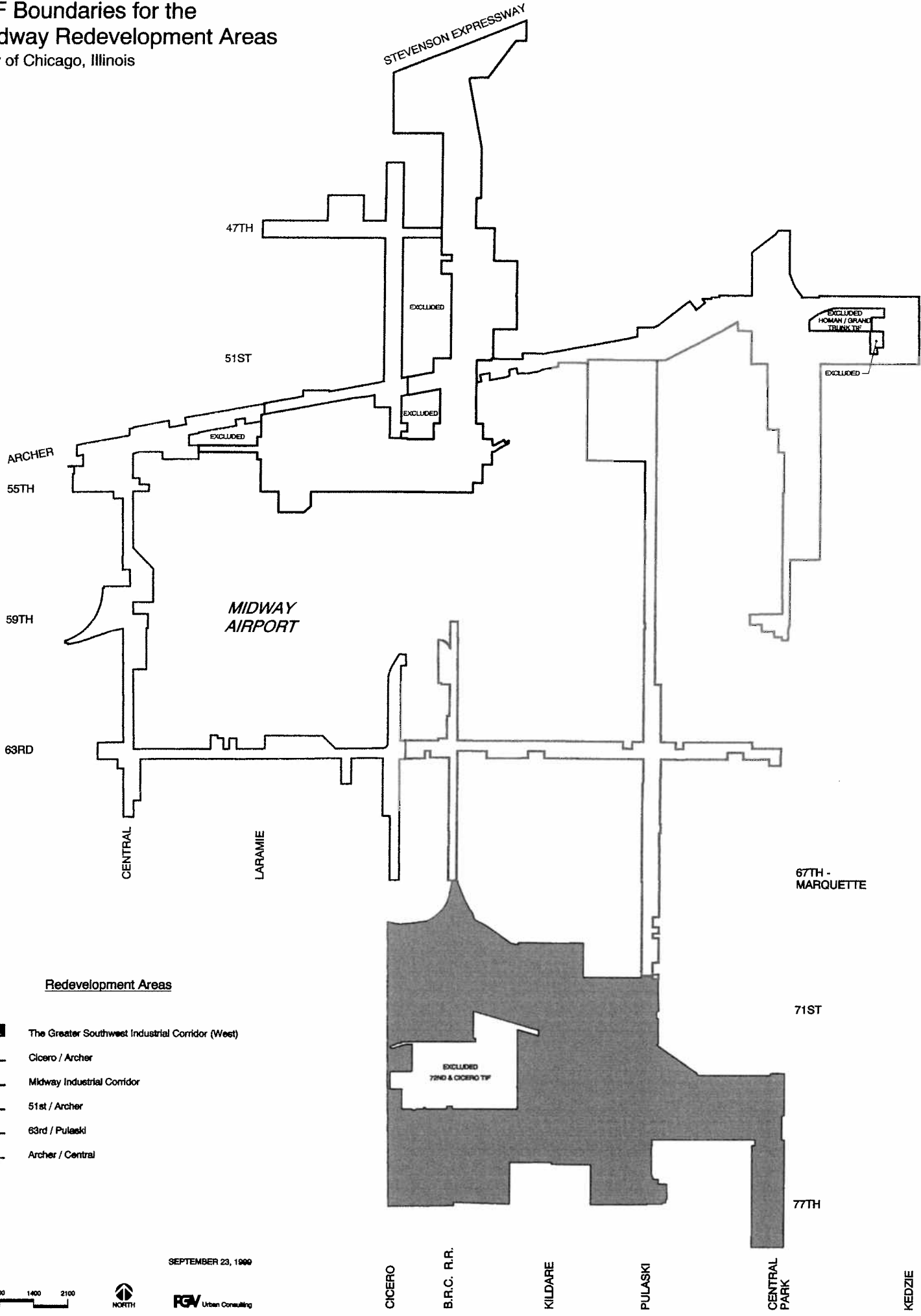
The proposed Greater Southwest Industrial Corridor (West) Redevelopment Plan and Project is part of an overall effort by the City of Chicago to facilitate redevelopment in the vicinity of Midway Airport. Recent transportation investments by the public sector for Midway Airport, the Adlai Stevenson Expressway and the Chicago Transit Authority'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 Greater Southwest Industrial Corridor (West) 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.









# TIF Boundaries for the Midway Redevelopment Areas

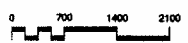
City of Chicago, Illinois



### Redevelopment Areas

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

SEPTEMBER 23, 1999



**FGV** Urban Consulting

CICERO

B.R.C. R.R.

KILDARE

PULASKI

CENTRAL PARK

KEDZIE

## SECTION I. INTRODUCTION AND EXECUTIVE SUMMARY

### A. Area Location

The Greater Southwest Industrial Corridor (West) Redevelopment Project Area (hereafter referred to as the "Area") is located on the southwest side of the City of Chicago ("City"). The northern limits of the Area are approximately thirteen miles southwest of the central business district. A location map indicating the general location of the Area within the City of Chicago is provided on the following page.

The Area covers approximately 688 acres and includes 132 (full and partial) city blocks. The boundary of the Area generally follows the following streets:

- Cicero Avenue on the west;
- 77<sup>th</sup> Street on the south;
- Pulaski Avenue and Central Park Avenue on the east; and
- an irregular line that follows 70<sup>th</sup> Street, 69<sup>th</sup> Street and a Chicago Belt Railway Railroad right-of-way from Kenneth Avenue to Cicero Avenue on the north.

The Area encompasses a number of commercial and industrial sites near the Ford City retail and industrial complex south of Midway Airport. The Area contains common characteristics that influence the viability of the entire Area:

- The Area is comprised of commercial and industrial uses. No residential uses are included in the Area;
- Occupancy rates, building conditions and streetscape conditions are similar throughout the entire Area;

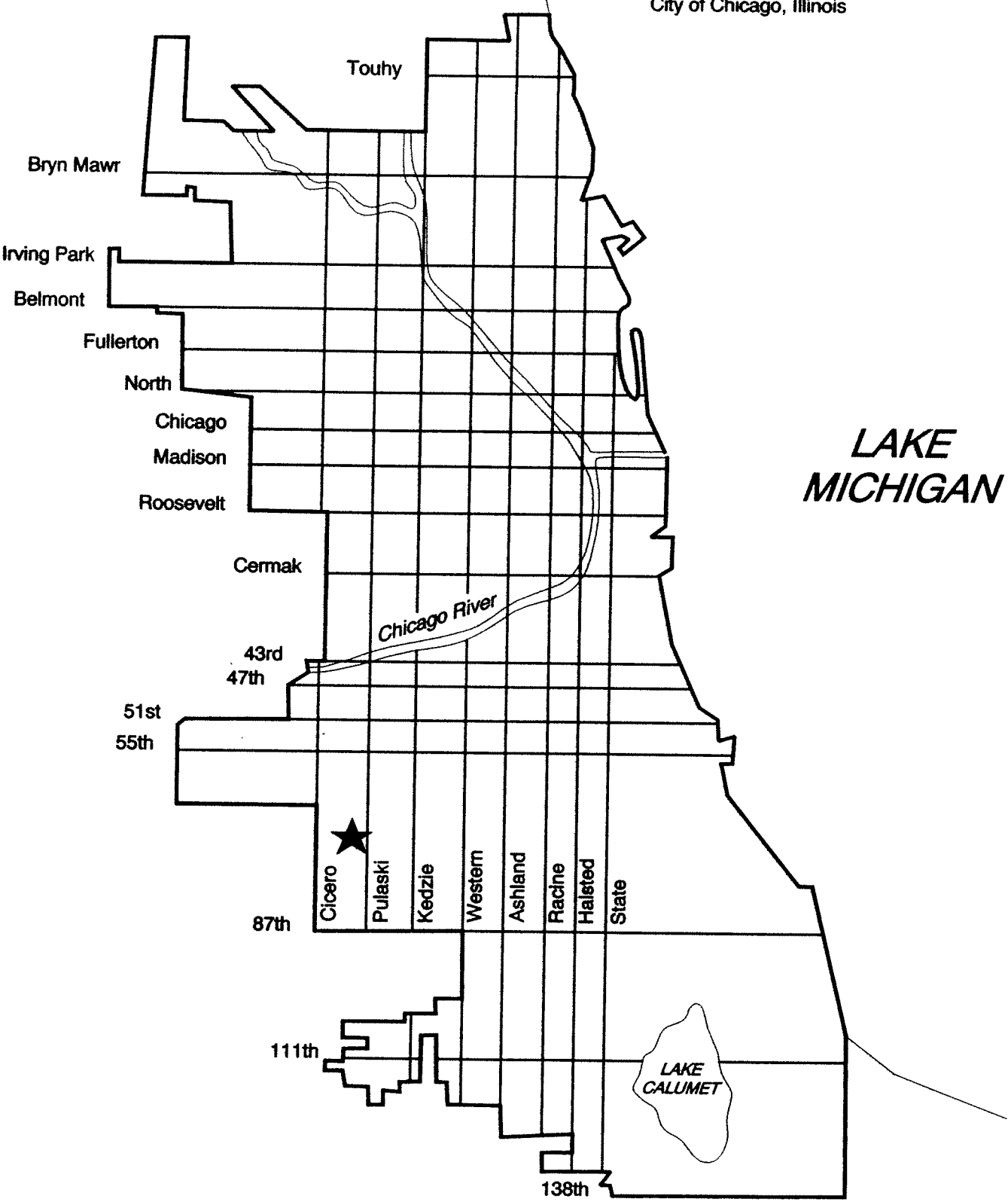
The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

### B. Existing Conditions

The Area consists primarily of older commercial and industrial properties. (see **Exhibit B, Existing Land Use Assessment Map** included in **Attachment Two** of the **Appendix**).

Location Map

The Greater Southwest Industrial Corridor (West) Redevelopment Area  
City of Chicago, Illinois



Zoning classifications in the Area are predominantly a mix of industrial and "commercial" and "business" categories. Institutional zoning covers Daley College, which is located in the southeastern corner of the Area. Zoning classifications are shown on **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**.

The Area is characterized by the following conditions:

- the predominance (51%) of structures that are 35 years old or older;
- obsolescence (51% of buildings or structures);
- excessive land coverage (53% of buildings or site improvements); and
- depreciation of physical maintenance (67% 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***

Many structures in the Area are in need of repair as documented in the **Eligibility Study** included as **Attachment One** of the **Appendix**. The age of many buildings and the specialized construction techniques used for certain industrial buildings (truck terminals, several buildings associated with World War 2 era aircraft manufacturing) have rendered Area properties unable to provide contemporary commercial and industrial building sites and has contributed to a decline of industrial properties in the Area. The Ford City retail complex also suffers from the effects of age and several of the main structures exhibit depreciation of maintenance and several out-lot buildings are vacant. Approximately 170,000 square feet of vacant floor space was observed in the Area.

The Area encompasses the western portion of the Greater Southwest Industrial Corridor. Industrial development in the Corridor began during the 1940's. Industrial structures dating back to this time are present in the Area. In the 1960's, the Ford City Mall was developed on a portion of the former Ford Factory. Major long time employers in the Area are Sweet-heart Cup, Commonwealth Edison, Peoples Gas, Daley College and several Federal Government installations.

#### **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 Greater Southwest Industrial Corridor (West) Tax Increment Financing Redevelopment Plan and Project (hereafter referred to as the "Plan") documents the qualifications of the Area. 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 commercial and 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 existing tax base of the Area;
- retention of the employment base and provision of new employment opportunities in the Area;
- expansion of the tax base through reuse and rehabilitation of commercial and industrial properties;
- development of new commercial and industrial buildings on underutilized properties in the Area.
- establishment of a program of phased public improvements to help retain existing business and industries and promote the Area as a place to do business;
- elimination of the conditions that qualify the Area as a conservation 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 commercial and industrial properties of the Area should be maintained as commercial and industrial sites that provide jobs and services to surrounding residential neighborhoods. Industrial and commercial uses will be encouraged to take advantage of underutilized sites in the Area. 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 commercial and industrial expansion and attract new business and 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.

**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;
- 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 \$43,000,000.

***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 Area as a conservation 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 approximately 688 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 redevelop blighted, conservation, or industrial park conservation areas and to finance eligible "redevelopment project costs" with incremental property tax revenues. "Incremental property tax" or "incremental property taxes" are derived from the increase in the current 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. "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 property assembly, 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 rede-

velopment 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 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 Greater Southwest Industrial Corridor (West) 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 conservation 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) undertake or cause to be undertaken public improvements and activities; and (ii) enter into redevelopment 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").

This Plan specifically describes the Area and summarizes the factors which qualify the Area as a "conservation area" as defined in the Act. (Also, 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.

### **A. General Goals for the Greater Southwest Industrial Corridor (West) Redevelopment Area**

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 for 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 commercial and industrial properties of the Area through: building facade renovation/restoration; and public and private improvements that will have a positive visual impact for the Area.
6. Create new job opportunities within the Area.
7. Employ within the Area residents from 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 Area as a "conservation 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 and job readiness programs for Area businesses.
6. Provide opportunities for women-owned and minority-owned businesses to share in the process and benefits of redevelopment of the Area.
7. Ensure that the Area is served by a street system and public transportation facilities that provide safe and convenient access to and circulation within the Area.

### ***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 consistent and coordinated development pattern and create an attractive 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.
- Promote shared parking.

2. Building and Site Development

- Repair and rehabilitate commercial and industrial buildings in poor condition, when feasible.
- 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.

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.

4. Urban Design

- Establish a streetscape system to coordinate the use of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage.
- Promote high-quality architectural design throughout the Area.
- Replace signage that is deteriorated and unattractive.
- Preserve and promote buildings with historic and architectural value.
- Clear, clean and maintain vacant land.

5. Landscaping and Open Space

- Provide landscaped buffer areas around commercial and industrial portions of the Area to reduce the impact on adjacent residential neighborhoods.
- Encourage landscaped setbacks.
- Promote the use of landscaping and attractive fencing to screen dumpsters, waste collection areas, loading areas, service areas and the perimeter of parking lots and other vehicular use areas.
- Ensure that all 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 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 northern limits of the Area are approximately thirteen miles southwest of the central business district. A location map indicating the general location of the Area within the City of Chicago is provided on the following page.

