
2001 Annual Report

79th Street/Southwest Highway Redevelopment Project Area



Pursuant to 65 ILCS 5/11-74.4-5(d)

JUNE 30, 2002

June 30, 2002

Ms. Alicia Mazur Berg
Commissioner
Department of Planning and Development
121 N. LaSalle St.
Chicago, Illinois 60602

Dear Commissioner:

Enclosed is the annual report for the 79th Street/Southwest Highway Redevelopment Project Area, which we compiled at the direction of the Department of Planning and Development pursuant to Section 5(d) of the Illinois Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-1 et seq.), as amended. The contents are based on information provided to us by Chicago Departments of Planning and Development, Finance, and Law. We have not audited, verified, or applied agreed upon accounting and testing procedures to the data contained in this report. Therefore, we express no opinion on its accuracy or completeness.

It has been a pleasure to work with representatives from the Department of Planning and Development and other City Departments.

Very truly yours,



Ernst & Young LLP

79th Street/Southwest Highway Redevelopment Project Area 2001 Annual Report

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City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Alicia Mazur Berg
Commissioner

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June 30, 2002

The Honorable Daniel Hynes
Comptroller
State of Illinois
Office of the Comptroller
201 Capitol
Springfield, IL 62706

Dear Comptroller Hynes:

We have compiled the attached information for the 79th/Southwest Highway Redevelopment Project Area (Report) pursuant to 65 ILCS 5/11-74.4-5(d).

Sincerely,

Alicia Mazur Berg
Commissioner



**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(1) DATE OF DESIGNATION AND TERMINATION - 65 ILCS 5/11-74.4-5(d)(1.5)

The Project Area was designated on October 3, 2001. The Project Area may be terminated no later than October 3, 2024.

79TH STREET/
SOUTHWEST HIGHWAY
TAX INCREMENT FINANCING
REDEVELOPMENT PLAN AND PROJECT

City of Chicago, Illinois

June 1, 2001

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I. INTRODUCTION

This report documents the Tax Increment Redevelopment Plan and Project (the “Redevelopment Plan”) for the 79th Street/Southwest Highway Redevelopment Project Area (the “Project Area”). The Redevelopment Plan has been prepared for the use of the City of Chicago (the “City”) by Teska Associates, Inc. The proposed Redevelopment Plan seeks to respond to a number of problems and needs within the Project Area, and is indicative of a strong commitment and desire on the part of the City to improve and revitalize the Project Area. This document is intended to provide a framework for improvements within the Project Area over the next 23 years. The goals of this Redevelopment Plan are to encourage the development of new housing opportunities (particularly around existing or proposed commuter rail stations, and including housing for senior citizens), and to encourage the revitalization of key commercial areas to serve neighborhoods both in and surrounding the Project Area.

In 2000, the City retained the planning consulting firm of Teska Associates, Inc. (“TAI”) along with project team members Mann, Gin, Dubin and Frasier, Inc. (architects), and Valerie S. Kretchmer Associates, Inc. (real estate analysts), to assist the City in the development of a tax increment financing program for the Project Area. TAI and its project team members performed site evaluation and identified necessary public improvements. The consultant team also documented the presence of age, deterioration of structures and surface improvements, presence of structures below minimum code standards, and decline in equalized assessed value. This evidence enabled TAI to conclude in the Eligibility Study, attached hereto as Appendix A (the “Eligibility Study”), that the Project Area meets the statutory requirements for a “conservation area” and could be designated as a “redevelopment project area” under the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1, et seq., as amended (the “Act”).

TAI has prepared this Redevelopment Plan and the related Eligibility Study and Housing Impact Study with the understanding that the City would rely on: (a) the findings and conclusions of the Redevelopment Plan and the related Eligibility Study and Housing Impact Study in proceeding with the designation of the Project Area and the adoption and implementation of the Redevelopment Plan; and (b) the fact that TAI has obtained the necessary information so that the Redevelopment Plan and the related Eligibility Study will comply with the Act.

Project Area Description

The Project Area is located approximately 9 miles southwest of the central business district of Chicago, in the Ashburn and Auburn Gresham community areas. The Project Area encompasses portions of four major corridors: West 79th Street from Central Park Avenue to Honore Street; the southern side of Southwest Highway (Columbus Avenue) from 79th Street to 87th Street; Kedzie Avenue from 77th Street to 85th Street; and Western Avenue from 79th Street to 83rd Street. Several blocks south of 79th along Hoyne Street are also included (see Figure A)¹.

The boundaries of the Project Area have been carefully established to include only those contiguous parcels of real property and improvements thereon substantially benefitted by the proposed redevelopment project improvements. The Project Area consists of approximately 307 acres within 76 legal blocks or portions thereof. A total of 742 parcels are included, of which 64 are vacant land and 678 are improved with

¹In order to avoid splitting tax parcels, several long and narrow railroad parcels are also included in the Project Area.

buildings, parking facilities or other improvements. There are 331 buildings in the Project Area, many of which are associated with more than one parcel.

Throughout Chicago, major streets have historically served the commercial and service needs of the residential neighborhoods which surround them. Therefore, this Project Area has been designed to include the commercial corridors which have historically contributed to the vitality and attractiveness of the adjacent residential communities. Businesses along the commercial corridors in the Project Area are also linked through membership in the Greater Ashburn Planning Association, an umbrella organization serving residents and businesses in the Project Area and beyond.

However, although their predominantly commercial nature has linked the corridors of the Project Area in the past, the extent of commercial use in the Project Area can no longer be supported. Competition from nearby centers such as the Ford City Mall have weakened the Project Area. Vacancies, deterioration of buildings, declines in property values, and code violations suggest that some commercial properties may be better utilized by other land uses. Therefore, the City and local community organizations hope to replace underutilized commercial properties with new residential uses, while solidifying the remaining key commercial nodes to serve the adjacent neighborhoods.

Existing Land Use and Transportation

All of the corridors in the Project Area are composed of a mix of uses, although each has an identifiable character (see Figure B and Table 1). Western Avenue and 79th Street are both predominantly commercial in nature, although there are some residential uses along 79th Street. Kedzie Avenue is also dominated by a mix of non-residential uses, but also contains a large amount of residential uses in multi-family buildings and in apartments above commercial uses. Currently, Southwest Highway is characterized by industrial and commercial uses. All of these corridors represent the retail and business support areas for local residents who live both in the Project Area and in the neighborhoods which surround and fall between the corridors.

Table 1 Existing Land Use

Land Use	Acres	Percent
Industrial	87.0	28.3%
Office	6.7	2.2%
Retail	22.3	7.3%
Institutional	13.1	4.3%
Multi-Family Residential	5.6	1.8%
Single-Family Residential	0.6	0.2%
Mixed-Use	6.8	2.2%
Parking	10.8	3.5%
Open Space	17.0	5.5%
Vacant Land	8.1	2.6%
Rights-of-way/railroad	129.4	42.1%
Total	307.4	100.0%

There are no Chicago Public Schools in the Project Area. Dawes Park, operated by the Chicago Park District, is the only park in the Project Area (see Figure C).

The land uses are reflective of the zoning of the Project Area. Western Avenue is zoned B2-1, B1-1, and B5-2. The intermodal terminal on the north side of 79th Street is zoned M1-1, the remainder of 79th Street is predominantly zoned B2-1, B4-1, B5-2, and C1-1, and there is a block and a half zoned R-2. Kedzie Avenue is zoned primarily for business use (B2-1, B4-1 and B4-2), although there are three blocks zoned R-3 and R-4. Southwest Highway is zoned predominantly for manufacturing (M1-1), with some business and commercial uses (B4-1, B2-1, C1-1, and C2-1).

The Project Area is accessible by several modes of transportation. Major truck/rail inter-modal transportation facilities are located in Lander's Yard, between Southwest Highway and 79th Street. Rail lines run north-south and southwest-northeast through the district.

Automobile and truck routes also ensure that the Project Area is well connected to other parts of the City and the region. Kedzie, Western, and Pulaski (just west of the Project Area) are important north-south routes, and Western has been designated a Strategic Regional Arterial by the Illinois Department of Transportation. Such status opens the route to funding for improvements and the establishment of recommended improvements for reducing traffic conflicts. In the east-west direction, 79th Street functions as a major through route. The Dan Ryan Expressway is located approximately 3 miles to the east, and the Stevenson Expressway is located approximately 5 miles to the north. While these routes ensure that the Project Area is well connected, truck transit in the Project Area is hampered by low viaducts and roadways in need of repairs and upgrading.

The Project Area is also served by nearby public transportation. METRA operates two commuter stations, including the Wrightwood station at 79th and Kedzie, and the Ashburn station at 83rd and Central Park. This southwest line operates on a limited schedule (eight trains in each direction, on weekdays only).

The Chicago Transit Authority ("CTA") operates several bus routes which provide connections to rapid transit elevated lines. The #79 bus runs along 79th Street, traveling east of Western to the CTA Elevated Red Line Train at all times, and traveling west of Western from early morning to midnight. The #87 bus operates along 87th Avenue, on a schedule similar to the #79. Several routes run along Western from the CTA terminal located just north of 79th Street. The #49 bus runs north at all times to the Western station on the CTA Elevated Orange Line Train. The #49A bus (weekday rush hours) and Pace bus route #349 (daily from 5am to 11pm) run south from the CTA bus terminal to the southern suburbs. The #52A bus runs north-south along Kedzie between 5am and 9pm, and makes a connection to the CTA Elevated Orange Line Train at the Kedzie station. Finally, the #53A bus runs along Pulaski to the Pulaski station of the CTA Elevated Orange Line Train between 5am and 2am.

Despite this well-connected location and potentially synergistic mix of uses, the Project Area has entered a state of decline. As demonstrated in Section VIII, Findings of Need for Tax Increment Financing, and the Eligibility Study, the Project Area has not been subject to growth and development through investment by private enterprise, and is not reasonably expected to be developed without the direct intervention and leadership of the City. The City believes that tax increment financing will be of substantial benefit, by encouraging the revitalization of key commercial areas, eliminating underutilized commercial uses, and developing new housing. Some new residential development is intended to take advantage of the proximity to existing and planned commuter rail stations, as well as strengthen the market for goods and services in the remaining commercial areas.

Tax Increment Financing

Tax increment financing is permitted in Illinois under the Act. Only areas which meet certain specifications outlined in the Act are eligible to use this financing mechanism. This document has been prepared in accordance with the provisions of the Act and as a guide for public and private development in the Project Area. In addition to describing the redevelopment objectives, the Redevelopment Plan sets forth the overall program to be undertaken to achieve these objectives.

The Act permits municipalities to use tax increment financing to improve eligible “blighted” or “conservation” areas in accordance with an adopted redevelopment plan over a period not to exceed 23 years. The cost of certain public and private improvements and programs can be paid with the revenues generated by taxes paid on the increased equalized assessed values of taxable real estate within a designated redevelopment project area (“incremental property taxes”). The key to this financing tool is that it allows for public and private capital investments that are repaid by the incremental property taxes attributable to those capital investments. Incremental property taxes are taken from the increase in equalized assessed valuation generated within the designated project area during the limited term of the redevelopment project.

The successful implementation of the Redevelopment Plan requires that the City take full advantage of the incremental property taxes generated within the Project Area as provided for by the Act. The Project Area would not reasonably be developed and improved without the use of such incremental revenues.

The use of tax increment financing (“TIF”) to stimulate public and private reinvestment is possible only if authorized by the Act. The ability to use incremental property taxes as a financing source will play a major and decisive role in encouraging private development. Through this Redevelopment Plan, the City will utilize this financing source as a catalyst for assembling the assets and energies of the private sector in a unified, cooperative public-private redevelopment effort. Implementation of the Redevelopment Plan and Redevelopment Project (as defined below) will benefit the City, its residents, and all taxing districts in the form of elimination of conditions that could become blighted conditions, improved economic well-being and the improvement of the community living, working, and learning environment.

The Redevelopment Plan

As evidenced in Section VIII, “Findings of Need for Tax Increment Financing,” the Project Area as a whole has not been subject to growth and development through private investment. Furthermore, it is not reasonable to expect that the Project Area as a whole will be redeveloped without the use of TIF.

The Redevelopment Plan has been formulated in accordance with the provisions of the Act and is intended to guide improvements and activities within the Project Area in order to stimulate private investment in the Project Area. The goal of the City, through implementation of this Redevelopment Plan, is that the entire Project Area be revitalized through a coordinated public and private enterprise effort of reinvestment, rehabilitation, and redevelopment of uses compatible with a strong, stable neighborhood, and that such revitalization 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;
- On a reasonable, comprehensive, and integrated basis to ensure that the factors leading to blight are eliminated; and

- Within a reasonable and defined time period so that the Project Area may contribute productively to the economic vitality of the City.

This Redevelopment Plan specifically describes the Project Area and summarizes the factors that qualify the Project Area as a “conservation area” as defined in the Act.

The success of this redevelopment effort will depend on cooperation between the public and private sectors. By means of public investment, the Project Area will become a stable environment for area-wide redevelopment by the private sector. The City will help coordinate the assets and energies of the private sector to ensure a unified and cooperative public-private redevelopment effort.

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

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

- A strengthening of the economic vitality of the community, arising from new residential development and revitalization of key commercial areas.
- An increase in construction and long-term employment opportunities for residents of the Project Area and the City.
- The replacement of deteriorated improvements and vacated properties with viable, high-quality developments.
- The elimination of numerous physical impediments within the Project Area on a coordinated and timely basis so as to minimize costs and promote comprehensive, area-wide redevelopment.
- The construction of public improvements, which may include new road surfaces, utilities, sewers, water lines, sidewalks, street lights, landscaping, etc., intended to make the Project Area more attractive to investment.
- The provision of job training services which make the Project Area more attractive to investors and employers.
- The creation of opportunities for women and minority businesses to share in the redevelopment of the Project Area.

II. LEGAL DESCRIPTION

The legal description of the Project Area can be found in Appendix C.

III. ELIGIBILITY OF THE PROPOSED REDEVELOPMENT PROJECT AREA

During May and June 2000, a study was undertaken, consistent with the Act and related procedural guidelines, to determine the eligibility of the proposed redevelopment project area. The results of the study indicate that the Project Area meets the Act's requirements for a "conservation area" and is eligible to be designated by the City Council of the City as a "Tax Increment Financing Redevelopment Project Area." The detailed findings of this study are described in the Eligibility Study.

The Project Area qualifies as a conservation area under the Act because at least 50% of the structures in the Project Area are at least 35 years old and three of the qualifying conditions are met. These are:

1. Deterioration of structures and surface improvements
2. Presence of structures below minimum code standards
3. Decline in equalized assessed value for three of the last five calendar years

Each of these factors contributes to the eligibility of the Project Area as a conservation area.

IV. REDEVELOPMENT GOALS AND OBJECTIVES

In order to establish a workable Redevelopment Plan for the Project Area, it is important to establish both the general, overall goals and specific objectives of the Redevelopment Plan.

Goals

The overall goals which are specifically directed to this Redevelopment Plan are:

- Creation of new housing opportunities for City residents, including senior citizens.
- Encouragement of new residential uses around existing and proposed commuter rail stations.
- Revitalization of key commercial areas and elimination of underutilized commercial areas, to serve the surrounding residential communities.
- Reduction or elimination of those conditions which qualify the Project Area as a conservation area.
- Contribution to the economic well being of the City.
- Creation of jobs in the Project Area.
- Creation of an environment within the Project Area that will contribute to the health, safety, and general welfare of the City, that will maintain or enhance the value of properties in and adjacent to the Project Area, and that will stimulate private investment in new construction, expansion, and rehabilitation.

Objectives

- Create strong public and private partnerships to capitalize upon and coordinate all available resources and assets.
- Assemble and prepare sites which are conducive to modern development.
- Encourage the construction of new residential housing in appropriate locations.
- Assist existing community organizations with the provision of new and rehabilitated housing opportunities.
- Rehabilitate, where appropriate, existing commercial, residential, and mixed use structures.
- Enhance the vitality of commercial corridors by recruiting businesses to fill vacant structures and encouraging construction of new commercial buildings on vacant and underutilized lots.
- Repair and replace the infrastructure where needed, including but not limited to roads, sidewalks, public utilities, and other public infrastructure.
- Improve existing utilities and roadways to enhance the potential for development and accessibility of redevelopment sites.

- Study existing and future traffic conditions on arterial and neighborhood side streets; and improve traffic flow, safety and convenience through traffic roadway and intersection improvements, traffic lighting improvements, traffic calming strategies, and viaduct improvements.
- Enhance the appearance of the Project Area by landscaping the rights-of-way.
- Install streetscape elements, such as lighting and street furniture, to enhance the appearance and image of the Project Area.
- Undertake appropriate environmental remediation measures on development sites, according to customary procedures.
- Establish job readiness and/or job training programs to provide potential employees with the skills necessary to secure jobs in the Project Area.
- Secure commitments from employers within the Project Area and adjacent project areas to interview graduates of the Project Area's job readiness and/or job training programs.
- Promote women- and minority-owned businesses and affirmative action programs, as detailed on page 28.

V. FUTURE LAND USE AND REDEVELOPMENT ACTIVITIES

Future Land Use

The City intends to encourage the revitalization of stable commercial areas along 79th Avenue, Western Avenue, and Kedzie Avenue. In addition, new residential development is encouraged in appropriate locations, to take advantage of the proximity to commuter rail stations as well as to strengthen the local market for goods and services. To this end, the following land uses are anticipated within the Project Area (see Figure D):

Residential: This category is applied to existing residential buildings and to properties designated for redevelopment to residential uses. New residential may be in the form of single-family homes, townhouses, or multi-family buildings (including senior living facilities), depending upon the characteristics of the site and the surroundings. The height and density should be complementary to surrounding uses, although higher densities may be appropriate in proximity to commuter rail stations. Generally, garages should be to the rear of buildings, to minimize curb cuts along major corridors. Ground floor commercial in multiple family buildings may be considered, depending upon the characteristics of the particular site. Open space may also be considered in areas designated for residential use, particularly west of Hoyne Avenue and south of Dawes Park.

Commercial: This category is applied to the existing commercial areas of Kedzie Avenue, 79th Street, Western Avenue, and certain nodes along Southwest Highway. The category reflects the desire to revitalize commercial corridors which serve and support the surrounding residential areas. Generally, existing uses can be continued and rehabilitated, and new businesses can be encouraged in vacant or underutilized buildings or sites. Retail, office, and institutional uses (such as schools, churches, and child care services) are permitted in this category. Upper floor residential uses are encouraged, and existing residential uses are expressly permitted to remain.

Residential/Commercial Mixed Use: This category is applied to areas which may be suitable for residential or commercial uses or combinations thereof. All land uses permitted in the Residential category and the Commercial category, as described above, are permitted in this category.

Commercial/Industrial Mixed Use: This category is intended for those areas of Southwest Highway and along Hoyne Avenue which are characterized by a mix of industrial and intense commercial uses such as automobile repair. However, other commercial uses (as defined in the Commercial category above) are permitted, particularly in areas close to a commuter rail stop. The inter-modal facility lying north of 79th Street east of Kedzie also falls within this category. New or expanded uses should have minimum off-site impacts. For example, traffic, light, noise, and environmental hazards should be minimized, and should not unreasonably impact adjacent properties. New or expanded uses should also be screened from adjacent residential areas.

Open Space: This category is applied to Dawes Park and any potential open space uses.

Railroad: This category is applied to the railroad rights-of-way throughout the Project Area.

Redevelopment Activities

The redevelopment of the Project Area will be driven by private reinvestment induced through public assistance and support. In the absence of assistance from the City as provided by the Redevelopment Plan, the private sector is not expected to pursue these opportunities.

Numerous sites, some of which are included in the Property Assembly section of this Redevelopment Plan (page 14), have been identified as opportunity sites that the City is interested in marketing for development. With TIF assistance, redevelopment may occur on these sites. Most of the opportunity sites are designated for residential uses, either as in-fill opportunities on vacant lots, or by demolition of existing uses to be followed by new construction. The remaining opportunity sites are intended for in-fill commercial or institutional uses (such as schools), along Kedzie, Western and 79th Street.

Many sites, particularly along the commercial corridors, may be appropriate for rehabilitation activities. Rehabilitation may involve facade improvements and repairs, as well as improvements to the interior of buildings which are structurally sound but require work to address appearance or safety issues.

In addition, public improvements will increase the functionality, appearance, and viability of the Project Area as a strong commercial corridor. Recommended public improvements in the Project Area primarily include streetscape elements along Southwest Highway, Kedzie, and Western, including landscaping and lighting. These elements should complement the on-going streetscape project along 79th Street. Street and sidewalk re-configurations are contemplated on the west side of South Kedzie Avenue in the 8100 and 8200 blocks to add diagonal parking. Viaduct improvements at the intersection of 79th Avenue, Kedzie Avenue, and Southwest Highway will improve the appearance and function of this area. In addition, special gateway treatments would be appropriate at locations that maximize the impact and recognition of important commercial corridor entrances, particularly at 79th and Kedzie Avenue.

VI. REDEVELOPMENT PROJECT

This section describes the public and private improvements and activities anticipated to be made and undertaken to implement the Redevelopment Plan.

Purpose of the Redevelopment Plan

The Act defines a redevelopment plan 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" (65 ILCS 5/11-74.4-3(n), as amended).

Further, the Act states that for such areas, "It is hereby found and declared that in order to promote and protect the health, safety, morals, and welfare of the public, that blighted conditions need to be eradicated and conservation measures instituted, and that redevelopment of such areas be undertaken; that to remove and alleviate adverse conditions it is necessary to encourage private investment and restore and enhance the tax base of the taxing districts in such areas by the development or redevelopment of project areas. The eradication of blighted areas and treatment and improvement of conservation areas and industrial park conservation areas by redevelopment projects is hereby declared to be essential to the public interest" (65 ILCS 5/11-74.4-2(b), as amended).

The Future Land Use Plan in Figure D illustrates proposed land uses. Ultimately, the Redevelopment Plan should help to better integrate the Project Area with adjacent uses, becoming an asset to the community and reversing decay.

Eligible Redevelopment Project Costs

The City may incur, or reimburse a private developer or redeveloper for incurring, redevelopment project costs. Redevelopment project costs include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to the Redevelopment Plan and Redevelopment Project. Such costs may include, without limitation, the following:

- Costs of studies, surveys, development of plans and specifications, implementation and administration of the Redevelopment Plan including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning or other services;
- The cost of marketing sites within the Project Area to prospective businesses, developers, and investors;
- 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;
- Costs of rehabilitation, reconstruction, repair, or remodeling of existing public or private buildings, fixtures, and leasehold improvements; and 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;

- Costs of the construction of public works or improvements as provided by the Act;
- Costs of job training, and retraining projects, including the cost of “welfare to work” programs implemented by businesses located within the Project Area, 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 Section 10-22.20a and 10-23.3a of the School Code (as defined in the Act);
- Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations under the Act and which may include payment of interest on any obligations issued thereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued, and not exceeding 36 months thereafter and including reasonable reserves related thereto;
- 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 within a taxing district in furtherance of the objectives of the Redevelopment Plan and Redevelopment Project;
- An elementary, secondary, or unit school district’s increased costs attributable to assisted housing units as provided in the Act;
- Relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law;
- Payment in lieu of taxes;
- Interest cost 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 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 the 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 the Act; and
 - e. the 30% limitation in (b) and (d) above may be increased to up to 75% of the interest costs 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;
- 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.
 - The cost of daycare services for children of employees from low-income families working for businesses located within the Project Area and all or a portion of the cost of operation of day care centers established by Project Area businesses to serve employees from low-income families working in businesses located in the Project Area. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed 80% of the City, county or regional median income as determined from time to time by the United States Department of Housing and Urban Development.