The Area covers approximately 688 acres and includes 132 (full and partial) city blocks. The boundary of the Area generally follows the following streets:

- Cicero Avenue on the west;
- 77<sup>th</sup> Street on the south;
- Pulaski Avenue and Central Park Avenue on the east; and
- an irregular line that follows 70<sup>th</sup> Street, 69<sup>th</sup> Street and a Chicago Belt Railway Railroad right-of-way from Kenneth Avenue to Cicero Avenue on the north.

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 **Attach-**

ment 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 132 (full and partial) city blocks, 78 buildings and 142 parcels covering approximately 688 acres. The land use breakdown (shown in acres and percentages) is provided 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>
Commercial	219.8	31.9%	34.7%
Industrial	342.3	49.7	54.0
Institutional	24.7	3.6	3.9
Vacant/Undeveloped	47.2	6.9	7.4
Sub total – Net Area	634.0	54.9	100.0%
Public Rights-Of-Way	54.4	7.9	N/A
<b>Total</b>	<b>688.4 Ac.</b>	<b>100.0%</b>	<b>N/A</b>

Note:

<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 three conservation area factors that exist to a major extent (listed below) as well as six factors that exist to a minor extent (presented later in this Plan):

### Obsolescence

Fifty-one percent (51%) 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.

### Excessive Land Coverage

Fifty-three percent (53%) of buildings or site improvements exhibited evidence of excessive land coverage. Examples of excessive land coverage

identified in the Area include: building or site improvements exhibiting nearly 100% lot coverage, lack of required off-street parking and inadequate provision for loading or service areas.

#### Depreciation of Physical Maintenance

Depreciation of physical maintenance was identified on 67% 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 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.

Several industrial sites are underutilized and buildings that exhibit depreciation of physical maintenance, excessive land coverage and obsolescence are present throughout the Area. Vacant land, vacant buildings and dilapidated buildings associated with several truck terminals are present in the northern portion of the Area. East of Pulaski Road several buildings used for aircraft production during World War 2 are deteriorated and obsolete. Portions of these buildings are occupied but are generally underutilized. In the southern portion of the Area, the primary structures of Ford City Mall exhibit depreciation of maintenance and deterioration of brick on building facades. In addition, several large commercial storefronts are vacant in the northern most structure of the Mall complex. Two of the Mall's out-lot buildings are vacant and boarded-up and several out-lot buildings exhibit depreciation of maintenance.

The City and the State of Illinois ("State") have designated a portion (11.1% of the gross land area) of the Area as Enterprise Zone 2. The remaining portion of the Area will not directly benefit from the Enterprise Zone program. This designation also recognizes the significant needs of the Area and underscores the need for public financial incentives to attract private investment. (see **Exhibit F, Enterprise Zone Map** included in **Attachment Two of the Appendix**).

Between 1993 and 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the 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. Cook County and the City of Chicago experienced E.A.V. increases of 3.5% and 3.7% respectively during this same period. In 1993, the estimated E.A.V. of the Area was \$105.9 million. In 1998, the estimated E.A.V. of the Area was estimated at \$114.9 million. This represents an average annual growth rate of approximately 1.7% during the six-year period between 1993 and 1998. Therefore, the Area experienced annual growth at a rate approximately 70% lower than experienced in Lake Township, approximately 51% lower than experienced in Cook County and approximately 54% lower than experienced in the City of Chicago during this same period.

Further, approximately 2.0 percent of the properties in the Area are delinquent in the payment of 1995 through 1997 real estate taxes and 14 building code violations have been issued on 14 different buildings since July 1, of 1994.

Of the approximately 78 buildings and 688 acres in the Area, only two permits for new buildings and 16 permits for major rehabilitation projects have been issued since July 1, 1994 according to building permit information provided by the City. The two new buildings are associated with a self-storage facility. One of the major rehabilitation permits was for an improvement to Daley College and 15 were for interior renovations to retail space associated with Ford City Mall. Approximately 51% of the structures in the Area are or exceed 35 years of age.

There is approximately 170,000 square feet of vacant floor space located in 17 buildings in the Area. Vacant uses include several vacant buildings associated with the two truck terminals located in the Area, several other industrial buildings and several out-lot buildings and storefronts associated with Ford City Mall. A significant portion of the vacant floor space associated with the truck terminals and industrial uses is located in buildings that are obsolete in terms of contemporary 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, the limiting development factors in the Area are the presence of obsolete site layouts, obsolete structures 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.

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

As indicated in Table One (presented earlier in this Plan), land uses in the Area are predominately commercial and industrial. Commercial uses account for 31.9% of the gross land area (34.7% of the net land area) and are concentrated in the Ford City Mall Area and near the Pulaski Road/70<sup>th</sup> Street intersection. Industrial uses comprise 31.9% of the gross land area (34.7% of the net Area). Industrial uses are generally located in the northern and eastern sections of the Area. Daley College is located in the eastern section of the Area and a local youth organization operates a baseball facility in the central portion of the Area. No residential uses exist in the Area.

Zoning classifications in the Area are predominantly a mix of industrial and commercial categories. Zoning classifications are shown on **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**.

### ***D. Investigation and Analysis of Conservation 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.
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 Increment 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. There exists 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 must be determined to be eligible and that the factors are reasonably distributed throughout the Area.

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.

The Act currently does not define the blight factors, 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: In addition of the age threshold that must be met, 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. Deleterious land use or layout
13. Depreciation of physical maintenance
14. Lack of community planning

**Table Two, Conservation Factors Matrix**, provided on the following page, tabulates the condition of all improved properties in the approximately 688-acre, 132 full and partial block Area. This Table indicates that three blighting factors associated with improved land are present to a meaningful extent and generally distributed throughout the Area. Further discussion of the relevant eligibility considerations for the Area is included in the **Eligibility Study** included as **Attachment One** 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 Area qualifies as a "conservation area" under the Act. The qualifying factors that were determined to exist in the 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.

**Table Two  
Greater Southwest Industrial Corridor (West)  
Conservation Area Factors Matrix**

	Total Number of Buildings	* % Total Buildings		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Buildings Exhibiting 3 or More Factors Present
		35 Years of Age or Older	Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Min. Code Standards	Abandonment	Excessive Vacancy	Over-crowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Delictorious Land Use and Layout	Depreciation of Physical Maintenance	Lack of Community Planning	
<b>Total Number of Bldgs. or Parcels Exhibiting Blighting Factors</b>	78	40	51%	6	40	22	0	13	5	17	0	7	0	41	0	52	0	9
<b>% Total Bldgs. or Parcels Exhibiting Blighting Factors</b>				8%	51%	28%	0%	17%	6%	22%	0%	9%	0%	53%	0%	67%	0%	

\* Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area. Bold indicates conservation area factors that exist to a major extent.



The City and the State of Illinois ("State") have designated a portion (11.1%) of the Area as Enterprise Zone 2. (see **Exhibit F, Enterprise Zone Map** included in **Attachment Two** of the **Appendix**). The remaining portion of the Area will not directly benefit from the Enterprise Zone program.

The presence of multiple conservation area factors as listed on the following pages, E.A.V. growth below that of the County, City and Township in recent years, vacant buildings and underutilized sites 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.

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 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 eligibility factors throughout the Area must be reasonable so that a good area is not arbitrarily found to qualify as a conservation area simply because of proximity to an area that exhibits blighting factors.

The table presented on the following page 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 Area as a "conservation area" are present.

Therefore, the Area is qualified as a conservation 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**).

1. Improved Land Statutory Factors

ELIGIBILITY FACTOR <sup>1</sup>		EXISTING IN AREA
	Age <sup>2</sup>	51% of bldgs. Are or exceed 35 years of age.
1	Dilapidation	Minor Extent
2	<b>Obsolescence</b>	<b>Major Extent</b>
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Not Present
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Minor Extent
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	Not Present
11	<b>Excessive land coverage</b>	<b>Major Extent</b>
12	Deleterious land use or layout	Not Present
13	<b>Depreciation of physical maintenance</b>	<b>Major Extent</b>
14	Lack of community planning	Not Present

Notes:

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

## 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 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.

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 highlights 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 six (6) land use categories within the Area:

- i. Commercial
- ii. Commercial/Institutional
- iii. Industrial

- iv. Industrial/Commercial
- v. Institutional
- vi. Transportation

These six categories, and their location on the map 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.

Given that the Area contains no residential uses, the Land Use Plan focuses on commercial and industrial properties. The core of the Area that parallels the Chicago Belt Railway railroad right-of-way is identified as industrial. The property associated with Ford City Mall and the properties that front Cicero Avenue are identified as Commercial/Industrial. Along Pulaski Road, the property associated with Daley College is identified as Institutional and the property associated with Ford City East Mall in the extreme southeastern corner of the Area is identified as Commercial/Institutional. Finally, the commercial properties that exist along Pulaski Road between 72<sup>nd</sup> and 70<sup>th</sup> Street are identified as Commercial.

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. It should be clearly noted that existing uses should remain until such time that they are no longer viable for their current use.

### ***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. **Exhibit F-1, Land Acquisition Map** located in **Attachment Two** of the **Appendix**, indicates the parcels currently proposed to be acquired for clearance and redevelopment in the Project Area. **Exhibit F-2, Property 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.

The City may acquire and assemble property throughout the Area. Land assemblage by the City may be by purchase, exchange, donation, lease, eminent domain or through the Tax Reactivation Program and may be acquired 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.

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.

In connection with the City exercising its power to acquire real property not currently identified on **Exhibit F-1** or listed in **F-2**, 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.

For properties described on **Exhibit F-1, Land Acquisition Map** and listed on **Exhibit F-2**, 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 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 Plan for the Area and to address the needs identified in preparing this Plan.

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

<u>Activity</u>	<u>Cost<sup>1</sup></u>
1. Planning, Legal, Professional Services, Administrative, Marketing	\$ 2,000,000
2. Property Assembly; Site Clearance, Clean-Up; Site Preparation & Environmental Remediation	\$ 4,800,000
3. Rehabilitation Costs & Leasehold Improvements	\$ 20,000,000
4. Public Works or Improvements	\$ 3,000,000
5. Job Training, Retraining, Welfare to Work & Daycare	\$ 3,700,000
6. Taxing Districts' Capital Costs	\$ 5,000,000
7. Relocation Costs	\$ 1,000,000
8. Interest Subsidy	\$ 3,500,000
<b>*Total Redevelopment Project Costs</b>	<b>\$ 43,000,000</b>

<sup>1</sup> Further descriptions of costs are provided in Section VII of this Plan. Certain costs contained in this table will become 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.

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. 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. Daley College is located in the Area and identified on **Exhibit A, Boundary Map of TIF Area** included as **Attachment Two** of the **Appendix**.

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 schools are located in the Area.

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. No public parks are located in the Area.

Chicago School Finance Authority. The Authority was created in 1974 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.

The extent of the land use changes discussed previously are not likely to result in significant new service demands from the City and other taxing districts. In addition, no residential land uses are identified in the Area.

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 facili-

ties 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 provided 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 0.35%) 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 Lake Township, the City and Cook County as previously noted. Hence, the taxing bodies will benefit from a program designed to stabilize the tax base in the Area, stabilize tax revenues and attract new growth and development in the future.

### ***E. Prior Efforts***

Efforts by public entities to check decline in the Area have been limited. Several of the streets in the Area are private streets and are in need of repair. The majority of the public efforts have been directed toward on-going maintenance of public streets on the periphery of the Area. These efforts

have not been directed to eliminating the factors that cause the Area to qualify as a redevelopment 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 near 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 street improvements, 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 working 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 sites within the Area to prospective businesses, developers and investors, 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 devoted 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, adjusted for family size, 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 \$114.9 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.

**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 investment and anticipated growth that will result from redevelopment and rehabilitation activity in this Area is expected to increase the equalized assessed valuation to approximately \$135 million to \$140 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.

### *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 5/11-74.6-1, 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 area median income, and affordable rental units should be affordable to persons earning no more than 80% of the area 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 (except as noted above).

**G. Housing Impact and Related Matters**

The Area contains no residential structures or structures containing residential units. Therefore, no residential units will be acquired and no residents will be displaced as a result of this Plan.

*H. Amending the Redevelopment Plan*

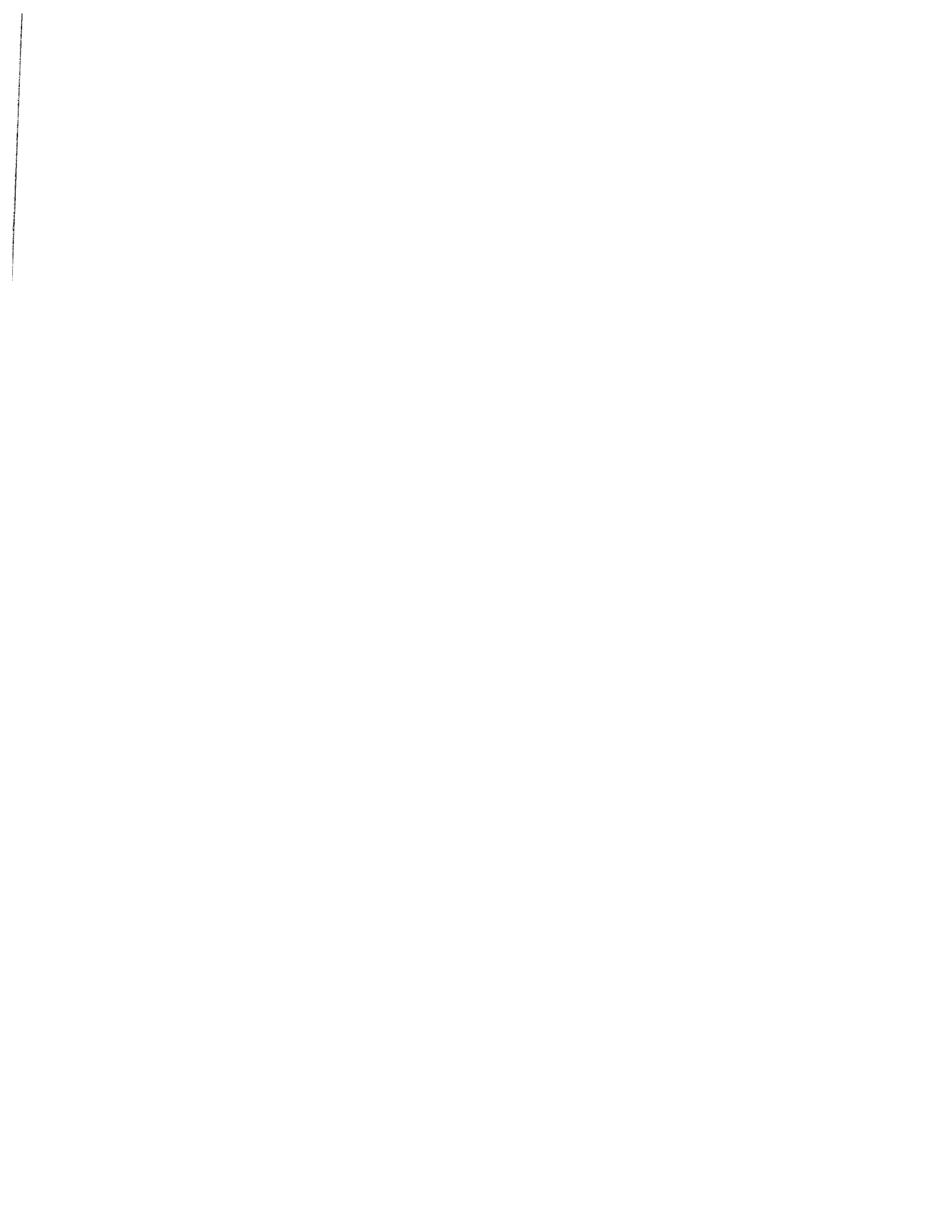
This Plan may be amended in accordance with the provisions of the Act.