In the event the Act is amended after the date of the approval of this Redevelopment Plan by the City Council of Chicago to (i) include new eligible redevelopment project costs or (ii) expand the scope or increase the amount of existing eligible redevelopment project costs (such as, for example, by increasing the amount of incurred interest costs that may be paid under 65 ILCS5/1-74.4-3(q)(11)), this Redevelopment Plan shall be deemed to incorporate such additional, expanded or increased eligible costs as eligible costs under the Redevelopment Plan. In the event of such amendment(s), the City may add any new eligible redevelopment project costs as a line item in Table 3, or otherwise adjust the line items in Table 3 without amendment to this Redevelopment Plan.

In no instance, however, shall such additions or adjustments result in any increase in the total redevelopment project costs without a further amendment to this Redevelopment Plan.

Property Assembly

Property acquisition and land assembly by the private sector in accordance with this Redevelopment Plan will be encouraged by the City. Additionally, the City may encourage the preservation of buildings that are structurally sound and compatible with this Redevelopment Plan.

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

developers before acquiring any properties. As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and redevelopment.

Figure E, Acquisition, and Table 2 indicate the parcels authorized to be acquired for site assembly and preparation for redevelopment in the Project Area.

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

For properties described on Figure E, Acquisition, the acquisition of occupied properties by the City shall commence within four years from the date of the publication of the ordinance approving the Redevelopment Plan. Acquisition shall be deemed to have commenced with the sending of an offer letter. After the expiration of this four-year period, the City may acquire such property pursuant to this Redevelopment Plan under the Act according to its customary procedures as described above. The City may determine at a later date that other parcels are also suitable for acquisition. Such acquisition would be conducted in accordance with customary procedures, as described in the immediately preceding paragraph.

Table 2 Acquisition Parcels by Parcel Identification Number

PIN	Address
19-25-317-054	7783 S. Kedzie Avenue
19-25-317-055	3158 W. Columbus
19-25-317-056	3156 W. Columbus
19-26-421-020	7820 S. Kedzie Avenue
19-26-421-021	7822 S. Kedzie Avenue
19-26-421-022	7824 S. Kedzie Avenue
19-26-421-023	7828 S. Kedzie Avenue
19-26-421-024	3200 W. Columbus Avenue
19-26-421-025	3206 W. Columbus Avenue
19-26-421-026	3210 W. Columbus Avenue
19-26-421-027	3212 W. Columbus Avenue
19-26-421-028	3214 W. Columbus Avenue
19-26-421-029	3216 W. Columbus Avenue
19-26-421-030	3218 W. Columbus Avenue
19-26-421-031	3222 W. Columbus Avenue
19-35-205-013	3259 W. 79th Street
19-35-205-014	3255 W. 79th Street
19-35-205-021	3276 W. Columbus Avenue
19-35-205-022	3278 W. Columbus Avenue
19-35-205-023	3280 W. Columbus Avenue
19-35-205-038	3247 W. 79th Street
19-35-206-044	7938 S. Kedzie Avenue
19-35-206-045	7940 S. Kedzie Avenue
19-35-308-001	3710 W. 84 th Street
19-35-308-002	3706 W. 84 th Street
19-35-308-003	3700 W. 84 th Street
19-35-309-001	8341 S. Lawndale Avenue
19-35-309-002	3655 W. 83 rd Place
19-35-309-003	3651 W. 83 rd Place
19-35-309-004	3649 W. 83 rd Place
19-35-309-005	3647 W. 83 rd Place
19-35-309-006	3641 W. 83 rd Place
19-35-309-019	8347 S. Lawndale Avenue
19-35-313-001	3733 W. 84 th Street
19-35-313-002	3745 W. Columbus Avenue
19-35-313-003	3727 W. 84 th Street
19-35-313-004	3725 W. 84 th Street
19-35-313-005	3721 W. 84 th Street
19-35-313-006	3719 W. 84 th Street
19-35-313-007	3717 W. 84 th Street
19-35-313-008	3709 W. 84 th Street
19-35-313-025	3726 W. 84 th Place

PIN	Address
19-35-317-001	3802 W. 85 th Street
19-35-317-002	3800 W. 85 th Street
19-35-318-001	8439 S. Hamlin Avenue
19-35-318-002	3753 W. 84 th Place
19-35-318-003	3751 W. 84 th Place
19-35-318-004	3749 W. 84 th Place
19-35-318-005	3743 W. 84 th Place
19-35-318-019	8449 S. Hamlin Avenue
19-36-106-001	2857 W. 79th Street
19-36-106-002	2853 W. 79th Street
19-36-106-003	2851 W. 79th Street
19-36-106-004	2849 W. 79th Street
19-36-107-054	2825 W. 79th Street
19-36-107-055	2801 W. 79th Street
19-36-200-001	2757 W. 79th Street
19-36-200-002	2753 W. 79th Street
19-36-200-003	2751 W. 79th Street
19-36-200-004	2749 W. 79th Street
19-36-200-005	2747 W. 79th Street
19-36-200-006	2745 W. 79th Street
19-36-202-008	2641 W. 79th Street
19-36-202-009	2639 W. 79th Street
19-36-202-010	2635 W. 79th Street
19-36-202-041	2647 W. 79th Street
19-36-202-042	2643 W. 79th Street
20-31-120-007	8100 S. Hoyne Avenue
20-31-120-010	8130 S. Hoyne Avenue
20-31-120-011	8141 S. Hoyne Avenue
20-31-120-012	8135 S. Hoyne Avenue
20-31-120-013	8124 S. Hoyne Avenue
20-31-120-014	8126 S. Hoyne Avenue
20-31-200-005	1949 W. 79 th Street
20-31-200-052	7901 S. Damen Avenue

Property Disposition

Property to be acquired by the City as part of the Redevelopment Project may be assembled into appropriate redevelopment sites. As part of the redevelopment process the City may: (i) sell, lease or convey such property for private redevelopment; or (ii) sell, lease or dedicate such property for construction of public improvements or facilities. Terms of conveyance shall be incorporated into appropriate disposition agreements, and may include more specific restrictions than contained in the Redevelopment Plan or in other municipal codes and ordinances governing the use of land or the construction of improvements.

Rehabilitation of Existing Public or Private Structures

The City of Chicago may provide assistance to encourage rehabilitation of existing public or private structures which will remove conditions which contribute to the decline of the character and value of the Project Area. Appropriate assistance may include but is not limited to:

- Financial support to private property owners for the restoration and enhancement of existing structures within the Project Area.
- Improvements to the facade or rehabilitation of public or private buildings.

Public Improvements

The City of Chicago may install public improvements to enhance the Project Area as a whole, to support the Redevelopment Plan and Redevelopment Project, and to serve the needs of Project Area residents. Appropriate public improvements may include, but are not limited to:

- Vacation, removal, resurfacing, widening, reconstruction, construction, and other improvements to streets, alleys, pedestrian ways, and pathways;
- Installation of traffic improvements, viaduct improvements, street lighting and other safety and accessibility improvements;
- Development of parks, playgrounds, plazas, and places for public leisure and recreation;
- Construction of public off-street parking facilities;
- Installation, reconstruction, improvement or burial of public or private utilities;
- Construction of public buildings;
- Beautification, lighting and signage of public properties;
- Maintenance of public rights-of-way in privately owned properties;
- Demolition of obsolete or hazardous structures;
- Improvements to publicly owned land or buildings to be sold or leased.

Recommended public improvements in the Project Area are listed in Section V, Future Land Use and Redevelopment Activities, on page 10.

The City may determine at a later date that certain listed improvements are no longer needed or appropriate and may remove them from the list, or may add new improvements to the list.

Relocation

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

In the event that the implementation of the Redevelopment Plan results in the removal of residential housing units in the Project Area occupied by low-income households or very low-income households, or the permanent displacement of low-income households or very low-income households from such residential housing units, such households shall be provided affordable housing and relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. The City shall make a good faith effort to ensure that affordable replacement housing for the aforementioned households is located in or near the Project Area.

In the event that the implementation of this Redevelopment Plan results in the removal of businesses by the City, such businesses may also receive relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Job Training

Separate or combined programs designed to increase the skills of the labor force to meet employers' hiring needs and to take advantage of the employment opportunities within the Project Area may be implemented.

Developer Interest Costs

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

- a. such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;
- b. such payments in any one year may not exceed 30% of the annual interest costs incurred by the redeveloper with respect to the redevelopment project during that year (or, in the case of redevelopment projects involving the construction or rehabilitation of new housing for low-income households and very low-income households, 75% of such annual interest costs).

Estimated Project Costs

A range of redevelopment activities and improvements will be required to implement this Redevelopment Plan. Table 3 outlines the estimated costs of the Redevelopment Project. All estimates are based on 2001 dollars. Funds may be moved from one line item to another or to an eligible cost category described in the Plan.

Table 3 Estimated Redevelopment Project Costs

Estimated Redevelopment Project Costs	
Professional Services	\$700,000
Property Assembly	\$7,000,000
Leasehold Improvements and Rehabilitation, Reconstruction or Repair or Remodeling of Existing Public or Private Buildings and Fixtures	\$1,300,000
New Construction as Permitted by the Act	\$500,000
Public Works or Improvements ⁽¹⁾	\$1,000,000
Job Training, Retraining, Welfare-to-Work	\$500,000
Relocation	\$1,500,000
Developer Interest Costs	\$1,500,000
Day Care	\$500,000
Total Redevelopment Project Costs ^{(2) (3)}	\$14,500,000

Notes:

1. Public improvements may also include capital costs of taxing districts and other costs allowable under the Act. Specifically, public improvements as identified in the Redevelopment Plan and as allowable under the Act may be made to property and facilities owned or operated by the City or other public entities. As provided in the Act, Redevelopment Project Costs may include, 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 within a taxing district in furtherance of the objectives of the Redevelopment Plan.
2. The total Estimated Redevelopment Project Costs provides an upper limit on expenditures, and adjustments may be made in line items without amendment to this Redevelopment Plan.
3. Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs. Total Redevelopment Project Costs are inclusive of redevelopment project costs in contiguous project areas or those separated by only a public right-of-way that are permitted under the Act to be paid from incremental property taxes generated in the Project Area, but do not include redevelopment project costs incurred in the Project Area which are paid from incremental property taxes generated in contiguous project areas or those separated only by a public right-of-way. The amount of revenue from the Project Area made available to support such contiguous project areas, or those separated only by a public right-of-way, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area, shall not at any time exceed the Total Redevelopment Project Costs described in the Redevelopment Plan.

Sources of Funds

The Act provides methods by which municipalities can finance eligible redevelopment project costs with incremental real estate tax revenues. Incremental tax revenue is derived from the increase in the current equalized assessed valuation (EAV) of real property within the Project Area over and above the certified initial EAV of the real property. Any increase in EAV is then multiplied by the current tax rate, resulting in tax increment revenue. A decline in current EAV does not result in a negative real estate tax increment.

Funds necessary to pay Redevelopment Project Costs may be derived from a number of authorized sources. The principal source of anticipated revenues is real property tax increment generated by new private development. There may be other local sources of revenue, including land disposition proceeds, that the City determines are appropriate to allocate to the payment of Redevelopment Project Costs. The City may explore the availability of funds from state and federal programs to assist in financing the Redevelopment Project Costs. The City may incur redevelopment project costs which are paid from funds of the City other than incremental taxes, and the City may be then reimbursed for such costs from incremental taxes.

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

The Project Area may become contiguous to, or be separated only by a public right-of-way from, 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 Project Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Redevelopment Plan that net revenues from the Project 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 Project 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 Project Area and such areas. The amount of revenue from the Project Area so made available, when added to all amounts used to pay eligible redevelopment project costs within the Project Area or other areas as described in the preceding paragraph, shall not at any time exceed the Total Redevelopment Project Costs described in Table 3 of this Redevelopment Plan.

Nature and Term of Obligations to be Issued

Under the Act, the City may issue tax increment revenue obligation bonds and other obligations secured by incremental property taxes generated in the Project Area pursuant to the Act for a term not to exceed twenty years. In addition, all such obligations 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 Project Area is adopted (by December 31, 2025, assuming the ordinance approving this Redevelopment Plan is enacted in 2001).

All obligations may be secured after issuance by projected and actual tax increment revenues and by such debt service reserves and sinking funds as may be provided by ordinance. Revenues not required for the retirement of obligations (providing for reserves and sinking funds) or otherwise earmarked for other Redevelopment Project Costs may be declared surplus and become available for distribution to the taxing districts in the Project Area in the manner provided by the Act.