*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



**Attachment One**

**Eligibility Study**



# **Eligibility Study**

## **The Greater Southwest Industrial Corridor (West) Tax Increment Financing Redevelopment Plan and Project**

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

**October 25, 1999  
Revised March 15, 2000**

**Prepared By  
PGAV Urban Consulting**

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





**Eligibility Study  
The Greater Southwest Industrial Corridor (West) 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 Greater Southwest Industrial Corridor (West) 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 132 full or partial City blocks and approximately 688 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 Greater Southwest Industrial Corridor Redevelopment Project Area (hereafter referred to as the "Area") is located on the southwest side of the City of Chicago ("City"). The northern limits of the Area are approximately thirteen miles southwest of the central business district.

The Area covers approximately 688 acres and includes 132 (full and partial) city blocks. The boundary of the Area generally follows the following streets:

- Cicero Avenue on the west;
- 77<sup>th</sup> Street on the south;
- Pulaski Avenue and Central Park Avenue on the east; and
- an irregular line that follows 70<sup>th</sup> Street, 69<sup>th</sup> Street and a Chicago Belt Railroad right-of-way from Kenneth Avenue to Cicero Avenue on the north.

The Area encompasses a number of large commercial and industrial sites near the Ford City retail and industrial complex south of Midway Airport. 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 78 buildings and approximately 142 parcels covering approximately 688 acres. Of the approximately 688 acres in the Area, the land use breakdown (shown in acres and percentages) is shown on the following page.

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

- the predominance (51%) of structures that are 35 years of age or older;
- obsolescence (51% of buildings or structures);
- excessive land coverage (53% of buildings or site improvements); and
- depreciation of physical maintenance (67% of structures or site improvements).

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

Land Use	Land Area Gross Acres	% of Gross Land Area	% of Net Land Area <sup>1</sup>
Commercial	219.8	31.9%	34.7%
Industrial	342.3	49.7	54.0
Institutional	24.7	3.6	3.9
Vacant/Undeveloped	47.2	6.9	7.4
Sub total - Net Area	634.0	54.9	100.0%
Public Rights-Of-Way	54.4	7.9	N/A
<b>Total</b>	<b>688.4 Ac.</b>	<b>100.0%</b>	<b>N/A</b>

Note:

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

The Area on the whole has not been subject to growth and private investment consistent with surrounding areas 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.

Currently several sites in the Area are vacant, underutilized, or exhibit structures that are deteriorated and in several cases dilapidated. Many structures in the Area exhibit depreciation of physical maintenance, deterioration and obsolescence. Several industrial sites are underutilized and buildings that exhibit depreciation of physical maintenance, excessive land coverage and obsolescence are present throughout the Area.

Vacant land, vacant buildings and dilapidated buildings associated with several truck terminals are present in the northern portion of the Area. East of Pulaski Road several buildings used for aircraft production during World War 2 are deteriorated and obsolete. Portions of these buildings are occupied but are generally underutilized. In the southern portion of the Area, the primary structures of Ford City Mall exhibit depreciation of maintenance and deterioration of brick on building facades. In addition, several large commercial storefronts are vacant in the northern most structure of the Mall complex. Two of the Mall's out-lot buildings are vacant and boarded-up and several out-lot buildings exhibit depreciation of maintenance.

In several instances, obsolescence and excessive land coverage issues are related to the age and presence of buildings that were constructed for specialized construction uses (truck terminals, several buildings associated with World War 2 era aircraft manufacturing, etc.). This has caused an inability of some Area properties to provide contemporary commercial and industrial buildings and sites and has contributed to a decline of industrial properties in the Area. Approximately 170,000 square feet of vacant floor space in 17 buildings was observed in the Area.

The City and the State of Illinois ("State") have designated a portion (11.1% of the gross land area) of the Area as Enterprise Zone 2. (see **Exhibit E, Enterprise Zone Map** included in **Attachment Two** of the **Appendix**). The Enterprise Zone designation only covers a portion of the Area. The remaining portion of the Area will not directly benefit from the Enterprise Zone program.

The Area also encompasses the western portion of the Greater Southwest Industrial Corridor. Industrial development in the Corridor began during the 1940's. Industrial structures dating back to this time are present in the Area. In the 1960's, the Ford City Mall was developed on a portion of the former Ford site. Several of the remaining buildings associated with the former Ford factory are still utilized today. However, several of these structures are underutilized. Major employers in the Area are Sweetheart Cup, Commonwealth Edison, Peoples Gas, Daley College and several Federal Government installations.

Between 1993 and 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the 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. Cook County and the City of Chicago experienced E.A.V. increases of 3.5% and 3.7% respectively during this same period. In 1993, the estimated E.A.V. of the Area was \$105.9 million. In 1998, the estimated E.A.V. of the Area was estimated at \$114.9 million. This represents an average annual growth rate of approximately 1.7% during the six-year period between 1993 and 1998. Therefore, the Area experienced annual growth at a rate approximately 70% lower than experienced in Lake Township, approximately 51% lower than experienced in Cook County and approximately 54% lower than experienced in the City of Chicago during this same period.

Further, approximately 2.0 percent of the properties in the Area are delinquent in the payment of 1995 through 1997 real estate taxes and 14 building code violations have been issued on 14 different buildings since July 1, of

1994. Of the approximately 78 buildings and 688 acres in the Area, only two permits for new buildings and 16 permits for major rehabilitation projects have been issued since July 1, 1994 according to building permit information provided by the City. The two new buildings are associated with a self-storage facility. One of the major rehabilitation permits was for an improvement to Daley College (which did not increase the E.A.V. of the Area) and 15 were for interior renovations to retail space associated with Ford City Mall. Approximately 51% of the structures in the Area are or exceed 35 years of age.

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 in recent years 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. CTA bus lines and direct connection service to CTA train station locations provides 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 and Routes 379-385: Cicero Avenue
  - Route 53A: Pulaski Road
- *East-West Routes*
  - Route 67: 71<sup>st</sup> Street
  - Route 79: 79<sup>th</sup> Street

Route 54B and Routes 379-385 (Cicero Avenue) connect with the CTA Orange Line at the new Midway Station north of the Area. Route 54B (Cicero Avenue) also connects with the CTA Blue Line further to the north. Route 53A (Pulaski Road) also connects with the CTA Orange Line north of the Area at

the Orange Line Pulaski station. Route 67 and 79 (71<sup>st</sup> Street and 79<sup>th</sup> Street) connect with the CTA Red Line to the east. There are no Metra commuter stations located in the Area. However, Route 79 (79<sup>th</sup> Street) connects with the Metra Southwest Service to Orland Park at the Wrightwood station.

### Street System

#### Region

The Adlai E. Stevenson Expressway (I-55) via Cicero Avenue is the primary access to the regional street system. The Stevenson Expressway (I-55) is located approximately 3.5 miles north of the Area via Cicero Avenue and approximately 4 miles north of the Area via Pulaski Road. Cicero Avenue (State Highway 50) traverses the western portion of the Area from north to south.

#### Local

Cicero Avenue and Pulaski Road are primary arterial class streets which link the Area with other southwest side industrial areas and truck routes. On-street parking is permitted on one block along Pulaski Road in the extreme northeastern corner of the Area. On-street parking is not permitted along Cicero Avenue or Pulaski Road south of Marquette Street primarily due to the presence of rail viaducts located along these major transportation routes. Turning lanes are provided at the entrances to the Ford City Mall, Daley College and the industrial uses on the eastern side of Pulaski Road. Cicero Avenue and Pulaski Road generally experience significant volumes of vehicular and truck traffic throughout all periods of the day.

#### Viaducts and Rail Crossings

Two large viaducts carry Cicero Avenue and Pulaski Road vehicular traffic across the Belt Railway railroad right-of-way that serves as the northern boundary of the Area.

### Internal Traffic Patterns and Parking

The industrial, commercial and institutional uses of the Area generate a significant amount of traffic. Truck traffic associated with industrial uses and trucking terminals, shoppers at Ford City Mall and students at Daley College generate the majority of the internal traffic within the Area. Access to Ford City Mall and the industrial uses located between Pulaski Road and Cicero Avenue is provided by private streets via entrances on Pulaski Road and Cicero Avenue. These entrances are located between 75<sup>th</sup> and 77<sup>th</sup> Streets on the east and between 72<sup>nd</sup> Street and 77<sup>th</sup> Street on the west.



Ford City Mall provides large surface parking lots for patrons. Daley College provides a large surface lot for students south of the main campus. The lot is connected to the main campus via a pedestrian bridge.

The commercial sections of the Area located in the extreme northeast corner of the Area along Pulaski Road are in need of increased parking for patrons and employees. The limited number of individual businesses along these streets have narrow street frontage and buildings that cover 100% of the lot thereby preventing any on-site parking (except in some instances where 2 or 3 spaces may be available from alley access).

### **Pedestrian Traffic**

Pedestrian traffic in the Area is limited. Many students attending Daley College and shoppers at Ford City Mall drive to their destination or utilize CTA bus routes that stop within the Area.

### **Area Decline**

In the recent years declining conditions have begun to appear within the Area. Some industrial and commercial sites within the Greater Southwest Industrial Corridor (West) Redevelopment Area are vacant and underutilized.

Within the Ford City Mall area several of the out-lot buildings are vacant and boarded-up. Several other out-lot buildings exhibited depreciation of maintenance. Several large storefronts associated with the northern most structure of the Mall complex are vacant. The main structures of the Mall exhibit depreciation of maintenance and spalling brick on several facades was observed. In the northern portion of the Area several structures associated with truck terminals are vacant. One large trucking operation in the extreme northwestern corner of the Area has no trucking activity and the 3 loading docks are deteriorated. Other industrial buildings associated with a former aircraft manufacturing plant operated by Ford during the World War 2 era are underutilized and exhibit deterioration. Along Pulaski Road in the extreme northern section of the Area several commercial uses exhibit obsolescence due to excessive land coverage, depreciation of maintenance on building facades and streetscapes in need of upgrade and maintenance.

Several of the industrial sites in the Area also exhibit deterioration of site improvements such as: site fencing, parking areas and yard areas. Some sections of the parking lots associated with Ford City Mall are in need of repaving. The main access road to Ford City Mall from Pulaski Road is a privately owned road. This road is in need of repaving and possibly reconstruction due to severe warping of the pavement surface.

Obstacles to efficient business operations for Area businesses include:

- a need to improve transportation facilities and services (several of the streets in the Area are private streets in need of repair);
- improvement of the streetscape along the major transportation routes of the Area (including the northern section of Pulaski Road);
- elimination of blighted conditions; and
- a need to provide improved training programs for area employees.

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

As indicated in Table One, presented earlier in this study, land uses in the Area are predominately commercial and industrial. Commercial uses account for 31.9% of the gross land area (34.7% of the net land area) and are concentrated in the Ford City Mall Area and near the Pulaski Road/70<sup>th</sup> Street intersection. Industrial uses comprise 31.9% of the gross land area (34.7% of the net Area). Industrial uses are generally located in the northern and eastern sections of the Area. Daley College is located in the eastern section of the Area and a local youth organization operates a baseball facility in the central portion of the Area. No residential uses exist in the Area.

Zoning classifications in the Area are predominantly a mix of industrial and commercial categories. Zoning classifications are shown on **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**.

### 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), 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 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.

A building-by-building analysis of the 132 blocks in the Area was conducted to identify the eligibility factors present in the Area (see **Conservation Area Factors Matrix, Table Two**, is provided on the following page). 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.

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.

**Table Two  
Greater Southwest Industrial Corridor (West)  
Conservation Area Factors Matrix**

	Total Number of Buildings	* Buildings 35 Years of Age or Older		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 Over-crowding of Structures and Community Facilities	9 Lack of Ventilation, Light or Sanitary Facilities	10 Inadequate Utilities	11 Excessive Land Coverage	12 Deleterious Land Use and Layout	13 Depreciation of Physical Maintenance	14 Lack of Community Planning	Total Number of Buildings Exhibiting 3 or More Factors Present	Area Has 3 or More Factors
		Buildings 35 Years of Age or Older	% Total Buildings 35 Years of Age or Older																
Total Number of Bldgs. or Parcels Exhibiting Blighting Factors	78	40	51%	6	40	22	0	13	5	17	0	7	0	41	0	62	0	9	Yes
% Total Bldgs. or Parcels Exhibiting Blighting Factors				8%	51%	28%	0%	17%	6%	22%	0%	9%	0%	53%	0%	67%	0%		

\* Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area. Bold indicates conservation area factors that exist to a major extent.