One or more issues of obligations may be sold at one or more times in order to implement the Redevelopment Plan, as amended, and as it may be amended in the future. Obligations may be issued on a parity or subordinate basis.

Equalized Assessed Valuation

The purpose of identifying the most recent equalized assessed valuation ("EAV") of the Project Area is to provide an estimate of the initial EAV, which the County Clerk of Cook County, Illinois (the "County Clerk") will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Project Area. The most recent (1999) equalized assessed valuation of the Project Area is \$36,740,059 (see Appendix D). This EAV is based on 1999 EAV figures collected by Teska Associates, Inc. and is subject to verification by the County Clerk. After verification, the final figure shall be certified by the County Clerk. This certified amount shall become the Certified Initial EAV from which all incremental property taxes in the Project Area will be calculated by Cook County (the "County"). If the 2000 EAV shall become available prior to the date of the adoption of the Redevelopment Plan by the City Council, the City may update the Redevelopment Plan by replacing the 1999 EAV with the 2000 EAV without further City Council action.

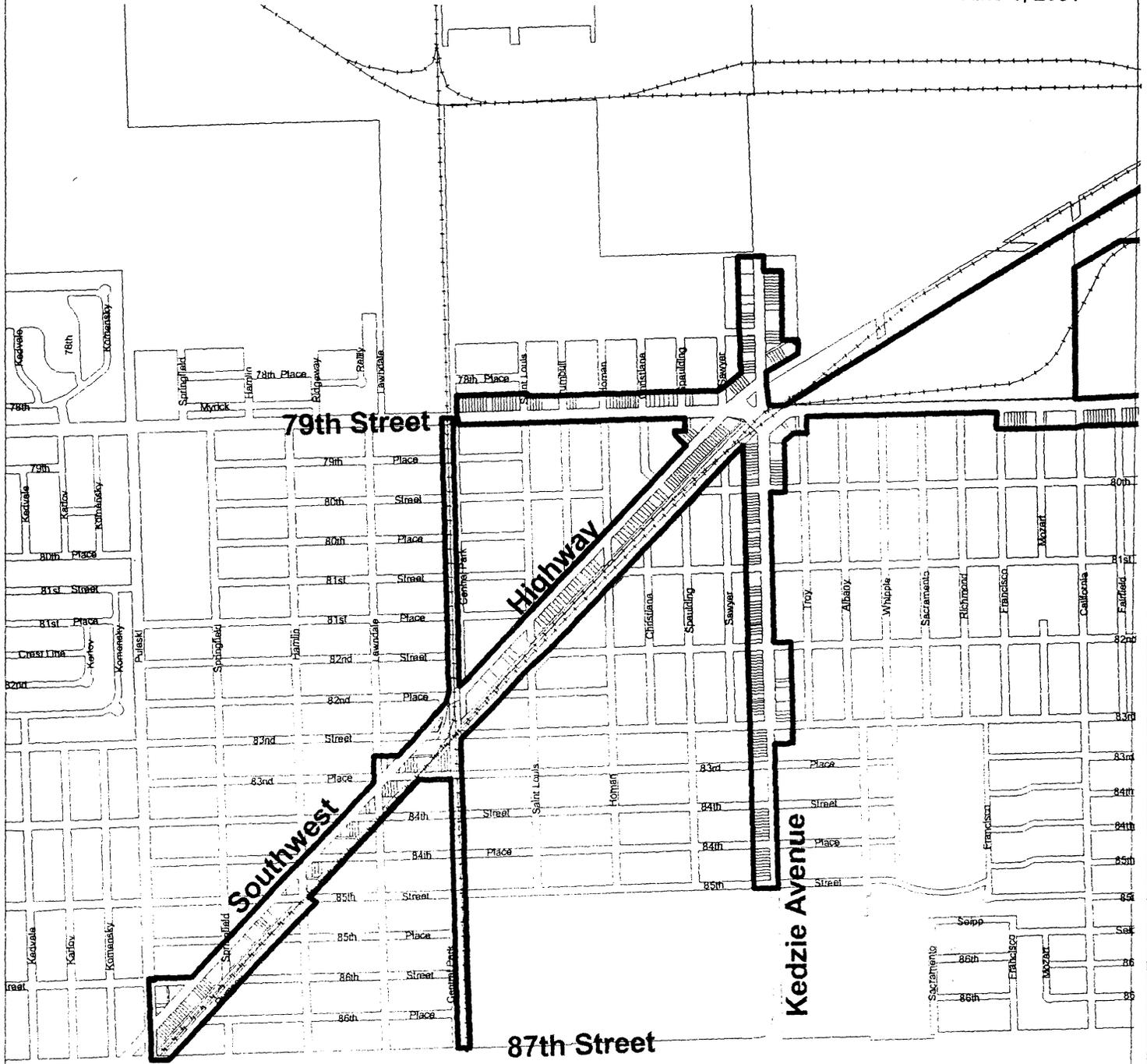
Upon completion of anticipated private development of the Project Area, it is anticipated that the equalized assessed valuation will be approximately \$70 million. The calculation assumes that assessments appreciate at a rate of 2% per year. The projection represents a 92% increase in the total equalized assessed valuation. Other new projects, rehabilitation of existing buildings, and appreciation of real estate values may result in substantial additional increases in equalized assessed valuation.

Figure A
Project Area (Page 1 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

TESKA
ASSOCIATES
INC.

June 1, 2001



Legend

 Project Area

500 0 500 1000 Feet

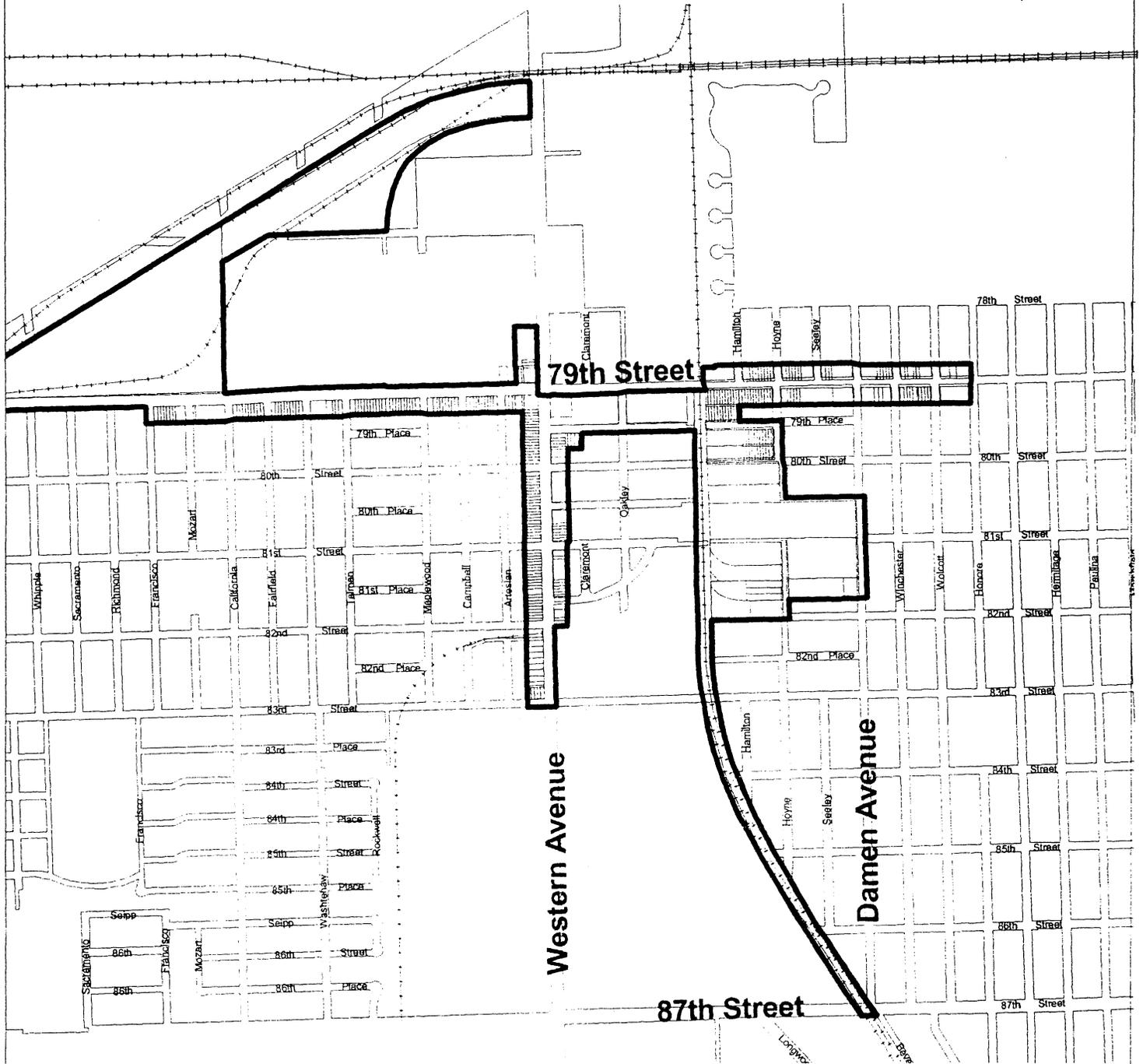


Figure A
Project Area (Page 2 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

TESKA
ASSOCIATES
INC.

June 1, 2001



Legend

 Project Area

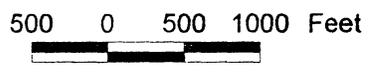
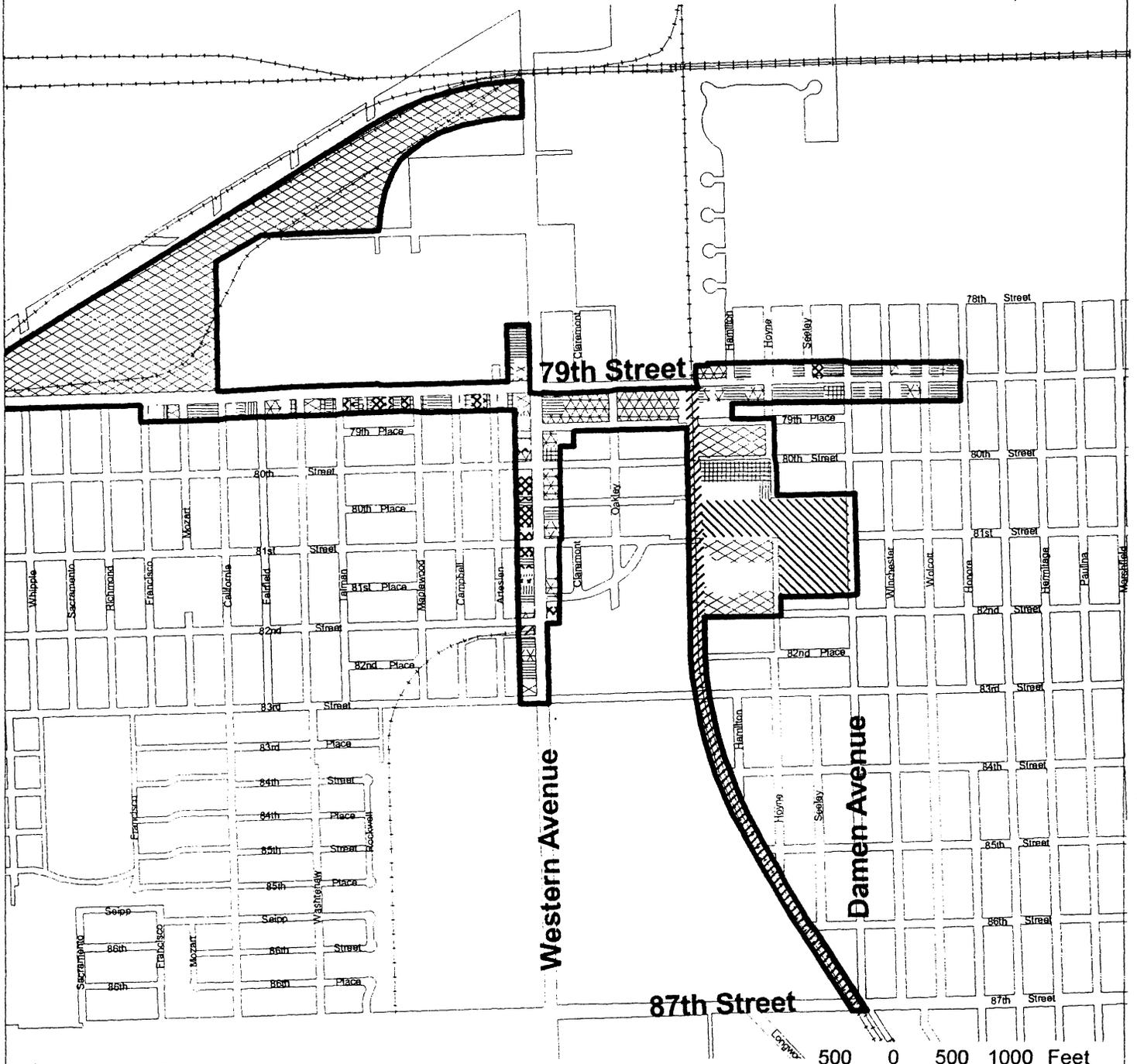


Figure B
Existing Land Use (Page 2 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

**TESKA
 ASSOCIATES
 INC.**

June 1, 2001



Legend

- | | | | | | |
|--|--------------------------|--|---------------------------|--|--------------|
| | Industrial | | Office | | Open Space |
| | Institution | | Parking | | Railroad |
| | Multi-Family Residential | | Single-Family Residential | | Vacant |
| | Mixed-Use | | Retail | | Project Area |

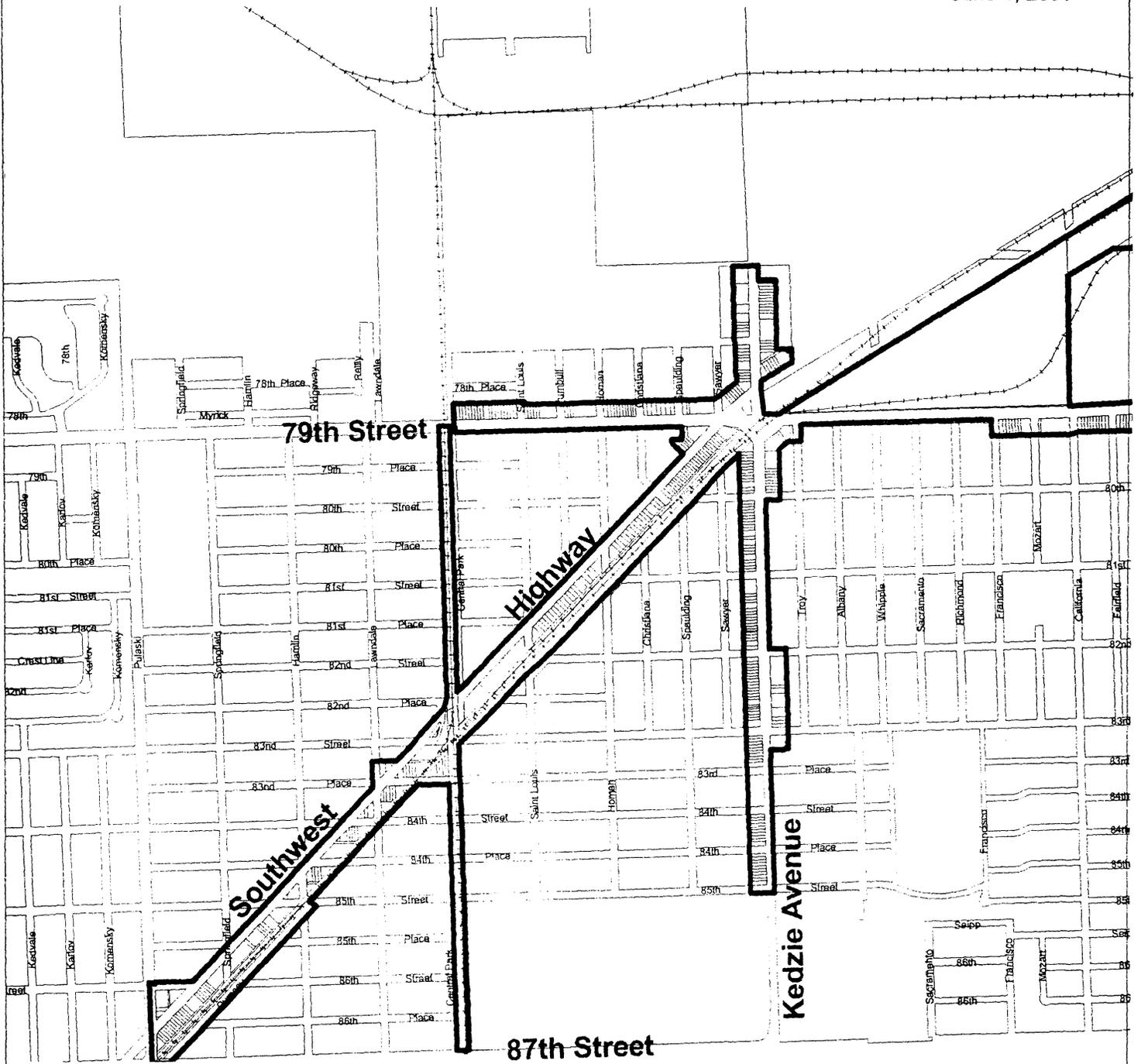


Figure C
Public Facilities (Page 1 of 2)

TESKA
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INC.

79th Street/ Southwest Highway TIF District - Chicago, Illinois

June 1, 2001



Legend

-  Dawes Park
-  Project Area

500 0 500 1000 Feet



Figure D
Future Land Use (Page 1 of 2)

**TESKA
 ASSOCIATES
 INC.**

79th Street/ Southwest Highway TIF District - Chicago, Illinois

June 1, 2001



Legend

-  Residential
-  Commercial
-  Residential/ Commercial
-  Commercial/ Industrial Mixed-Use
-  Open Space
-  Railroad
-  Project Area

500 0 500 1000 Feet

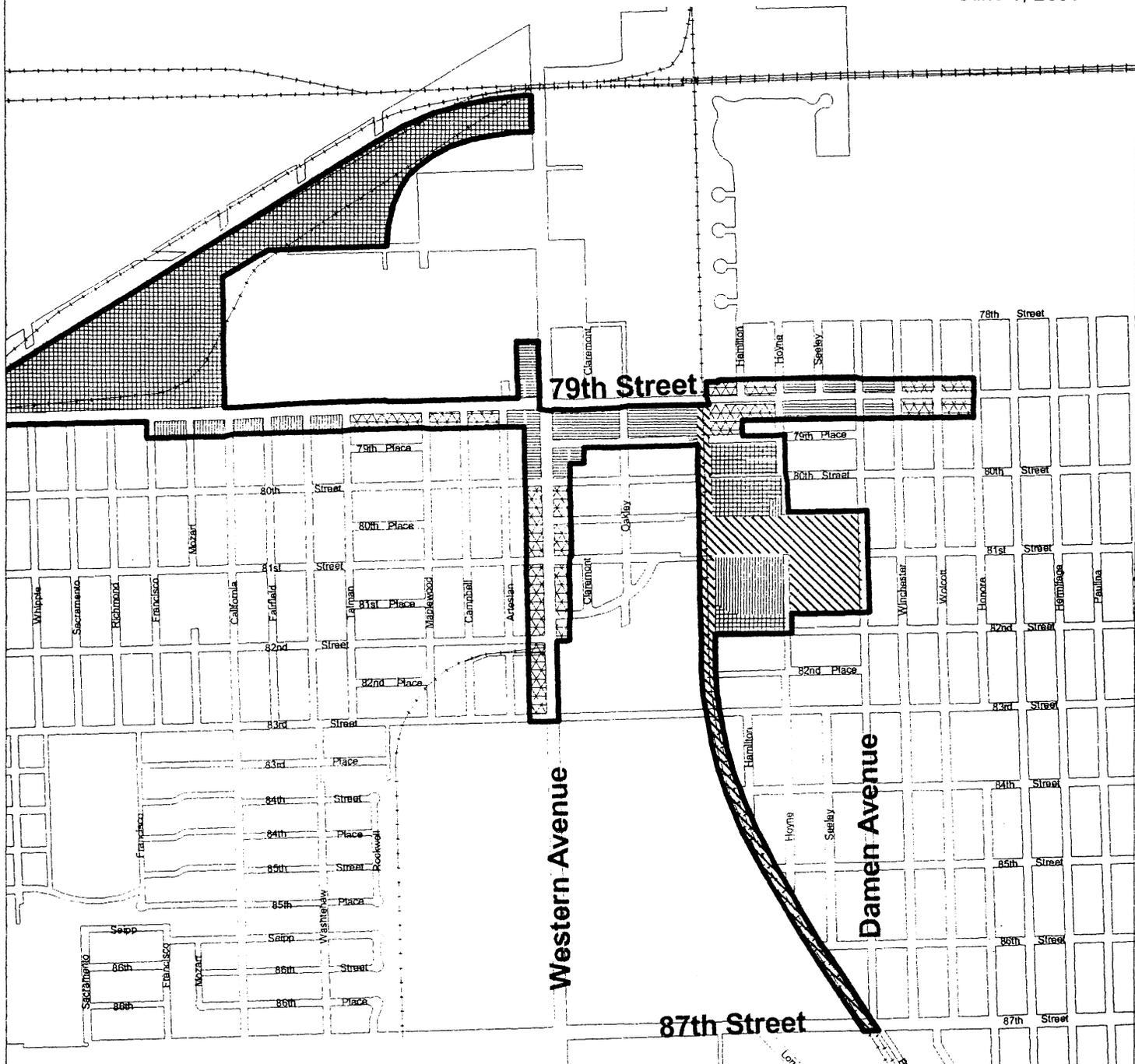


Figure D
Future Land Use (Page 2 of 2)

**TESKA
 ASSOCIATES
 INC.**

79th Street/ Southwest Highway TIF District - Chicago, Illinois

June 1, 2001



Legend

-  Residential
-  Commercial
-  Residential/ Commercial
-  Commercial/ Industrial Mixed-Use
-  Open Space
-  Railroad
-  Project Area