#### **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. were also utilized.
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 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 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 78 buildings, of which 51%, or 40 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:***

*Of the 78 buildings in the Area, 6 buildings, or 8%, were found to be in an advanced state of disrepair. The exterior field survey of buildings in the Area found structures with critical defects in primary structural components such as roofs, bearing walls, floor structure and foundations and in secondary structural components to an extent that major repair or the removal of such buildings is required. Several industrial structures in the Area are dilapidated. The three loading docks associated with the trucking facility located in the extreme northwestern portion of the Area exhibit sections of the docks that are missing wall sections or contain dilapidated roof structures. Several other buildings associated with industrial or commercial uses exhibit dilapidation such as: boarded-up wall surfaces, missing window glass which exposes the interior of the structures to the elements, sections of structures exhibiting significant cracks in masonry construction and damaged interior structural components and roof systems.*

**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:

- 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 buildings and parcels in the Area found that certain buildings and parcels exhibit characteristics of obsolescence. Obsolete buildings or site improvements comprised 51% or 40 of the 78 buildings in the Area. Obsolescence in the form of obsolete platting along Pulaski Road in the extreme northeastern corner of the Area is present. Several obsolete structures associated with trucking facilities in the northern portion of the Area were present. Many of the structures associated with the former Ford plant in the eastern portion of the Area are obsolete. Commercial buildings in the northern portion of the Area along Pulaski Road and several buildings in the Ford City retail complex are obsolete. Many of these structures are obsolete because they were built for specific uses or purposes i.e. truck terminals, heavy manufacturing, chain fast-food establishments, etc. and their design, location, height and space arrangement were each intended for a specific occupancy at a given time by a specific user. The reuse and marketability of these*

*buildings for any purpose other than a use similar to their original occupant is unlikely.*

### **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 28% or 22 of the 78 buildings in the Area. The exterior field survey of buildings in the Area found structures with major defects in the secondary structural components, including windows, doors, gutters, downspouts, fascia materials, parapet walls, etc. Structures associated with two former fast-food restaurants and an out parcel building associated with Ford City Mall are deteriorated and boarded-up. These structures have been vacant for some time. Industrial structures associated with the former Ford plant east of Pulaski Road exhibit significant cracks in masonry walls and several loading docks associated with these structures exhibit missing and damaged portions of the docks. In addition, deteriorated parking areas associated with individual properties located throughout*

*the Area were observed. Several of the private streets and curbs along those streets are deteriorated and in need of repaving and possibly reconstruction due to a severely warped pavement surface and broken concrete on curbs.*

#### **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:***

*This factor was not observed 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 17% or 13 of the 78 buildings in the Area. The exterior field survey of 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.*

## **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:***

*Abandonment of structures was observed in 6% or 5 of the 78 buildings in the Area. These structures are all vacant and have been out of productive service for an extended period of time. Several are boarded up. These structures also exhibit several other factors such as dilapidation, deterioration, obsolescence and depreciation of maintenance.*

## **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 17 buildings, 22% of the total 78 buildings, have excessive vacancy of floor space. There is in excess of 170,000 sq. ft. of vacant industrial and commercial floor space. In some instances this vacant floor space has not been utilized for extended time periods. Two vacant fast-food restaurants and one vacant out-lot building associated with Ford City Mall are present in the Area. Several structures associated with the trucking facilities in the northern portion of the Area are vacant. In addition, several large commercial storefronts in the northern most structure of the Ford City Mall are vacant.*

## **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 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 9% or 7 of the 78 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:***

*The field investigation did not indicate the presence of this factor.*

**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:***

*In the Area, commercial and industrial businesses are located in structures that cover 100% (or nearly 100%) of their respective lots. Along the northern section of Pulaski Road several businesses are utilizing 100% of their lot for business operations. These conditions typically do not allow for off-street loading facilities for shipping or delivery operations and do not provide parking for patrons and employees. Parking for handicapped patrons or employees is also generally not provided. The impact of this is that often parking occurs on adjacent residential streets or patrons are discouraged from shopping in some areas due to the lack of adequate parking. The two large retail uses located west of Pulaski Road near 71<sup>st</sup> Street and parking associated with Ford City lacks curb or tree islands to lessen the visual and environmental impact of large parking areas.*

*In the industrial sections of the Area numerous buildings cover large sections of their respective lots and some industrial properties contain large paved areas that were once used for truck staging and shipping but are no longer in use. Many of the industrial buildings in the Area are immense and cover large areas. In addition, the yard areas associated with many of these uses cover nearly the entire lot. In the case of the truck terminal located in the northwestern portion of the Area the entire site is paved. Industrial uses west of Pulaski Road near 71<sup>st</sup> Street also exhibit excessive coverage. In two instances the industrial*

*uses in these areas have expanded to such a degree that nearly the entire lot is under roof or being utilized for active plant operations.*

*In the Area, 53% or 41 of the 78 buildings 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:***

*This factor was not observed in the Area.*

## **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 and buildings in the Area exhibit characteristics that show a depreciation of physical maintenance. Of the 78 buildings in the Area, 67% or 52 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. Structures in the Ford City retail complex exhibit broken light fixtures, damaged signage, and debris storage adjacent to buildings. The commercial properties along Pulaski Road in the northern portion of the Area exhibited parking surfaces in need of repair and building facades requiring maintenance. Industrial uses exhibited rusted metal surfaces on building facades or brick work in need of tuck-pointing or repair due to spalling brick surfaces. Graffiti was observed on several structures and site improvements in the Area. Several private streets, curbs, off-street parking areas and sidewalks in the Area exhibited signs of depreciation of physical maintenance due to broken or cracked surfaces and areas of loose or missing materials. Several areas along railroad rights-of-way and vacant portions of the Area contained overgrown weeds, trash and debris.*

#### **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 did not indicate evidence of this factor.*

***F. 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 Area qualifies as a conservation area as defined in the Act. As documented, this is due to conditions found to exist in the Area. The Plan includes 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 City and the State of Illinois have also designated approximately 11.1% 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 will only benefit a small portion of the Area and does 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 Area as a conservation area as set forth in the Act. Specifically:

Below is a summary table that highlights the factors found to exist in the Area which cause it to qualify as a conservation area.

##### A. Conservation Area Statutory Factors

ELIGIBILITY FACTOR <sup>1</sup>		EXISTING IN AREA
	Age <sup>2</sup>	51% of bldgs. Are or exceed 35 years of age.
1	Dilapidation	Minor Extent
2	<b>Obsolescence</b>	<b>Major Extent</b>
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Not Present
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Minor Extent
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	Not Present
11	<b>Excessive land coverage</b>	<b>Major Extent</b>
12	Deleterious land use or layout	Not Present
13	<b>Depreciation of physical maintenance</b>	<b>Major Extent</b>
14	Lack of community planning	Not Present

**Notes:**

<sup>1</sup> Only three factors are required by the Act for eligibility. Nine factors are present in the Area. Three factors were found to exist to a major extent and six were found to exist to a minor extent.

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

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, 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 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.

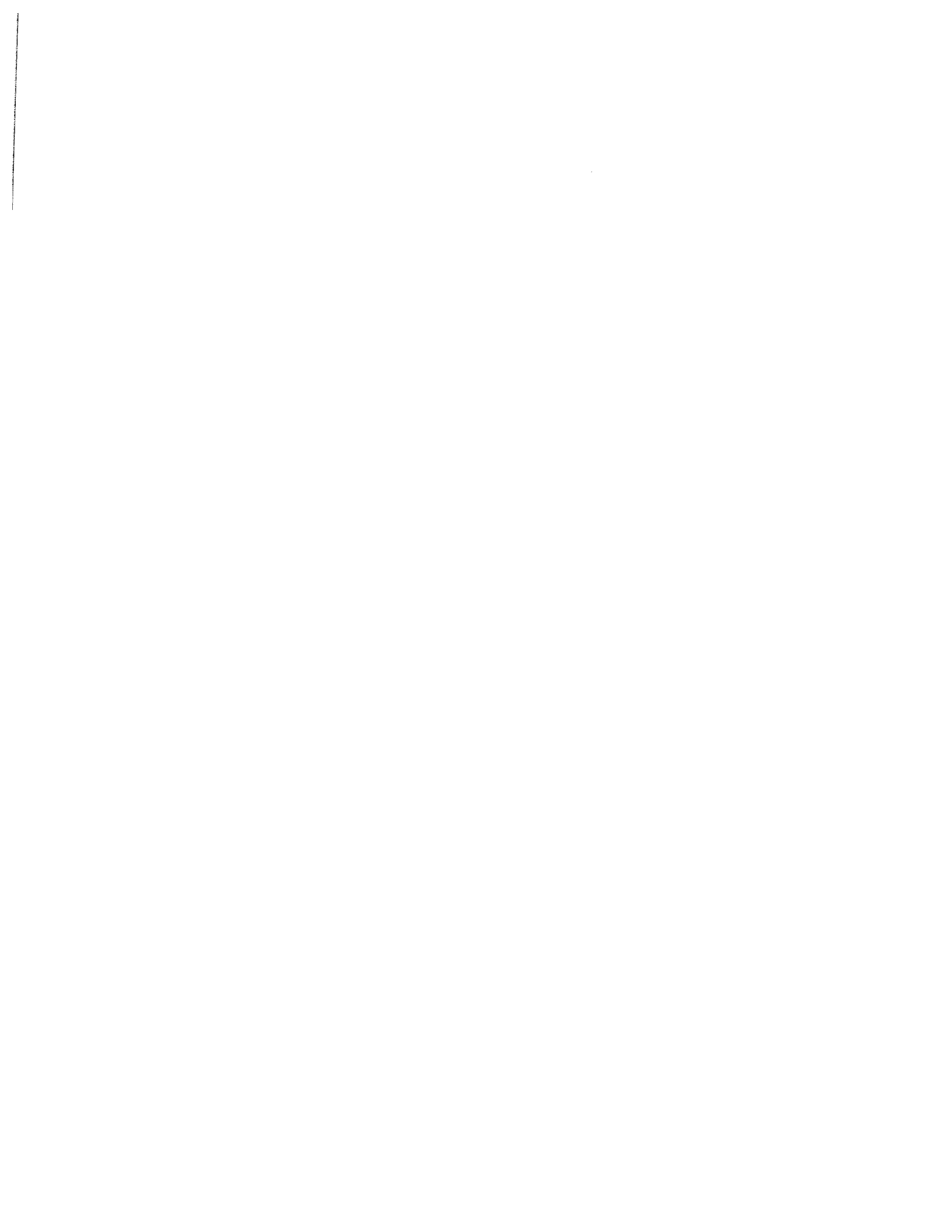
Research indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the Plan. The conclusions 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 are present. Therefore, the Area qualifies as a conservation area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act.

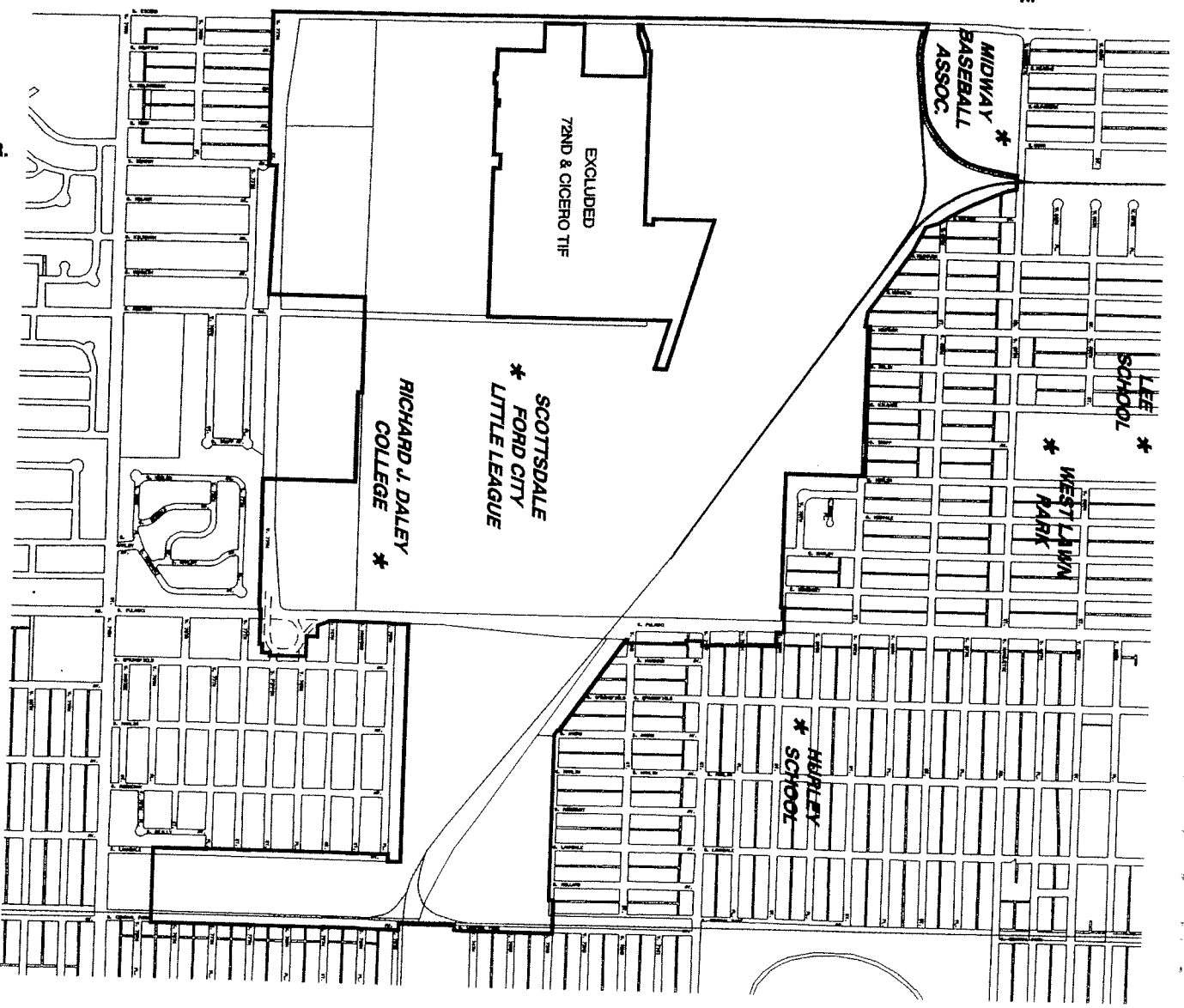
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# **Attachment Two**

## **Maps and Plan Exhibits**



- 66TH PLACE
- 68TH
- 68TH PLACE
- 67TH - MARQUETTE
- 67TH PLACE
- 68TH
- 68TH PLACE
- 69TH
- 69TH PLACE
- 70TH
- 70TH PLACE
- 71ST
- 71ST PLACE
- 72ND
- 72ND PLACE
- 73RD
- 73RD PLACE
- 74TH
- 75TH PLACE
- HAYFORD
- 76TH
- 76TH PLACE
- PIPPIN
- 77TH
- 77TH PLACE
- 78TH
- 78TH PLACE
- MYRIK
- 79TH
- 79TH PLACE
- 80TH



- CICERO
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN
- KILDARE
- TRIPP
- KEELER
- KEDVALE
- KARLOV
- KOMENSKY
- PULASKI
- HARDING
- SPRINGFIELD
- AVERS
- HAMLIN
- RIDGEWAY
- LAWDALE
- MILLARD
- CENTRAL PARK

**Boundary Map of TIF Area**  
**The Greater Southwest Industrial Corridor (West) Redevelopment Area**  
 City of Chicago, Illinois

**LEGEND**  
 — Boundary of The Greater Southwest Industrial Corridor (West) Tax Incremental Redevelopment Project Area

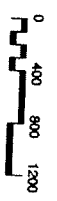
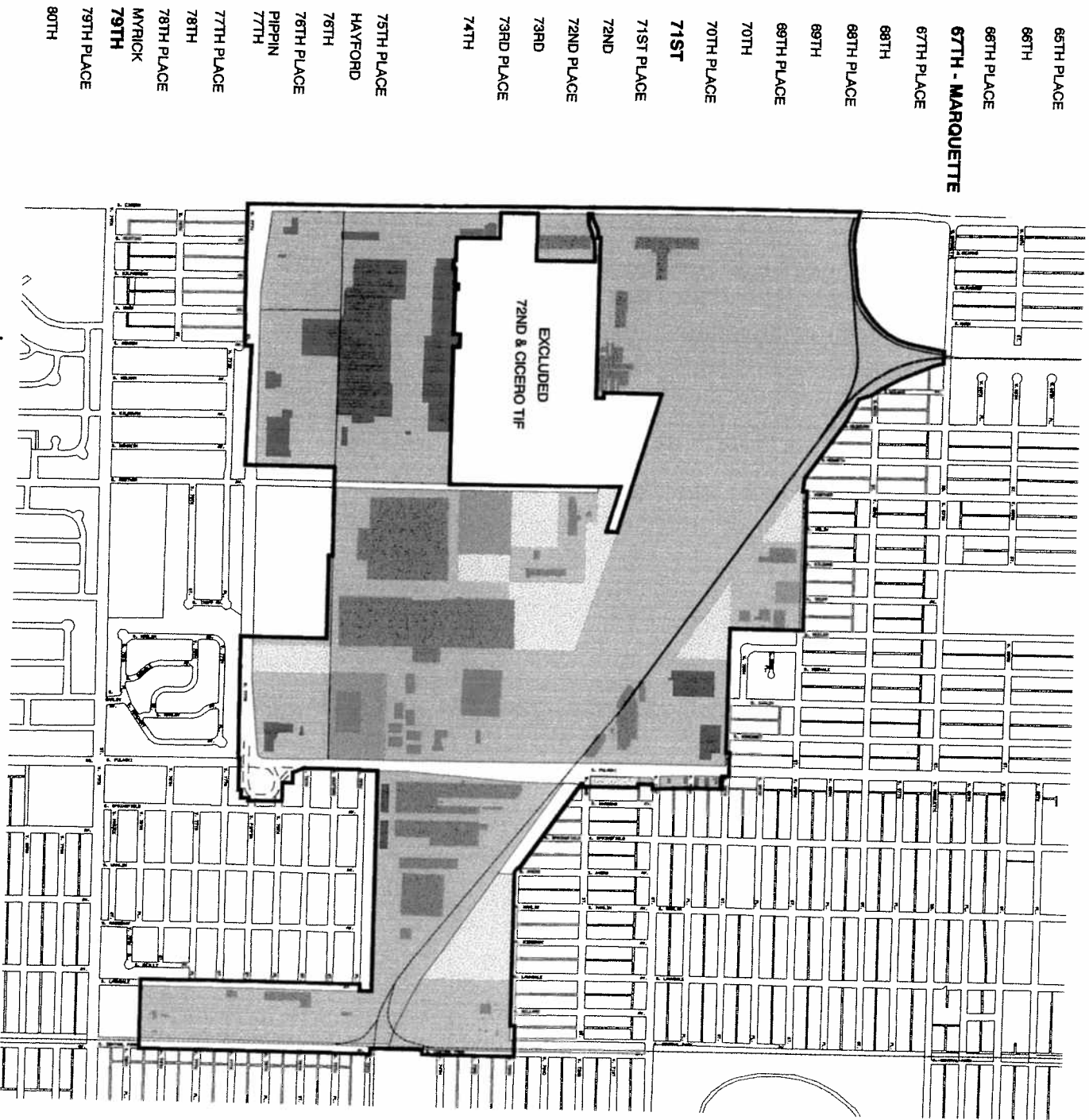


Exhibit A

OCTOBER 13, 1999



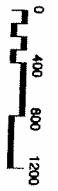
**Existing Land Use Assessment Map**  
**The Greater Southwest Industrial Corridor (West) Redevelopment Area**  
 City of Chicago, Illinois

- LEGEND**
- Industrial
  - Commercial
  - Institutional / Public / Semi - Public
  - Park / Playground
  - Parking / Loading / Storage Lot
  - Undeveloped Land

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

- 65TH PLACE
- 66TH
- 66TH PLACE
- 67TH - MARQUETTE**
- 67TH PLACE
- 68TH
- 68TH PLACE
- 69TH
- 69TH PLACE
- 70TH
- 70TH PLACE
- 71ST**
- 71ST PLACE
- 72ND
- 72ND PLACE
- 73RD
- 73RD PLACE
- 74TH
- 75TH PLACE
- HAYFORD
- 76TH
- 76TH PLACE
- PIPPIN
- 77TH
- 77TH PLACE
- 78TH
- 78TH PLACE
- MYRICK
- 79TH**
- 79TH PLACE
- 80TH

- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN
- KILDARE**
- TRIPP
- KEELER
- KEDVALE
- KARLOV
- KOMENSKY
- PULASKI**
- HARDING
- SPRINGFIELD
- AVERS
- HAMLIN
- RIDGEWAY
- LAWNDALE
- MILLARD
- CENTRAL PARK**



**Exhibit B**

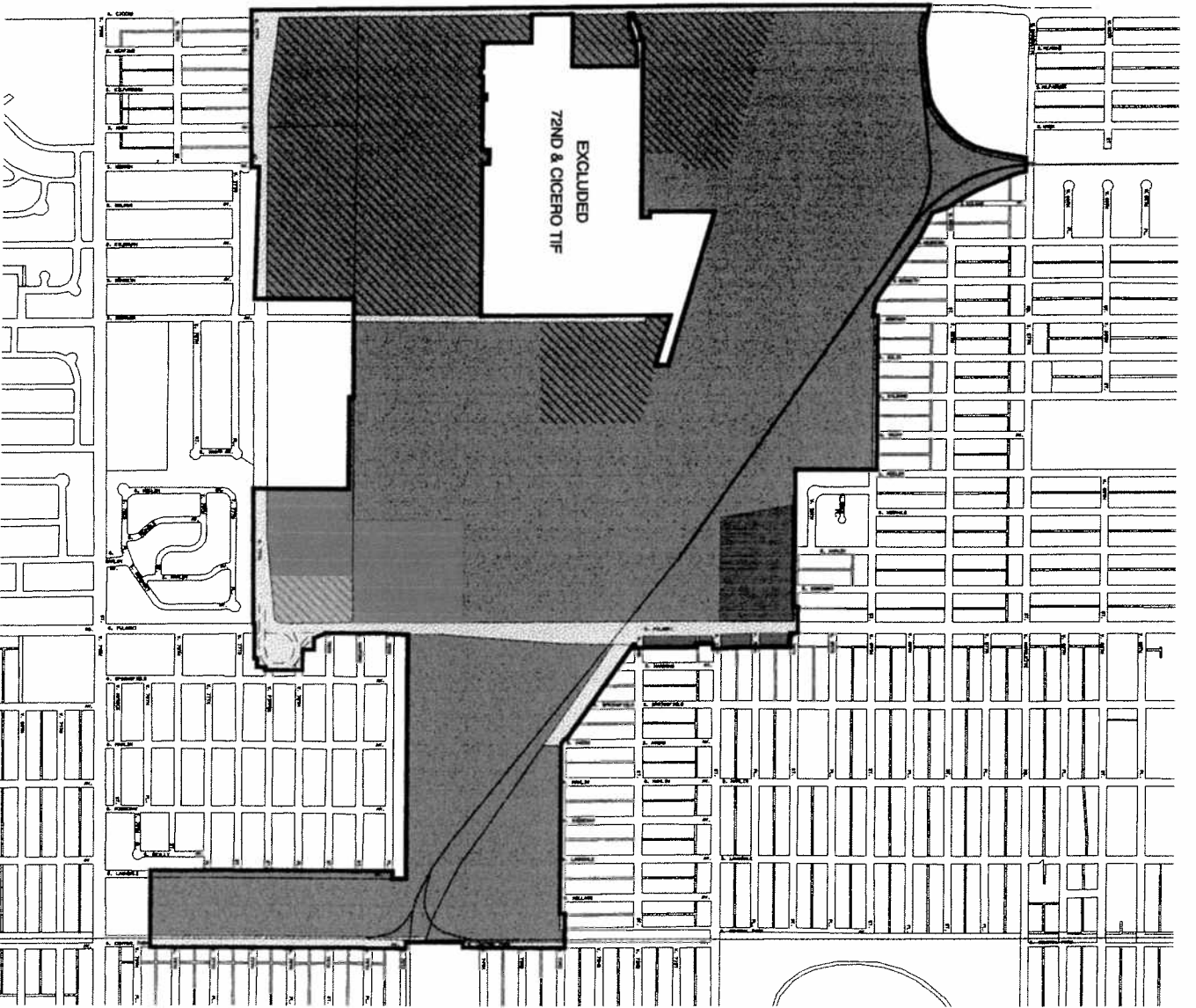
OCTOBER 13, 1999



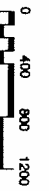
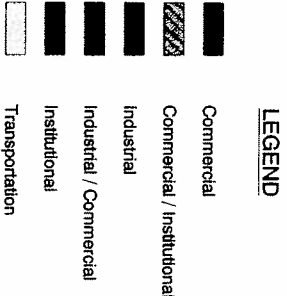
65TH PLACE  
66TH  
66TH PLACE  
**67TH - MARQUETTE**  
67TH PLACE  
68TH  
68TH PLACE  
68TH  
69TH PLACE  
70TH  
70TH PLACE  
**71ST**  
71ST PLACE  
72ND  
72ND PLACE  
73RD  
73RD PLACE  
74TH

75TH PLACE  
HAYFORD  
76TH  
76TH PLACE  
PIPPIN  
77TH  
77TH PLACE  
78TH  
78TH PLACE  
MYRIK  
**79TH**  
79TH PLACE  
80TH

**CICERO**  
KEATING  
KILPATRICK  
KNOX  
**B.R.C. R.R.**  
KOLMAR  
KILBOURN  
KENNETH  
KOSTNER  
KOLIN  
**KILDARE**  
TRIPP  
KEELER  
KEDVALE  
KARLOV  
KOMENSKY  
**PULASKI**  
HARDING  
SPRINGFIELD  
AVERS  
HAMLIN  
RIDGWAY  
LAWNDALE  
MILLARD  
**CENTRAL PARK**



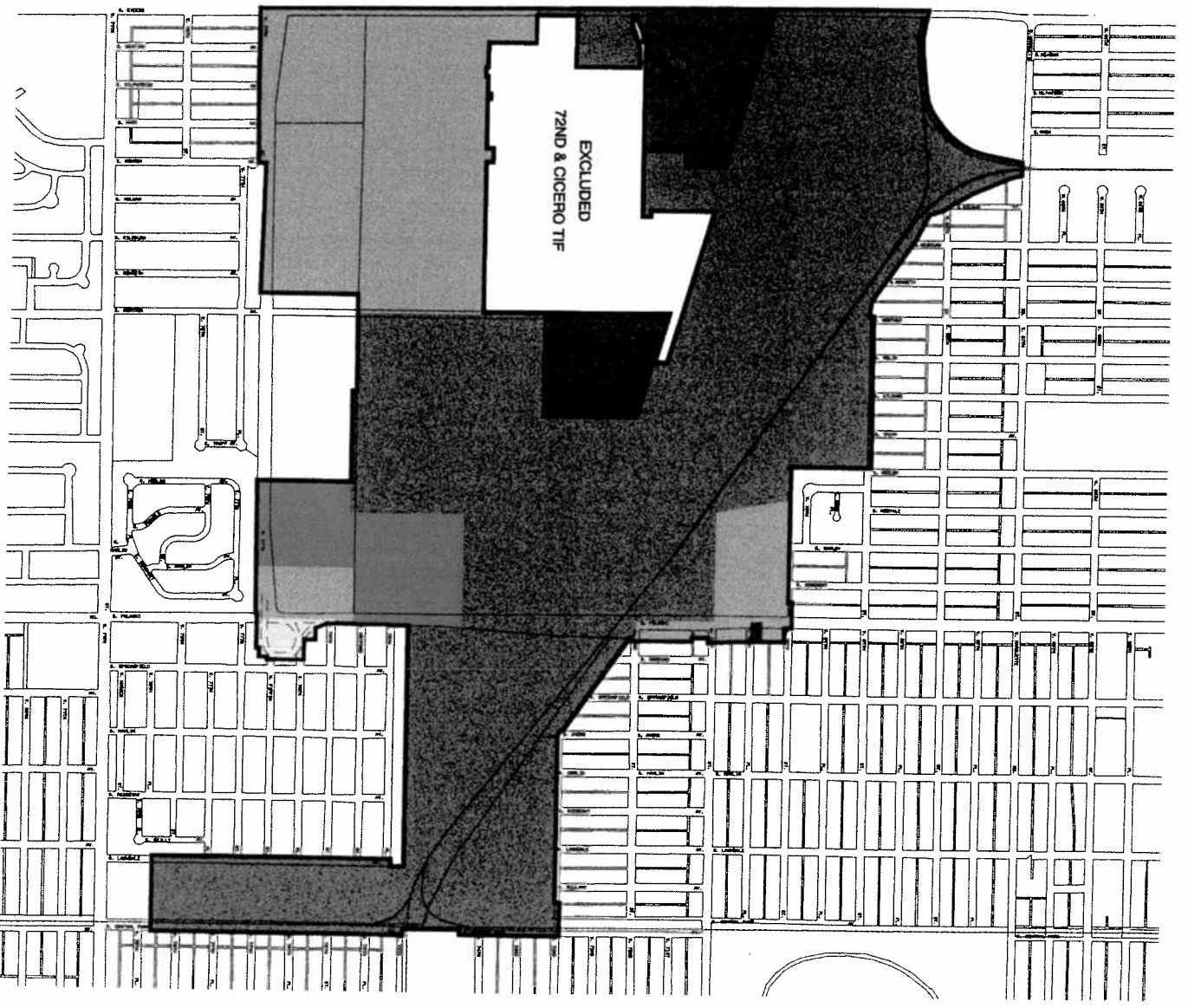
**Generalized Land Use Plan**  
**Ther Greater Southwest Industrial Corridor (West) Redevelopment Area**  
City of Chicago, Illinois