500 0 500 1000 Feet

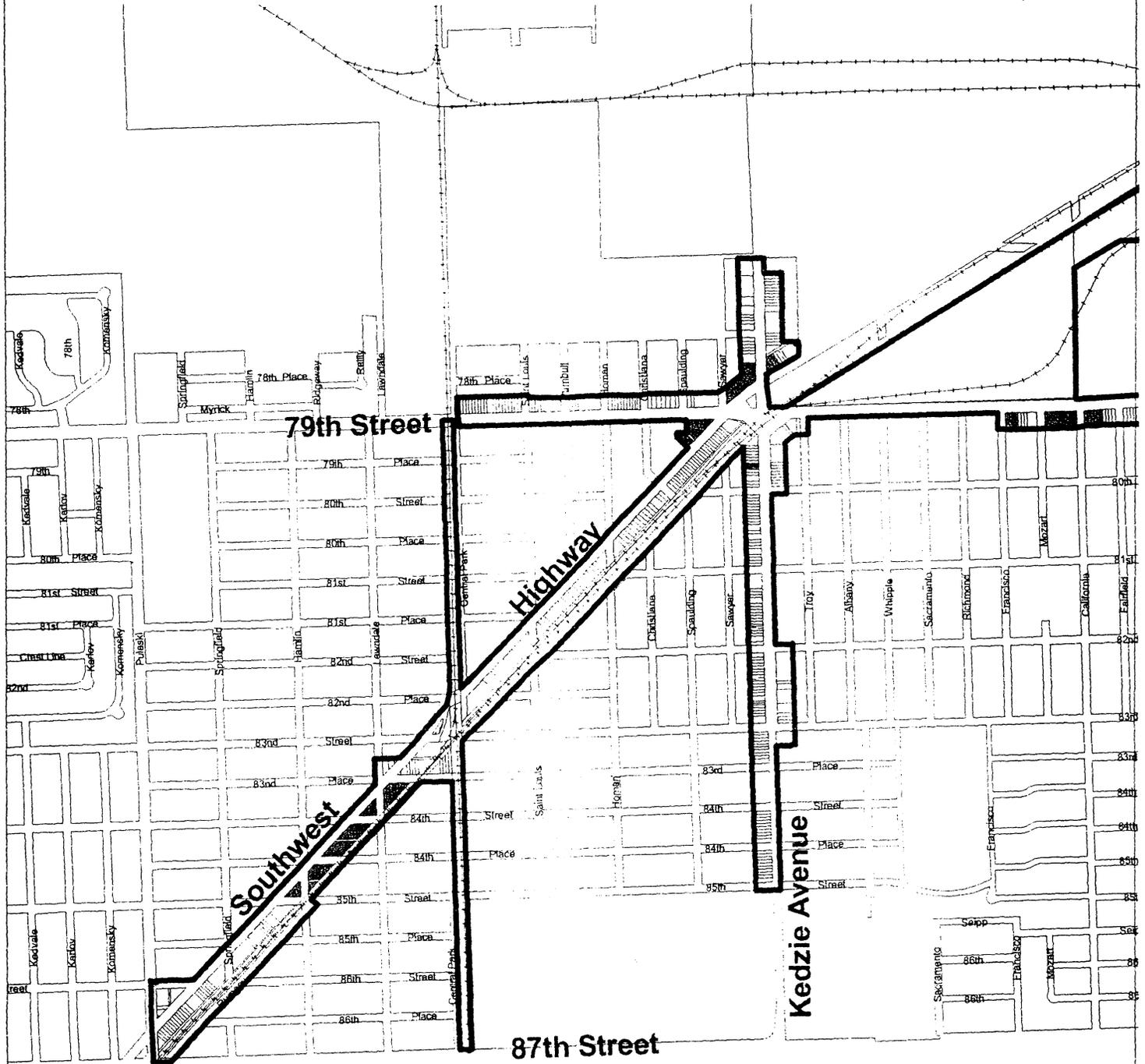


Figure E
Property Acquisition (Page 1 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

TESKA
ASSOCIATES
INC.

June 1, 2001



Legend

-  Properties Authorized to be Acquired
-  Project Area

500 0 500 1000 Feet

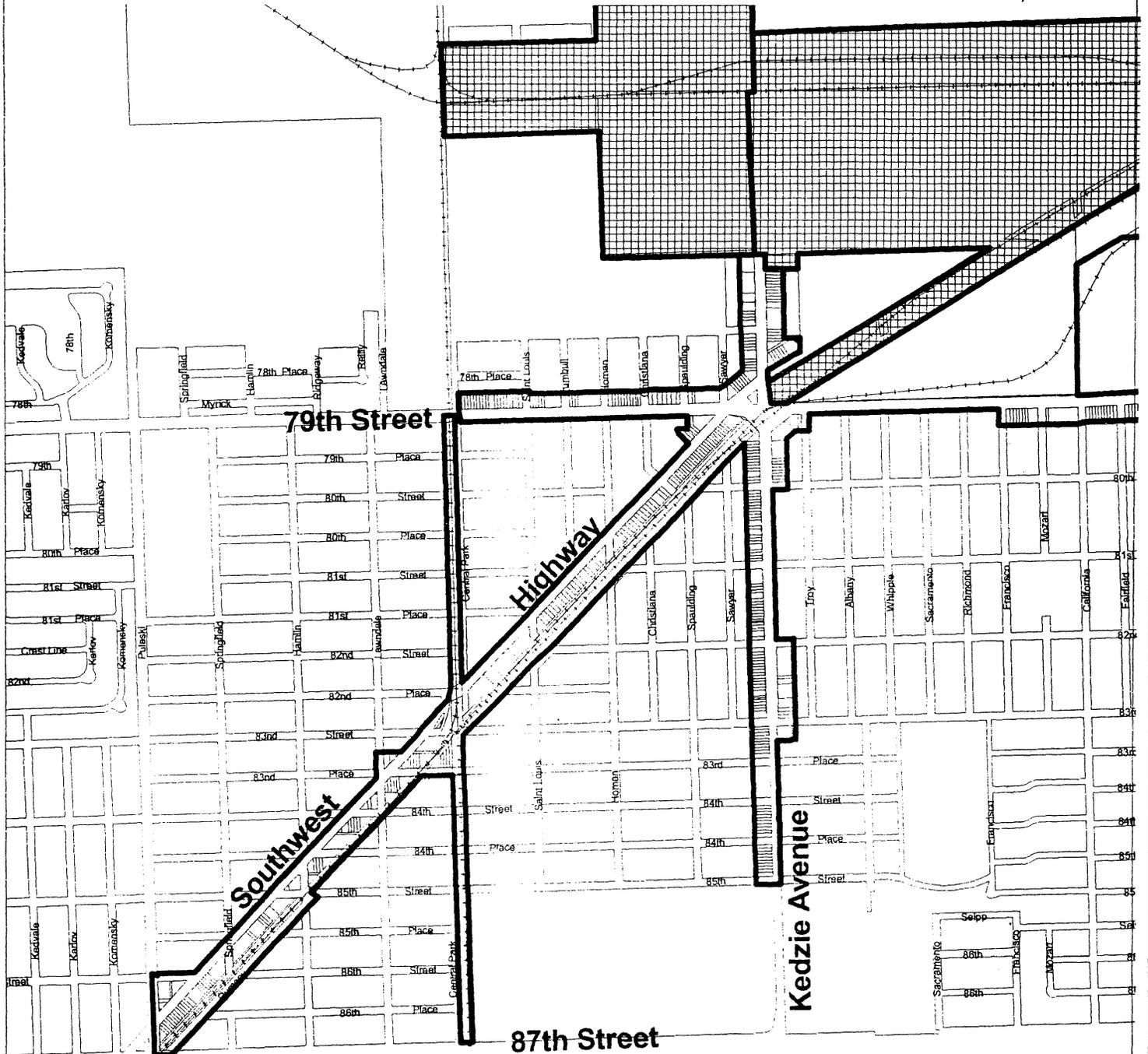


Figure F
Adjacent TIF Districts (Page 1 of 2)

TESKA
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INC.

79th Street/ Southwest Highway TIF District - Chicago, Illinois

June 1, 2001



Legend

-  Adjacent Redevelopment Project Areas
-  Project Area

500 0 500 1000 Feet

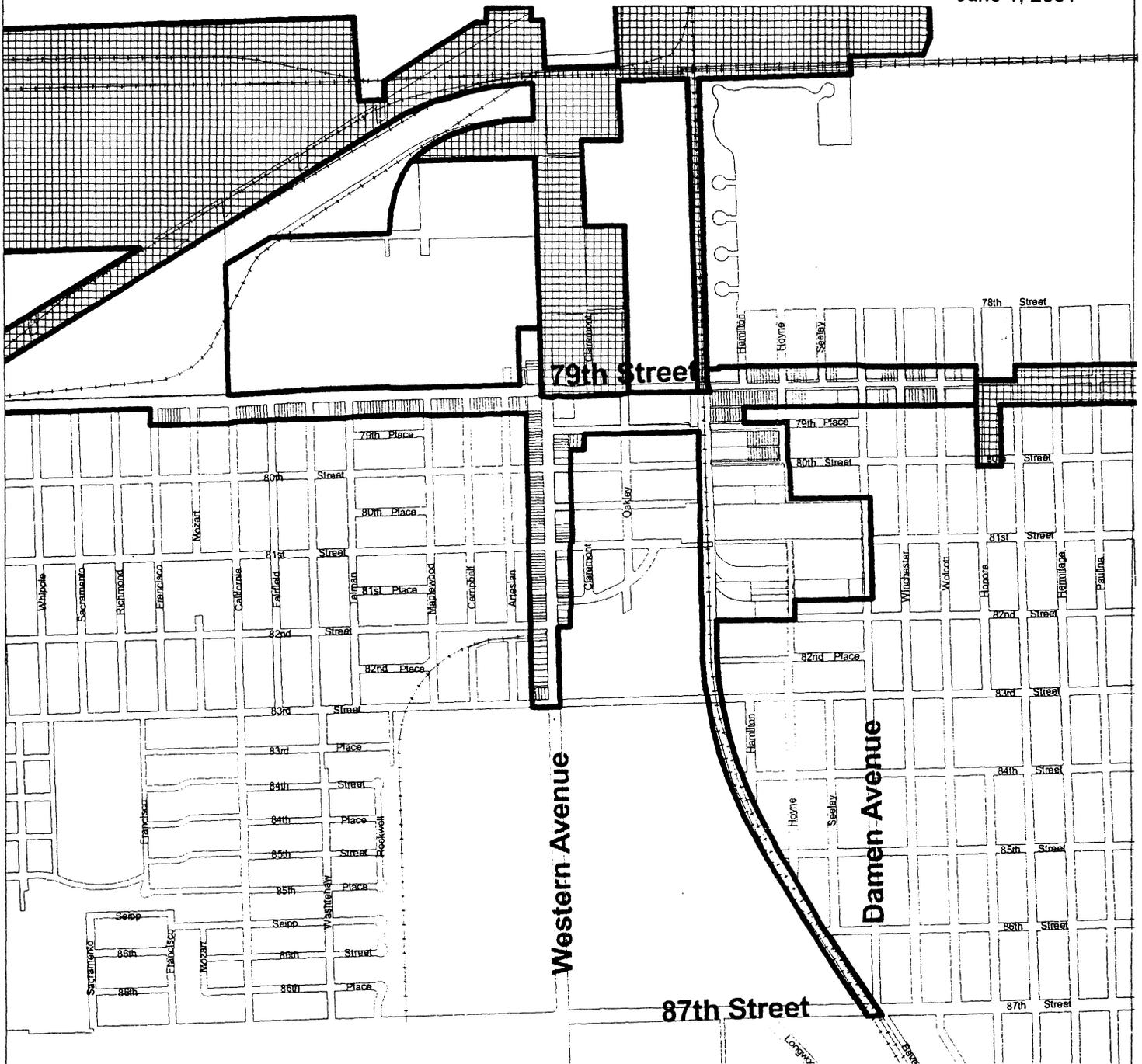


Figure F
Adjacent TIF Districts (Page 2 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

**TESKA
ASSOCIATES
INC.**

June 1, 2001



Legend

-  Adjacent Redevelopment Project Areas
-  Project Area

500 0 500 1000 Feet



APPENDIX A:

ELIGIBILITY STUDY

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INTRODUCTION

The Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11 - 74.4 - 1, et seq., as amended (the “Act”), stipulates specific procedures which must be adhered to in designating a redevelopment project area. A redevelopment project area is defined as:

“..an area designated by the municipality, which is not less in the aggregate than 1 ½ 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 areas and conservation areas” (65 ILCS 5/11-74.4-3(p)).

Section 5/11-74.4-3(b) defines a “conservation area” as:

“...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 three or more of the following factors is detrimental to the public safety, health, morals, or welfare and such an area may become a blighted area: Dilapidation ...; Obsolescence ...; Deterioration ...; Presence of structures below minimum code standards ...; Illegal use of individual structures ...; Excessive vacancies ...; Lack of Ventilation, Light, or Sanitary Facilities ...; Inadequate utilities ...; Excessive land coverage and overcrowding of structures and community facilities ...; Deleterious land use or layout ...; Lack of community planning ...; [Environmental clean-up; and Decline or lagging rate of growth in equalized assessed value.]”

Determination of eligibility of the 79th Street/Southwest Highway Redevelopment Project Area (the “Project Area”) for tax increment financing is based on a comparison of data gathered through field observation, document and archival research, and information provided by Cook County and the City of Chicago (the “City”) against the eligibility criteria set forth in the Act. The eligibility criteria identified as part of the Act are the basis for the evaluation.

Teska Associates, Inc. has prepared this report with the understanding that the City would rely on: (i) the findings and conclusions of this report in proceeding with the designation of the Project Area as a Project Area under the Act; and (ii) the fact that Teska Associates, Inc. has obtained the necessary information to conclude that the Project Area can be designated as a redevelopment project area as defined by the Act.

The Project Area is eligible for designation as a “conservation area” based on the age of structures within the Project Area and the predominance and extent of parcels exhibiting the following characteristics: **deterioration of structures and surface improvements, presence of structures below minimum code standards, and decline in equalized assessed value.** Under the Act, at least 50% of the buildings in the Project Area must be 35 years of age or more, and three of 13 listed conservation area factors must be present in and reasonably distributed throughout the Project Area for it to be considered a conservation area.

DESCRIPTION OF THE PROJECT AREA

The Project Area is located approximately 9 miles southwest of the central business district of Chicago, in the Ashburn and Auburn Gresham community areas. The Project Area encompasses portions of four major corridors: West 79th Street from Central Park Avenue to Honore Street; the southern side of Southwest Highway (Columbus Avenue) from 79th Street to 87th Street; Kedzie Avenue from 77th Street to 85th Street; and Western Avenue from 79th Street to 83rd Street. Several blocks south of 79th along Hoyne Street are also

included. Historically, these commercial corridors have contributed to the vitality and attractiveness of the adjacent residential communities, by providing a local source for goods and services. However, as discussed below, the area has entered a state of decline, and the strength of the commercial corridors has been reduced.

The boundaries of the Project Area have been carefully established to include only those contiguous parcels of real property and improvements thereon substantially benefitted by the proposed redevelopment project improvements. The Project Area contains 331 buildings and 742 parcels, and consists of approximately 307 acres within 76 legal blocks or portions thereof. Figure 1 delineates the precise boundaries of the Project Area.

ELIGIBILITY FINDINGS

TAI, in association with Mann Gin Dubin and Frazier, conducted a field survey of the subject properties in May and June 2000. Based on an inspection of the improvements and grounds, field notes were taken which recorded the condition of each parcel. Photographs further document the observed conditions. Additional research was conducted at the Cook County Treasurer's Office, and the City Department of Buildings.

In order to be designated as a conservation area, at least 50% of the structures must be 35 years or more in age. Additionally, a combination of at least three of the other blighting factors must be present to a meaningful extent and reasonably distributed throughout the Project Area.

Age of Buildings

Based on field analysis and historical records provided by the City of Chicago, 203 out of 331 (61%) of the buildings in the Project Area are more than 35 years old (see Figure 2). These older buildings are distributed on 47 of 76 blocks (62%). This exceeds the statutory requirement that at least 50% of the buildings in a conservation area be 35 years of age or older.

Dilapidation

Dilapidation refers to an advanced state of disrepair or neglect of necessary repairs to the primary structural components of buildings or improvements in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.

No structures in the Project Area display this extreme physical state. This factor is not distributed throughout the Project Area, and therefore does not contribute to the designation of the Project Area.

Obsolescence

Obsolescence is the condition or process of falling into disuse. Obsolete structures have become ill-suited for the original use.

There are numerous buildings throughout the Project Area which are not up to modern standards for design, parking, loading, and landscaping. However, the buildings have been adapted and are being utilized, whether or not for the originally intended purpose. Therefore, no buildings have fallen into disuse due to

a lack of suitability for the original use. Obsolescence does not contribute towards the designation as a conservation area.

Deterioration

With respect to buildings, deterioration refers to defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. The field survey found approximately one out of every five buildings (69 of 331 buildings, or 21%) is characterized by deterioration. Forty-five percent of all blocks (34 of 76 blocks) in the Project Area contain one or more deteriorated buildings, attesting to the widespread distribution of this factor. In most cases, these defects are highly visible from public rights-of-way and contribute to a negative image of the Project Area. Parcels containing deteriorated structures and/or site improvements are shown in Figure 3.

With respect to surface improvements, the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas may evidence deterioration, including, but not limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces. Deterioration of surface improvements is found on 362 of 742 parcels (49%), and is meaningfully distributed on 50 of 76 blocks in the Project Area (66%). Paved parking areas and sidewalks in poor condition are the most common example.

The extent and widespread distribution of deterioration, both of buildings and surface improvements, has a powerful negative effect upon neighboring properties. When buildings or improvements on adjacent properties are in a declining state, a property owner has less incentive to maintain or improve his or her own property. Therefore, deterioration has potential to spread, which could lead the entire Project Area to a blighted condition. Deterioration is therefore a contributing factor towards designation as a conservation area.

Presence of Structures Below Minimum Code Standards

Structures below minimum code standards include all structures that do not meet the standards of zoning, subdivision, building, fire, and other governmental codes applicable to property, but not including housing and property maintenance codes.

According to the field survey and information provided by the Department of Buildings of the City of Chicago, 138 of 331 buildings (42%) in the Project Area have been cited for violations by the Department of Buildings between 1995 and April 2000 (see Figure 4). Only five properties have multiple citations, meaning that these violations are not limited to particular problematic buildings. Nearly two out of three blocks in the Project Area (45 of 76 blocks) have at least one building with code violations. The extent and distribution of buildings below minimum code standards contribute to the designation of the Project Area.

Illegal Use of Individual Structures

Illegal use of individual structures refers to the use of structures in violation of applicable federal, state, or local laws, exclusive of those applicable to the presence of structures below minimum code standards.

The exterior field survey conducted by Teska Associates, Inc. found three properties characterized by illegal dumping. There are no known uses in violation of state or federal regulations. This factor does not contribute to the designation as a conservation area.

Excessive Vacancies

Excessive vacancies refers to the presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent, or duration of the vacancies.

Forty-six of 331 buildings (14%) are presently vacant or partially vacant. These vacancies are distributed on 18 of 76 blocks (24%). While the visibility of these vacancies is a drain upon the vitality of the area, this vacancy rate is not excessively high, and may be related to normal turnover of businesses. Therefore, despite the potential negative effects of these vacancies, this factor does not currently contribute towards the designation of the Project Area.

Lack of Ventilation, Light, or Sanitary Facilities

Inadequate ventilation is characterized by the absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke, or other noxious airborne materials. Inadequate natural light and ventilation means the absence or inadequacy of skylights or windows for interior spaces or rooms and improper window sizes and amounts by room area to window area ratios. Inadequate sanitary facilities refers to the absence or inadequacy of garbage storage and enclosure, bathroom facilities, hot water and kitchens, and structural inadequacies preventing ingress and egress to and from all rooms and units within a building.

Four structures in the Project Area displays this characteristic, and therefore this factor does not contribute to the designation of the Project Area.

Inadequate Utilities

This factor relates to all underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone, and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the redevelopment project area, (ii) deteriorated, antiquated, obsolete, or in disrepair, or (iii) lacking within the redevelopment project area.

According to information provided by the City, inadequate utilities is not a factor in the designation of the Project Area as a conservation area.

Excessive Land Coverage and Overcrowding of Structures and Community Facilities

This factor relates to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as one exhibiting excessive land coverage are: the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking, or inadequate provision for loading and service.

Two properties display excessive coverage. This factor does not make a contribution to the designation of the Project Area as a conservation area.

Deleterious Land Use or Layout

Deleterious land uses include the existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses considered to be noxious, offensive, or unsuitable for the surrounding area.

Seven of 742 parcels (1%) in the Project Area display deleterious land uses or layouts. Despite the harmful effects of these uses upon neighboring properties, the lack of distribution of this factor means that deleterious land use or layout does not contribute to the designation of the Project Area as a conservation area.

Lack of Community Planning

Lack of community planning occurs when the proposed redevelopment project area was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community plan or that the plan was not followed at the time of the area's development. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary development standards, or other evidence demonstrating an absence of effective community planning.

The Project Area, and indeed the entire City, was developed without the guidance of a comprehensive plan. Particularly along Southwest Highway, this lack of planning has resulted in unusual platting of sites that may be difficult to redevelop. However, the lack of distribution of these negative results is such that this factor does not contribute to the designation of the Project Area as a conservation area.

Environmental Clean-Up

This factor is relevant when the area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for, the clean-up of hazardous waste, hazardous substances, or underground storage tanks required by state or federal law, provided that the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.

Nine properties were identified with hazardous conditions such as oil storage barrels. However, while the hazards posed by these sites are of great importance, the limited extent of the problem means that environmental clean-up does not contribute to the designation of the Project Area as a conservation area.

Decline in Equalized Assessed Value

This factor can be cited if the total equalized assessed value of the proposed redevelopment project area has declined for 3 of the last 5 calendar years for which information is available; or is increasing at an annual rate that is less than the balance of the municipality for 3 of the last 5 calendar years for which information is available; or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for 3 of the last 5 calendar years for which information is available.

The table below illustrates that the Equalized Assessed Value (EAV) of the Project Area declined in 1995, 1996, and 1998. This meets the statutory requirement for this factor.

Table A-1 History of Equalized Assessed Value

	1999	1998	1997	1996	1995	1994
Total Equalized Assessed Value of Project Area	36,740,059	35,983,256	36,029,072	32,635,077	32,903,758	32,990,022
Percent Change in EAV from Prior Year in Project Area	2.10%	-0.13%	10.40%	-0.82%	-0.26%	-
Equalized Assessed Value of City of Chicago (Excluding Project Area)	38,411,332,523	37,182,856,957	36,062,830,987	33,424,060,709	33,067,531,554	33,012,733,006
Percent Change in City EAV from Prior Year	3.30%	3.11%	7.89%	1.08%	0.17%	-
CPI for All Urban Consumers	2.70%	1.60%	1.70%	3.30%	2.50%	-

1997 was a reassessment year in Lake Township. In the absence of a property sale, building permit activity, demolition, etc., a property in Cook County is reassessed only once every three years. Therefore, an unusual increase in EAV during a reassessment year can be expected, as the assessor attempts to account for natural inflation to property values that has not been accounted for in the years since the last reassessment. By contrast, in non-reassessment years, values are typically unchanged. The decline in Project Area EAV in 1995, 1996, and 1998 points to an explicit deterioration of values, which the assessor was forced to recognize even in a non-reassessment year.

The Project Area also lagged behind the surrounding City as a whole. The EAV of the Project Area declined in 1995, 1996, and 1998, while the EAV of the balance of the City of Chicago was increasing. In addition, although the Project Area EAV did increase in 1999, the growth lagged that of the balance of the City. Relative to the surroundings, the Project Area has not experienced appropriate growth in the tax base or shown evidence of private investment which increases the value of properties.

Finally, the percent change in EAV of the Project Area was less than the Consumer Price Index for All Urban Consumers in 1999, and the Project Area experienced a negative rate of growth in 1995, 1996, and 1998, even as the Consumer Price Index was positive. Based on this evidence, decline in EAV is a contributing factor toward the designation of the Project Area as a conservation area.

CONCLUSION

Based on the findings contained herein, the Project Area as a whole qualifies as a conservation area according to the criteria established by the Act, based on the fact that 50% or more of the structures in the Project Area have an age of 35 years or more and based on the predominance and extent of parcels exhibiting the following characteristics:

1. Deterioration of structures (21%) and surface improvements (49%)
2. Presence of structures below minimum code standards (42%)
3. Decline in equalized assessed value (3 of last 5 calendar years)

Each of these factors contributes significantly to the eligibility of the Project Area as a conservation area (a summary table is attached). All of these characteristics point to the need for designation of the Project Area, to be followed by public intervention in order that redevelopment might occur.