65TH PLACE  
66TH  
68TH PLACE  
**67TH - MARQUETTE**  
67TH PLACE  
68TH  
68TH PLACE  
69TH  
69TH PLACE  
70TH  
70TH PLACE  
**71ST**  
71ST PLACE  
72ND  
72ND PLACE  
73RD  
73RD PLACE  
74TH

75TH PLACE  
HAYFORD  
76TH  
76TH PLACE  
PIPPIN  
77TH  
77TH PLACE  
78TH  
78TH PLACE  
MYRICK  
**79TH**  
79TH PLACE  
80TH

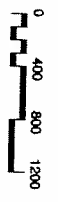
**CICERO**  
KEATING  
KILPATRICK  
KNOX  
**B.R.C. R.R.**  
KOLMAR  
KILBOURN  
KENNETH  
KOSTNER  
KOLIN  
**KILDARE**  
TRIPP  
KEELER  
KEDVALE  
KARLOV  
KOMENSKY  
**PULASKI**  
HARDING  
SPRINGFIELD  
AVERS  
HAMLIN  
RIDGWAY  
LAWNDALE  
MILLARD  
**CENTRAL PARK**



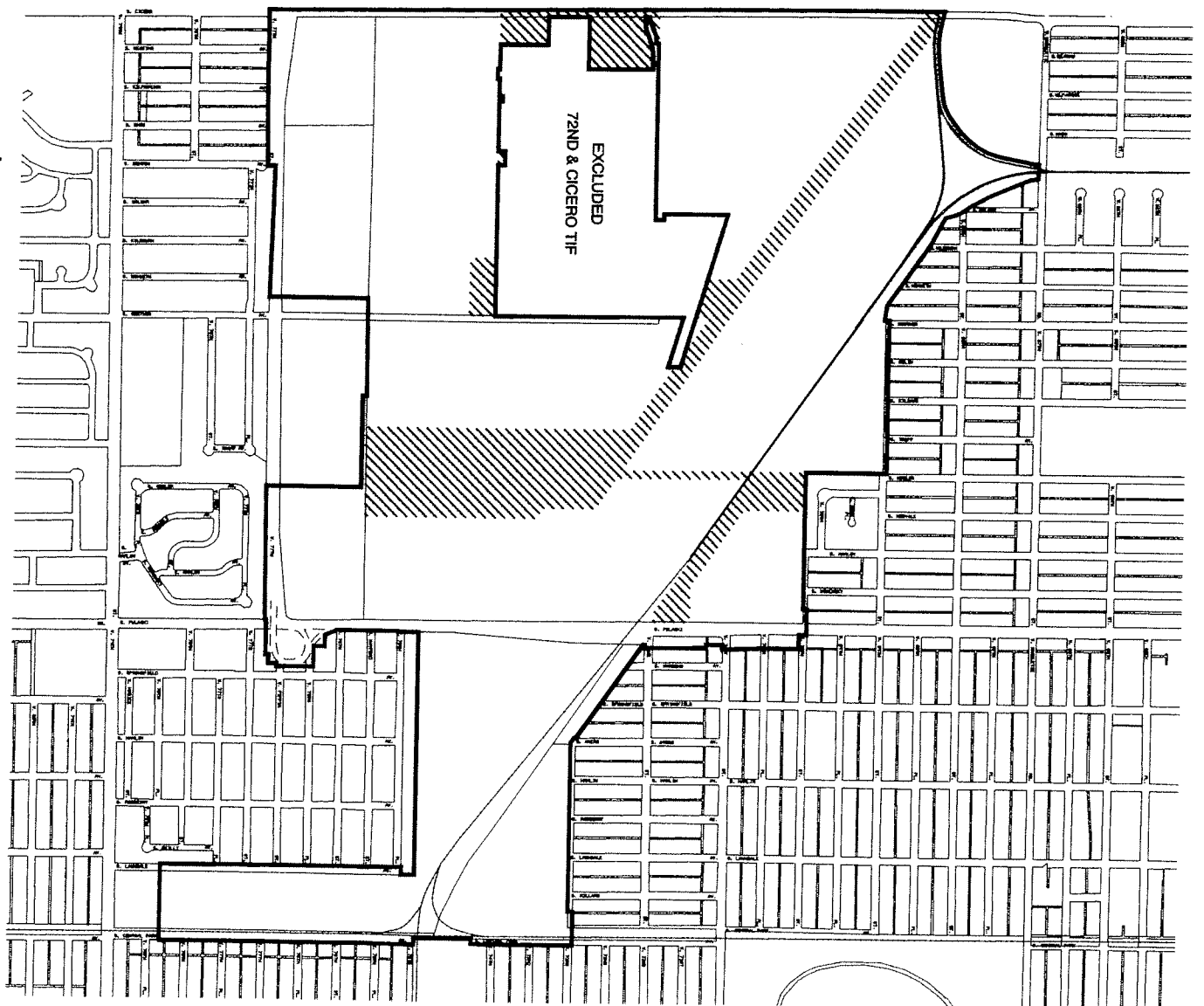
**Generalized Existing Zoning Map**  
**The Greater Southwest Industrial Corridor (West) Redevelopment Area**  
City of Chicago, Illinois

- LEGEND**
- Residential District - Includes R2
  - Manufacturing Districts - Includes M1-1, M2-2, M3-2
  - Commercial Districts - Includes C1-1, C4
  - Business Districts - Includes B2-1, B5-1, B5-2, BPD #145
  - Institutional District - Includes INSTPD #216

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



- 65TH PLACE
- 66TH
- 66TH PLACE
- 67TH - MARQUETTE**
- 67TH PLACE
- 68TH
- 68TH PLACE
- 69TH
- 69TH PLACE
- 70TH
- 70TH PLACE
- 71ST**
- 71ST PLACE
- 72ND
- 72ND PLACE
- 73RD
- 73RD PLACE
- 74TH
- 75TH PLACE
- HAYFORD
- 76TH
- 76TH PLACE
- PIPPIN
- 77TH
- 77TH PLACE
- 78TH
- 78TH PLACE
- MYRICK
- 79TH**
- 79TH PLACE
- 80TH

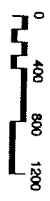


**Enterprise Zone Map**  
**The Greater Southwest Industrial Corridor (West) Redevelopment Area**  
 City of Chicago, Illinois

**LEGEND**  
 [Hatched Box] State Enterprise Zone 2

NOTE: The 72ND & CICERO TIF also includes a portion of State Enterprise Zone #2.  
 For enterprise zone boundaries outside of TIF Area, see City files.

- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN
- KILDARE**
- TRIPP
- KEELER
- KEDVALE
- KARLOV
- KOMENSKY
- PULASKI**
- HARDING
- SPRINGFIELD
- AVERS
- HAMLIN
- RIDGEWAY
- LAWNDALE
- MILLARD
- CENTRAL PARK**

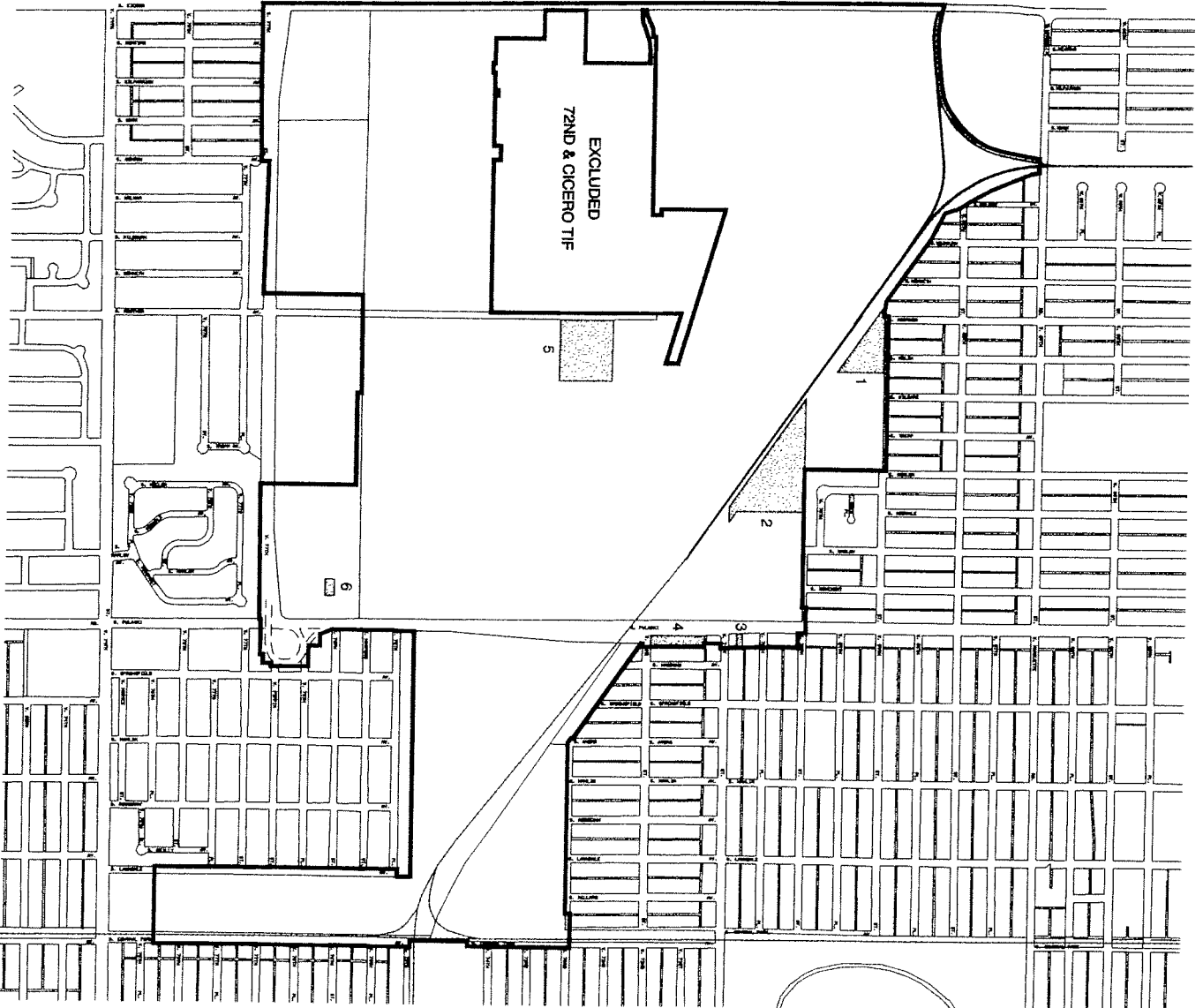


# Land Acquisition Map

## The Greater Southwest Industrial Corridor (West) Redevelopment Area

City of Chicago, Illinois

- 65TH PLACE
- 66TH PLACE
- 67TH - MARQUETTE**
- 68TH PLACE
- 68TH
- 69TH PLACE
- 69TH
- 70TH PLACE
- 70TH
- 71ST**
- 71ST PLACE
- 72ND
- 72ND PLACE
- 73RD
- 73RD PLACE
- 74TH
- 75TH PLACE
- HAYFORD
- 76TH
- 76TH PLACE
- PIPPIN
- 77TH
- 77TH PLACE
- 78TH
- 78TH PLACE
- MAYRICK
- 79TH**
- 79TH PLACE
- 80TH



- CICERO**
- KEATING
- KILPATRICK
- KNOX
- B.R.C. R.R.**
- KOLMAR
- KILBOURN
- KENNETH
- KOSTNER
- KOLIN
- KILDARE**
- TRIPP
- KEELER
- KEDVALE
- KARLOV
- KOMENSKY
- PULASKI**
- HARDING
- SPRINGFIELD
- AVERS
- HAMLIN
- RIDGEWAY
- LAWNDALE
- MILLARD
- CENTRAL PARK**

**LEGEND**

Property to be Acquired

6 Area Identification Number

NOTE: Locations are schematic and sizes are approximate.



Exhibit F-2  
Chicago (The Greater Southwest Industrial Corridor - West) Acquisition List  
PARCELS TO BE ACQUIRED BY CITY

COUNT	AREA NO.	PIN NO.	1998 EAV	TAX DELINQUENT
1	1	1922416008	96,894	
2 *	1	1922416009	250,000	
3 *	2	1922416004	500,000	
4	2	1922417002	34,312	
5	2	1922417003	39,386	
6	2	1922417004	44,557	
7	2	1922417010	61,778	
8	2	1922417012	33,113	
9	3	1923328006	11,455	
10	3	1923328007	106,839	
11	4	1926100011	2,686	
12	4	1926100012	2,651	Y
13	4	1926100013	2,579	
14	4	1926100014	2,542	
15	4	1926100015	2,435	
16	4	1926100016	2,398	
17	4	1926100017	2,336	
18	4	1926100018	2,291	
19	4	1926100019	2,215	
20	4	1926100020	2,182	
21	4	1926100021	2,104	
22	4	1926100022	2,032	
23	4	1926100023	1,955	
24	4	1926100024	1,879	
25	4	1926100025	1,803	
26	4	1926100026	1,764	
27	4	1926100027	1,687	
28	4	1926100028	2,350	
29 *	5	1927100052	250,000	
30 *	6	1927401049	100,000	
		<b>TOTAL</b>	<b>1,568,223</b>	

\* Only includes the portion of the land area for these PIN NO.'s identified on Exhibit F-1. 1998 EAV value is an estimated value pertaining to the portion of these PIN NO.'s identified on Exhibit F-1.

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

**The Greater Southwest  
Industrial Corridor (West)**

ALL THAT PART OF SECTIONS 22, 23, 26 AND 27 IN, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF S. TRIPP AVENUE WITH THE NORTH LINE OF W. 69<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 69<sup>TH</sup> STREET TO THE CENTERLINE OF S. KEELER AVENUE, SAID CENTERLINE OF S. KEELER AVENUE BEING ALSO THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 22 TO THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22 BEING ALSO THE SOUTH LINE OF HANNIBAL HEIGHTS, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID SOUTH LINE OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22 TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 25 IN BLOCK 1 IN A. T. McINTOSH'S 69<sup>TH</sup> STREET ADDITION, A SUBDIVISION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 25 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 25 IN BLOCK 1 IN A. T. McINTOSH'S 69<sup>TH</sup> STREET ADDITION TO THE NORTH LINE OF W. 70<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 70<sup>TH</sup> STREET TO THE EAST LINE OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF S. PULASKI ROAD TO THE SOUTH LINE OF W. 70<sup>TH</sup> STREET;

THENCE EAST ALONG SAID SOUTH LINE OF W. 70<sup>TH</sup> STREET TO THE WEST LINE OF LOT 15 IN BLOCK 14 IN W. D. MURDOCK'S MARQUETTE PARK ADDITION, A SUBDIVISION OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THE EAST 50 FEET THEREOF, SAID WEST LINE OF LOT 15 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. 71<sup>ST</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 71<sup>ST</sup> STREET TO THE WEST LINE OF LOT 6 IN BLOCK 4 IN MARQUETTE PARK TERRACE, A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 6 IN BLOCK 4 IN MARQUETTE PARK TERRACE TO THE SOUTH LINE THEREOF, SAID SOUTH LINE OF LOT 6 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF W. 71<sup>ST</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF W. 71<sup>ST</sup> STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 45 IN SAID BLOCK 4 IN MARQUETTE PARK TERRACE, SAID WEST LINE OF LOT 45 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE SOUTHWESTERLY LINE OF BLOCK 5 IN SAID MARQUETTE PARK TERRACE, SAID SOUTHWESTERLY LINE OF BLOCK 5 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY LYING NORTHEASTERLY OF AND ADJOINING THE NORTHEASTERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE SOUTHEAST ALONG SAID NORTHEASTERLY LINE OF THE ALLEY LYING NORTHEASTERLY OF AND ADJOINING THE NORTHEASTERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE WEST LINE OF S. AVERS AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF S. AVERS AVENUE TO THE NORTHEASTERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE SOUTHEAST ALONG SAID NORTHEASTERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE SOUTH LINE OF THE NORTH HALF OF



THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID SOUTH LINE OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 25 IN BLOCK 4 IN MARKLEY'S MARQUETTE PARK GARDENS, A SUBDIVISION IN THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26,, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 25 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF S. MILLARD AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 25 IN BLOCK 4 IN MARKLEY'S MARQUETTE PARK GARDENS TO THE NORTH LINE OF W. 73<sup>RD</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 73<sup>RD</sup> STREET TO THE WESTERLY LINE OF S. CENTRAL PARK AVENUE, AS SAID WEST LINE IS LOCATED IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTHERLY ALONG SAID WESTERLY LINE OF S. CENTRAL PARK AVENUE TO THE SOUTH LINE OF LOT 20 IN BLOCK 4 IN SAID MARKLEY'S MARQUETTE PARK GARDENS;

THENCE EAST ALONG A STRAIGHT LINE, SAID LINE BEING PERPENDICULAR TO THE EAST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, TO THE EAST LINE OF S. CENTRAL PARK AVENUE, AS SAID EAST LINE OF S. CENTRAL PARK AVENUE IS LOCATED IN THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF S. CENTRAL PARK AVENUE TO THE SOUTH LINE OF THE ALLEY LYING NORTH OF AND ADJOINING THE NORTH LINE OF THE NATIONAL BISCUIT COMPANY'S CONSOLIDATION OF PARTS OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF THE NATIONAL BISCUIT COMPANY'S CONSOLIDATION TO THE EAST LINE OF THE CHICAGO AND GRAND TRUNK RAILROAD RIGHT OF WAY;

THENCE SOUTH ALONG SAID EAST LINE OF THE CHICAGO AND GRAND TRUNK RAILROAD RIGHT OF WAY TO THE NORTH LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE BEING ALSO THE NORTH LINE OF W. 75<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 75<sup>TH</sup> STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 21 IN BLOCK 1 IN THOMAS M. READE'S WEST SEVENTY-NINTH STREET HIGHLANDS, A SUBDIVISION OF THE WEST HALF OF THE WEST HALF OF THE SOUTHEAST QUARTER OF (EXCEPT THE WEST 50 FEET AND EXCEPT THAT PART TAKEN FOR W. 79<sup>TH</sup> STREET), SAID WEST LINE OF LOT 21 BEING ALSO THE EAST LINE OF S. CENTRAL PARK AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF S. CENTRAL PARK AVENUE TO THE EASTERLY EXTENSION OF THE NORTH LINE OF THAT PART OF VACATED 78<sup>TH</sup> PLACE LYING NORTH OF AND ADJOINING BLOCK 50 IN PRICE'S SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF THAT PART OF VACATED 78<sup>TH</sup> PLACE LYING NORTH OF AND ADJOINING SAID BLOCK 50 IN PRICE'S SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF S. LAWNSDALE AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. LAWNSDALE AVENUE TO THE NORTH LINE OF W. 75<sup>TH</sup> PLACE;

THENCE EAST ALONG SAID NORTH LINE OF W. 75<sup>TH</sup> PLACE TO THE EAST LINE OF VACATED S. LAWNSDALE AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF VACATED S. LAWNSDALE AVENUE TO THE NORTH LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN AND ALONG THE NORTH LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE EAST LINE OF S. PULASKI ROAD AS WIDENED;

THENCE SOUTH ALONG SAID EAST LINE OF S. PULASKI ROAD AS WIDENED TO THE SOUTH LINE OF W. 76<sup>TH</sup> STREET;

THENCE SOUTHEAST ALONG SAID A STRAIGHT LINE TO THE SOUTHWEST CORNER OF LOT 13 IN BLOCK 16 IN PRICE'S SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN

THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 13 AND ALONG THE SOUTH LINE OF LOTS 12, 11, 10 AND 9 IN SAID BLOCK 16 IN PRICE'S SUBDIVISION TO THE EAST LINE OF THE WEST 9.5 FEET OF LOT 24 IN SAID BLOCK 16 IN PRICE'S SUBDIVISION;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST 9.5 FEET OF LOT 24 IN SAID BLOCK 16 IN PRICE'S SUBDIVISION TO THE NORTH LINE OF W. 76<sup>TH</sup> PLACE;

THENCE EAST ALONG SAID NORTH LINE OF W. 76<sup>TH</sup> PLACE TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 2 IN BLOCK 25 IN SAID PRICE'S SUBDIVISION;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF SAID LOT 2 AND ALONG THE WEST LINE OF LOT 31 IN SAID BLOCK 25 IN PRICE'S SUBDIVISION AND ALONG THE SOUTHERLY EXTENSION OF SAID WEST LINE OF LOT 31 TO THE SOUTH LINE OF W. PIPPIN STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. PIPPIN STREET TO THE EAST LINE OF LOT 4 IN BLOCK 26 IN SAID PRICE'S SUBDIVISION;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 4 IN BLOCK 26 IN PRICE'S SUBDIVISION TO THE NORTH LINE OF THE SOUTH 25 FEET OF SAID LOT 4;

THENCE WEST ALONG SAID NORTH LINE OF THE SOUTH 25 FEET OF SAID LOT 4 AND ALONG THE NORTH LINE OF THE SOUTH 25 FEET OF LOTS 5 AND 6 IN SAID BLOCK 26 IN PRICE'S SUBDIVISION TO THE EAST LINE OF THE WEST 11.13 FEET OF SAID LOT 6;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST 11.13 FEET OF LOT 6 IN SAID BLOCK 26 IN PRICE'S SUBDIVISION TO THE SOUTH LINE OF SAID LOT 6;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 6 AND ALONG THE SOUTH LINE OF LOT 7 THROUGH 15, IN SAID BLOCK 26 IN PRICE'S SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO NORTHERLY EXTENSION OF THE EAST LINE OF OWNERS DIVISION OF LOT 23 IN SUPERIOR COURT PARTITION OF THE SOUTH HALF OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE BEING ALSO THE WEST LINE OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION OF THE EAST LINE OF OWNERS DIVISION TO THE NORTH LINE OF SAID OWNERS DIVISION OF LOT 23 IN

SUPERIOR COURT PARTITION OF THE SOUTH HALF OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF OWNERS DIVISION OF LOT 23 IN SUPERIOR COURT PARTITION, AND ALONG THE NORTH LINE OF CREST LINE MANOR, A RESUBDIVISION OF LOT A AND PART OF LOT B IN SAID OWNERS DIVISION TO THE EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-039 IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-039 TO THE NORTH LINE THEREOF;

THENCE WEST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-039 AND ALONG THE NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-051 AND ALONG THE NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-050 TO THE EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-038;

THENCE NORTH ALONG SAID EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-038 TO THE NORTH LINE THEREOF;

THENCE WEST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-038 TO THE WEST LINE THEREOF;

THENCE SOUTH ALONG SAID WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-038 TO THE NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-27-304-015;

THENCE WEST ALONG SAID NORTH LINE OF THE PARCEL OF LAND BEARING PIN 19-27-304-015 TO THE WEST LINE THEREOF;

THENCE SOUTH ALONG SAID WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-27-304-015 AND ALONG THE WEST LINE OF THE PARCEL OF LAND BEARING PIN 19-27-401-038 TO THE NORTH LINE OF SUN CREST MANOR, A SUBDIVISION IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF SUN CREST MANOR AND ALONG THE NORTH LINE OF THE 79<sup>TH</sup> AND KOLMAR SUBDIVISION, A SUBDIVISION OF THE WEST 20 ACRES OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

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Chicago Guarantee Survey Co.  
123 W. Madison St., Suite. 1300, Chicago, Ill., 60602  
Ordered by: P. G. A. V.

October 22, 1999  
Order No.: 9903011  
Greater SW Ind. Corridor - West

THENCE SOUTH ALONG SAID WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 1 IN BLOCK 9 IN FRANK A. MULHOLLAND'S 79<sup>TH</sup> STREET, CICERO AND CRAWFORD DEVELOPMENT, A SUBDIVISION IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 27, SAID NORTH LINE OF LOT 1 BEING ALSO THE SOUTH LINE OF W. 77<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 77<sup>TH</sup> STREET TO THE WEST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE BEING ALSO THE CENTERLINE OF S. CICERO AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 27 AND ALONG THE WEST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 27 AND ALONG THE WEST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE WESTERLY EXTENSION OF THE NORTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY, BEING HERE A LINE 854.72 FEET SOUTH OF THE NORTH LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND EASTERLY AND NORTHEASTERLY ALONG THE NORTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE SOUTH LINE OF 67<sup>TH</sup> STREET (MARQUETTE ROAD);

THENCE EAST ALONG SAID SOUTH LINE OF 67<sup>TH</sup> STREET (MARQUETTE ROAD) TO THE WEST LINE OF LOT 9 IN BLOCK 8 IN MARQUETTE TERRACE, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER AND PART OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 9 IN BLOCK 8 IN MARQUETTE TERRACE TO THE SOUTH LINE THEREOF, SAID SOUTH LINE OF LOT 9 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF 67<sup>TH</sup> STREET (MARQUETTE ROAD);

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF 67<sup>TH</sup> STREET (MARQUETTE ROAD) TO THE NORTHERLY EXTENSION OF THE WESTERLY LINE OF LOT 10 IN SAID BLOCK 8 IN MARQUETTE TERRACE, SAID WESTERLY LINE OF LOT 10 BEING

ALSO THE EASTERLY LINE OF THE ALLEY LYING EASTERLY OF AND ADJOINING THE EASTERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE SOUTHERLY ALONG SAID NORTHERLY EXTENSION AND ALONG THE EASTERLY LINE OF THE ALLEY LYING EASTERLY OF AND ADJOINING THE EASTERLY LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE NORTH LINE OF W. 69<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 69<sup>TH</sup> STREET TO THE POINT OF BEGINNING AT THE EAST LINE OF S. TRIPP AVENUE.

EXCEPTING FROM THE FOREGOING THE FOLLOWING PARCEL OF LAND.

ALL THAT PART OF THE NORTH HALF OF SECTION 27, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN HERETOFORE INCLUDED IN THE 72<sup>ND</sup> & CICERO AVENUE TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA BOUNDED AND DESCRIBED AS FOLLOWS:

A TRACT OF LAND COMPRISED OF PARTS OF LOTS 1 AND 2 IN "FORD CITY SUBDIVISION" OF PARTS OF THE NORTH THREE QUARTERS OF SECTION 27 AND THE SOUTHWEST QUARTER OF SECTION 22, BOTH TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 29, 1986 AS DOCUMENT 86166800, IN COOK COUNTY, ILLINOIS, SAID PARTS OF LOT 1 AND 2 BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF LOT 2 IN "FORD CITY SUBDIVISION" WHICH IS 2506.00 FEET, MEASURED PERPENDICULARLY, EAST FROM THE WEST LINE OF SECTION 27, AND 1091.20 FEET, MEASURED PERPENDICULARLY, NORTH FROM A STRAIGHT LINE (HEREINAFTER REFERRED TO AS LINE "A") WHICH EXTENDS FROM A POINT ON SAID WEST LINE OF SECTION 27 WHICH IS 644.66 FEET SOUTH FROM THE NORTHWEST CORNER OF THE SOUTH HALF OF SAID SECTION, TO A POINT ON THE EAST LINE OF SAID SECTION 27 WHICH IS 619.17 FEET SOUTH FROM THE NORTHEAST CORNER OF SAID SOUTH HALF;

THENCE WEST ALONG A LINE 1091.20 FEET NORTH FROM AND PARALLEL WITH SAID LINE "A", A DISTANCE OF 324.00 FEET;

THENCE NORTH ALONG A LINE WHICH IS 2182.00 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 196.07 FEET TO A POINT ON THE SOUTH LINE OF LOT 1 AFORESAID;

THENCE WEST ALONG SAID SOUTH LINE (BEING A LINE 1287.27 FEET NORTH FROM AND PARALLEL WITH LINE "A") A DISTANCE OF 966.00 FEET;

THENCE NORTH ALONG A LINE WHICH IS 1216.00 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 60.73 FEET;

THENCE WEST ALONG A LINE WHICH IS 1348.00 FEET NORTH FROM AND PARALLEL WITH LINE "A", A DISTANCE OF 115.60 FEET;

THENCE SOUTH ALONG A LINE WHICH IS 1100.40 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 60.73 FEET TO A POINT ON THE AFOREMENTIONED SOUTH LINE OF LOT 1;

THENCE WEST ALONG SAID SOUTH LINE, A DISTANCE OF 417.95 FEET;

THENCE NORTH ALONG A LINE WHICH IS 682.45 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 30.73 FEET;

THENCE WEST ALONG A LINE WHICH IS 1318.00 FEET NORTH FROM AND PARALLEL WITH LINE "A", A DISTANCE OF 39.55 FEET;

THENCE SOUTH ALONG A LINE WHICH IS 642.90 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 30.73 FEET TO A POINT ON THE SOUTH LINE OF LOT 1 AFORESAID;

THENCE WEST ALONG SAID SOUTH LINE, A DISTANCE OF 152.35 FEET TO AN INTERSECTION WITH THE NORTHWARD EXTENSION OF THE WEST FACE OF AN EXISTING BUILDING;

THENCE SOUTH ALONG SAID NORTHWARD EXTENSION AND ALONG SAID WEST FACE (BEING A LINE 490.55 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27) A DISTANCE OF 17.31 FEET TO AN INTERSECTION WITH THE NORTH FACE OF AN EXISTING BUILDING;

THENCE WEST ALONG SAID NORTH FACE (BEING A LINE 1269.96 FEET NORTH FROM AND PARALLEL WITH LINE "A") A DISTANCE OF 70.36 FEET TO AN INTERSECTION WITH THE EAST FACE OF AN EXISTING BUILDING;

THENCE NORTH ALONG SAID EAST FACE AND ALONG THE NORTHWARD EXTENSION OF SAID EAST FACE (BEING A LINE 420.19 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27) A DISTANCE OF 17.31 FEET TO A POINT ON THE AFOREMENTIONED SOUTH LINE OF LOT 1;

THENCE WEST ALONG SAID SOUTH LINE, A DISTANCE OF 169.89 FEET TO AN INTERSECTION WITH THE SOUTHWARD EXTENSION OF THE EAST LINE OF LOT 4 IN "FORD CITY SUBDIVISION" AFORESAID;

THENCE NORTH ALONG SAID SOUTHWARD EXTENSION AND ALONG SAID EAST LINE (BEING A LINE 250.30 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27) A DISTANCE OF 420.18 FEET TO THE NORTHEAST CORNER OF LOT 4;

THENCE WEST ALONG THE NORTH LINE OF SAID LOT 4 (BEING A LINE 1707.45 FEET NORTH FROM AND PARALLEL WITH LINE "A") A DISTANCE OF 190.30 FEET TO THE NORTHWEST CORNER OF LOT 4;

THENCE NORTH ALONG THE WEST LINE OF LOT 1 IN "FORD CITY SUBDIVISION", BEING ALSO THE EAST LINE OF SOUTH CICERO AVENUE (SAID EAST LINE OF CICERO AVENUE BEING A LINE 60.00 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27) A DISTANCE OF 400.05 FEET;

THENCE EAST ALONG A LINE 2107.50 FEET NORTH FROM AND PARALLEL WITH LINE "A", A DISTANCE OF 385.50 FEET;

THENCE NORTH ALONG A LINE 445.50 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 574.00 FEET;

THENCE WEST ALONG A LINE 2681.50 FEET NORTH FROM AND PARALLEL WITH LINE "A", A DISTANCE OF 92.11 FEET;

THENCE WESTWARDLY AND SOUTHWESTWARDLY ALONG A CURVED LINE, TANGENT TO THE LAST DESCRIBED LINE, CONVEXED NORTHWESTERLY AND HAVING A RADIUS OF 267.67 FEET, A DISTANCE OF 134.32 FEET;

THENCE SOUTH 61 DEGREES 14 MINUTES 56 SECONDS WEST ALONG A STRAIGHT LINE, TANGENT TO THE LAST DESCRIBED CURVED LINE, A DISTANCE OF 80.47 FEET;

THENCE SOUTHWESTWARDLY ALONG A CURVED LINE, TANGENT TO THE LAST DESCRIBED LINE, CONVEXED SOUTHERLY AND HAVING A RADIUS OF 22.12 FEET, A DISTANCE OF 9.07 FEET;

THENCE SOUTHWESTWARDLY AND WESTWARDLY ALONG A CURVED LINE, TANGENT TO THE LAST DESCRIBED CURVED LINE, CONVEXED SOUTHERLY AND HAVING A RADIUS OF 499.16 FEET, A DISTANCE OF 29.75 FEET;



THENCE SOUTH 88 DEGREES 09 MINUTES 52 SECONDS WEST ALONG A STRAIGHT LINE, TANGENT TO THE LAST DESCRIBED CURVED LINE, A DISTANCE OF 55.82 FEET TO A POINT ON THE AFOREMENTIONED WEST LINE OF LOT 1 IN "FORD CITY SUBDIVISION";

THENCE NORTH ALONG SAID WEST LINE OF LOT 1, BEING ALSO THE EAST LINE OF SOUTH CICERO AVENUE, A DISTANCE OF 29.96 FEET TO A CORNER OF SAID LOT 1;

THENCE EAST ALONG A NORTH LINE OF LOT 1 (BEING A LINE 2633.50 FEET NORTH FROM AND PARALLEL WITH LINE "A") A DISTANCE OF 8.40 FEET;

THENCE EASTWARDLY AND NORTHEASTWARDLY ALONG A NORTHERLY LINE OF LOT 1, BEING A CURVED LINE TANGENT TO THE LAST DESCRIBED LINE, CONVEXED SOUTHERLY AND HAVING A RADIUS OF 76.875 FEET, A DISTANCE OF 46.96 FEET;

THENCE NORTH 55 DEGREES 00 MINUTES 00 SECONDS EAST ALONG A NORTHERLY LINE OF LOT 1 WHICH IS TANGENT TO THE LAST DESCRIBED CURVED LINE, A DISTANCE OF 73.14 FEET;

THENCE NORTHEASTWARDLY AND EASTWARDLY ALONG A NORTHERLY LINE OF LOT 1, BEING A CURVED LINE TANGENT TO THE LAST DESCRIBED LINE, CONVEXED NORTHERLY AND HAVING A RADIUS OF 83.75 FEET, A DISTANCE OF 51.16 FEET;

THENCE EAST ALONG A NORTH LINE OF LOT 1 (BEING A LINE 2704.50 FEET NORTH FROM AND PARALLEL WITH LINE "A" AND TANGENT TO THE LAST DESCRIBED LINE) A DISTANCE OF 22.56 FEET;

THENCE NORTH ALONG A WEST LINE OF LOT 1 (BEING A LINE 243.00 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27) A DISTANCE OF 19.00 FEET;

THENCE EAST ALONG A NORTH LINE OF LOT 1 (BEING A LINE 2723.50 FEET NORTH FROM AND PARALLEL WITH LINE "A") AND ALONG AN EASTWARD EXTENSION OF SAID NORTH LINE, A DISTANCE OF 1537.03 FEET;

THENCE NORTH ALONG A LINE 1780.04 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 76.00 FEET;

THENCE WEST ALONG A LINE 2799.50 FEET NORTH FROM AND PARALLEL WITH LINE "A", A DISTANCE OF 50.00 FEET;

THENCE NORTH ALONG A LINE 1730.04 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27, A DISTANCE OF 454.56 FEET TO AN INTERSECTION WITH A NORTHERLY LINE OF LOT 1 IN "FORD CITY SUBDIVISION" AFORESAID;

THENCE SOUTH 68 DEGREES 55 MINUTES 56 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 1, A DISTANCE OF 994.12 FEET TO AN INTERSECTION WITH THE NORTH AND SOUTH CENTERLINE OF SECTION 27;

THENCE SOUTH 73 DEGREES 56 MINUTES 49 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 1, A DISTANCE OF 374.92 FEET TO AN INTERSECTION WITH A LINE WHICH IS 3018.00 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27;

THENCE SOUTH ALONG SAID PARALLEL LINE (BEING AN EAST LINE OF SAID LOT1) A DISTANCE OF 82.57 FEET;

THENCE NORTH 73 DEGREES 55 MINUTES 10 SECONDS WEST ALONG THE BOUNDARY OF SAID LOT 1, A DISTANCE OF 92.55 FEET;

THENCE NORTHWESTWARDLY ALONG A CURVED LINE, TANGENT TO THE LAST DESCRIBED LINE, CONVEXED SOUTHWESTWARDLY, AND HAVING A RADIUS OF 2887.94 FEET, A DISTANCE OF 250.90 FEET;

THENCE NORTH 68 DEGREES 56 MINUTES 30 SECONDS WEST ALONG THE BOUNDARY OF LOT 1, A DISTANCE OF 186.78 FEET TO AN EAST LINE OF SAID LOT 1;

THENCE SOUTH ALONG SAID EAST LINE AND THE SOUTHWARD EXTENSION THEREOF (SAID EAST LINE BEING 2517.00 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27) A DISTANCE OF 928.08 FEET TO AN INTERSECTION WITH A SOUTH LINE OF LOT 1;

THENCE WEST ALONG SAID SOUTH LINE (BEING A LINE 1955.00 FEET NORTH FROM AND PARALLEL WITH LINE "A") A DISTANCE OF 11.00 FEET TO A CORNER OF SAID LOT 1;

THENCE SOUTH ALONG AN EAST LINE OF LOT 1 (BEING A LINE 2506.00 FEET EAST FROM AND PARALLEL WITH THE WEST LINE OF SECTION 27) A DISTANCE OF 863.80 FEET TO THE POINT OF BEGINNING;

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
1	1922300007	1,233,372	
2	1922300010	Railroad	
3	1922416004	1,347,908	
4	1922416005	Railroad	
5	1922416008	96,894	
6	1922416009	510,092	
7	1922417002	34,312	
8	1922417003	39,386	
9	1922417004	44,557	
10	1922417010	61,778	
11	1922417011	Railroad	
12	1922417012	33,113	
13	1922417013	2,201,091	
14	1922417014	3,391,484	
15	1922417015	47,650	
16	1922500002	Railroad	
17	1923324001	41,505	Y
18	1923324002	56,074	
19	1923324003	60,869	
20	1923324004	11,303	
21	1923324005	65,994	
22	1923324006	65,994	
23	1923324007	12,290	
24	1923324008	12,290	
25	1923324043	128,135	
26	1923328001	169,731	
27	1923328002	11,787	
28	1923328003	11,804	
29	1923328004	11,540	
30	1923328005	11,455	
31	1923328006	11,455	
32	1923328007	106,839	
33	1923328008	11,455	
34	1923328009	11,455	
35	1923328010	11,008	
36	1926100003	11,804	
37	1926100004	72,558	
38	1926100011	2,686	
39	1926100012	2,651	Y
40	1926100013	2,579	
41	1926100014	2,542	
42	1926100015	2,435	

### 1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT
43	1926100016	2,398	
44	1926100017	2,336	
45	1926100018	2,291	
46	1926100019	2,215	
47	1926100020	2,182	
48	1926100021	2,104	
49	1926100022	2,032	
50	1926100023	1,955	
51	1926100024	1,879	
52	1926100025	1,803	
53	1926100026	1,764	
54	1926100027	1,687	
55	1926100028	2,350	
56	1926115004	388,589	
57	1926115007	Railroad	
58	1926115008	546,113	
59	1926115009	6,298	
60	1926115014	Railroad	
61	1926116004	3,683,475	
62	1926116005	1,283,477	
63	1926304002	344,174	
64	1926304004	2,088,599	
65	1926304005	2,887,918	
66	1926313016	Exempt	
67	1926313017	Exempt	
68	1926313036	7,185	
69	1926317001	Exempt	
70	1926317002	Exempt	
71	1926317003	Exempt	
72	1926317004	Exempt	
73	1926317005	Exempt	
74	1926317006	Exempt	
75	1926317007	Exempt	
76	1926317008	Exempt	
77	1926317009	Exempt	
78	1926317010	Exempt	
79	1926317011	Exempt	
80	1926317012	Exempt	
81	1926317013	Exempt	
82	1926317016	Exempt	
83	1926317017	Exempt	
84	1926317018	Exempt	
85	1926317019	Exempt	

### 1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN #	1998 EAV	TAX DELINQUENT
86	1926317020	Exempt	
87	1926317021	Exempt	
88	1926317022	Exempt	
89	1926317023	Exempt	
90	1926317024	Exempt	
91	1926317025	Exempt	
92	1926317026	Exempt	
93	1926317027	Exempt	
94	1926317028	Exempt	
95	1926321003	Exempt	
96	1926321004	Exempt	
97	1926321005	Exempt	
98	1926321006	Exempt	
99	1926321007	Exempt	
100	1926321008	Exempt	
101	1926321030	Exempt	
102	1926321045	Exempt	
103	1926501001	Railroad	
104	1927100005	2,232,950	
105	1927100008	200,588	
106	1927100012	Railroad	
107	1927100013	752,262	
108	1927100017	Exempt	
109	1927100021	254,569	
110	1927100022	1,377,697	
111	1927100023	64,647	
112	1927100029	4,949,988	
113	1927100032	Exempt	
114	1927100035	2,195,155	
115	1927100039	61,100	
116	1927100040	1,057,742	
117	1927100042	30,063	
118	1927100043	870,831	
119	1927100044	129,534	
120	1927100047	3,383,453	
121	1927100048	Exempt	
122	1927100049	Exempt	
123	1927100052	1,005,974	
124	1927304017	3,184,956	Y
125	1927304019	5,520,904	
126	1927304022	246,440	
127	1927304023	641,560	
128	1927304025	1,810,573	

### 1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN #	1998 EAV	TAX DELINQUENT
129	1927304026	3,894,045	
130	1927304027	373,742	
131	1927304033	6,156	
132	1927304034	259,269	
133	1927304035	72,652	
134	1927304036	52,359,373	
135	1927401029	Exempt	
136	1927401037	3,375,954	
137	1927401040	Exempt	
138	1927401041	Exempt	
139	1927401045	Exempt	
140	1927401046	2,384,545	
141	1927401047	Exempt	
142	1927401049	964,981	
	<b>TOTAL</b>	<b>114,886,402</b>	