Table A-2 Summary of Eligibility Factors

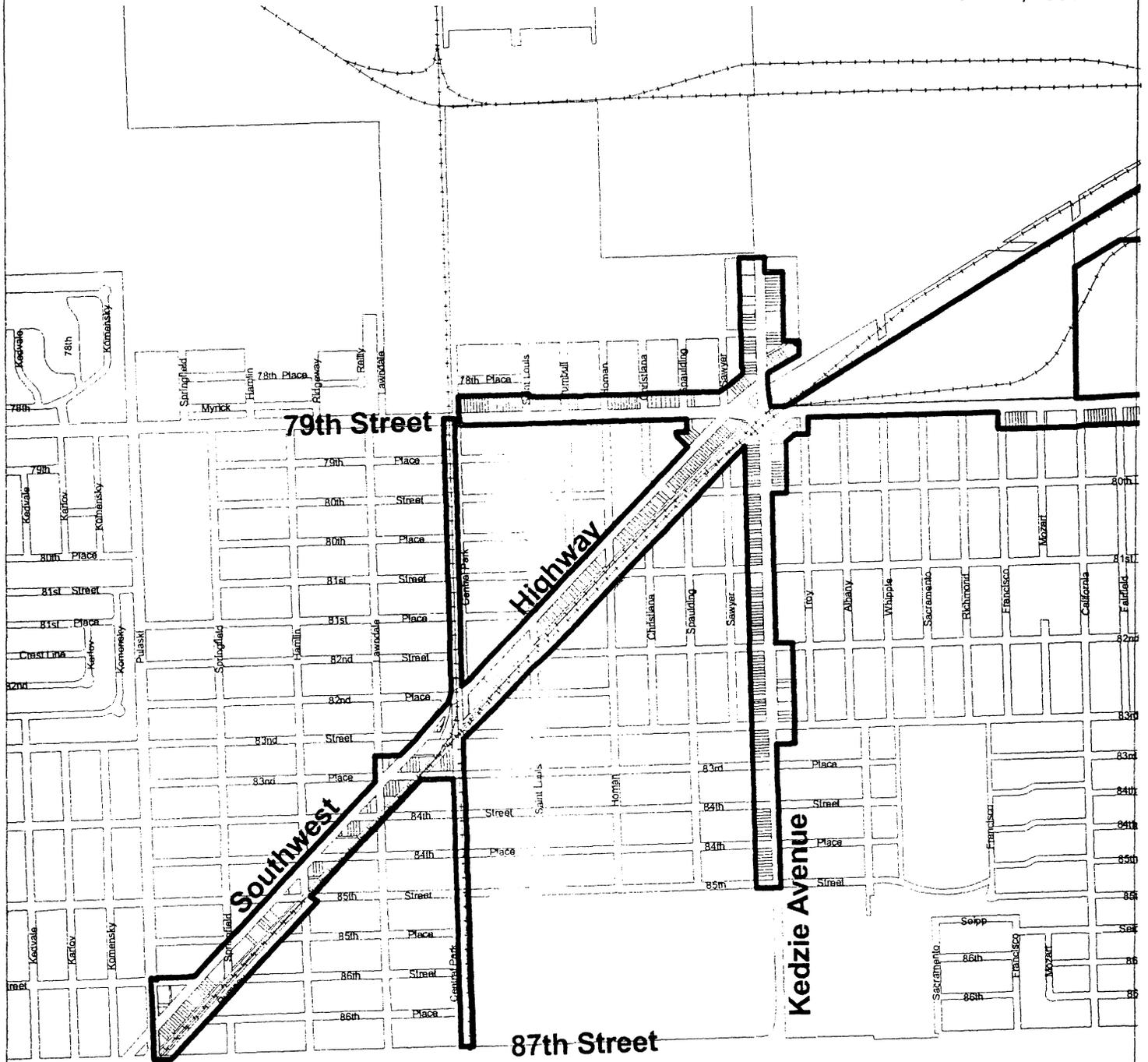
Parcels	742					
Buildings	331					
Blocks	76					
Residential Units	335					
Occupied Residential Units	295					
	Number of Parcels Displaying Characteristic	Percent of All Parcels	Number of Buildings Displaying Characteristic	Percent of all Buildings	Number of Blocks Displaying Characteristic	Percent of All Blocks
Age			203	61%	47	62%
Dilapidation			0	0%	0	0%
Obsolescence			0	0%	0	0%
Deterioration						
<i>Structures</i>			69	21%	34	45%
<i>Surface Improvements</i>	362	49%			50	66%
Below Code			138	42%	45	59%
Illegal Use	3	0%			1	1%
Excessive Vacancy			46	14%	18	24%
Lack of Ventilation, etc.	4	1%			2	3%
Inadequate Utilities	0	0%			0	0%
Excessive Coverage/Overcrowding	2	0%			1	1%
Deleterious Use	7	1%			3	4%
Lack of Community Planning	<i>see Eligibility Report</i>					
Environmental Clean-Up	9	1%			4	5%
EAV Decline	<i>see Eligibility Report</i>					

Figure 1
Project Area (Page 1 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

TESKA
ASSOCIATES
INC.

June 1, 2001



Legend

 Project Area

500 0 500 1000 Feet

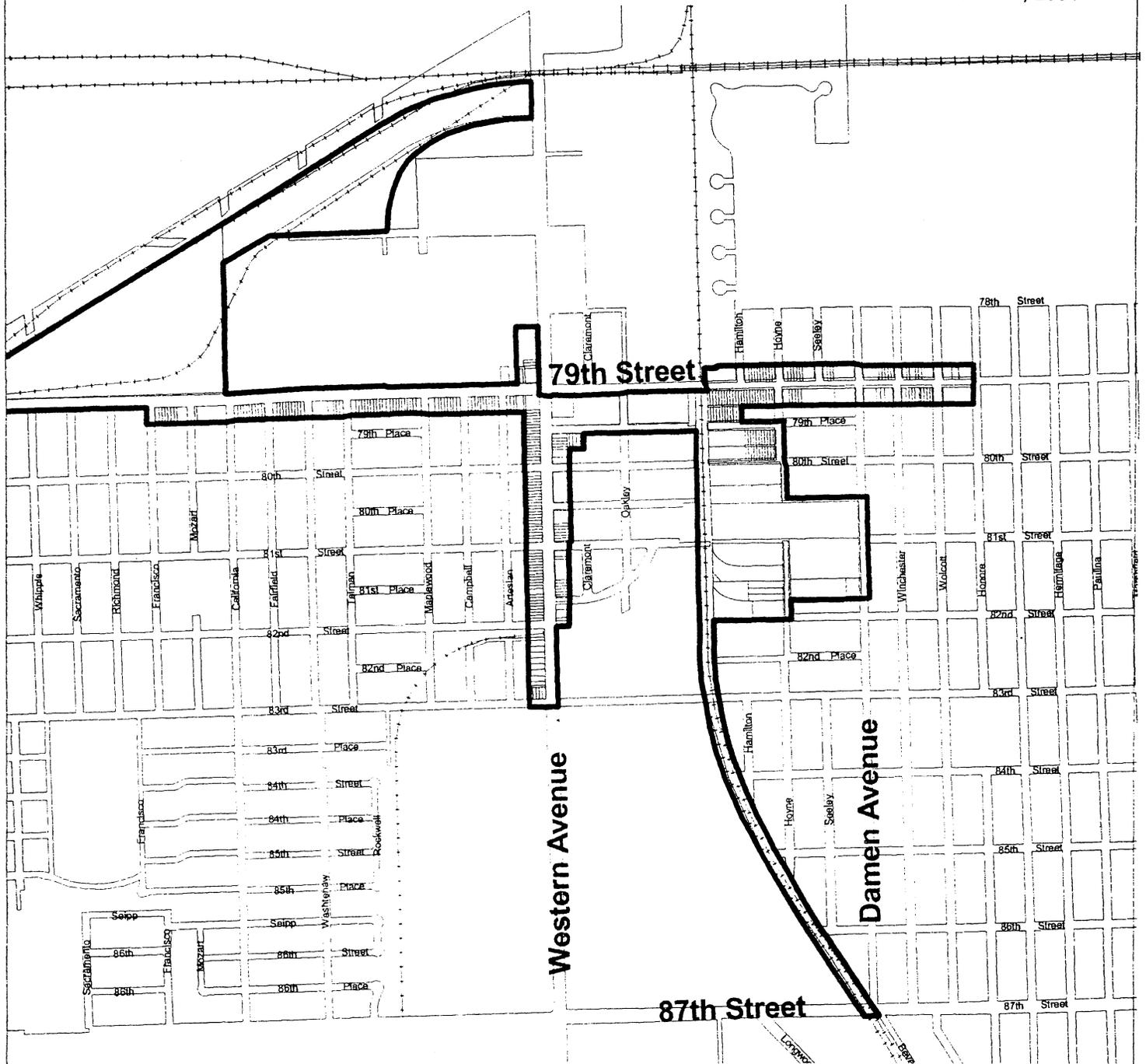


Figure 1
Project Area (Page 2 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

**TESKA
ASSOCIATES
INC.**

June 1, 2001



Legend

 Project Area

500 0 500 1000 Feet

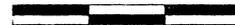
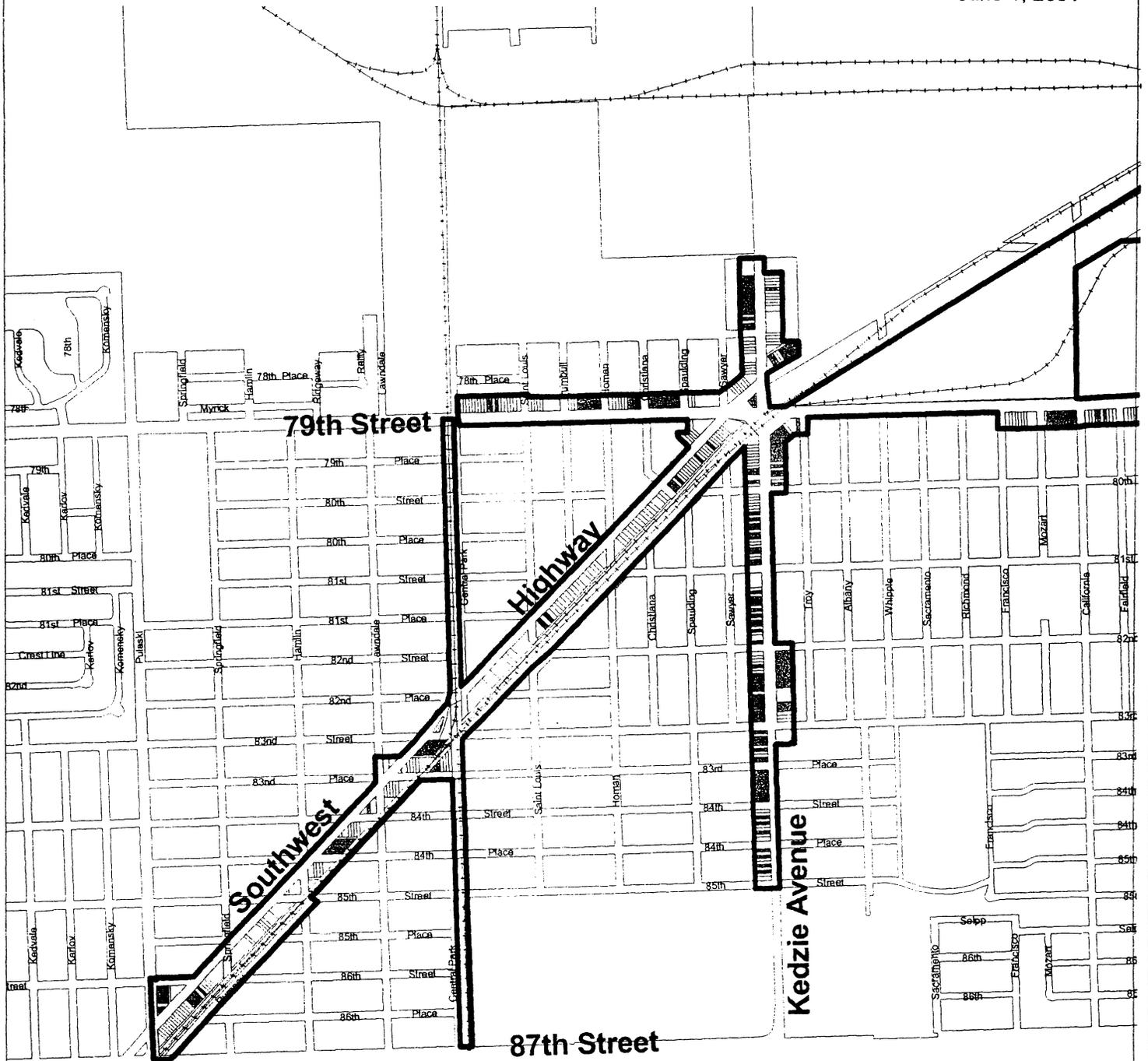


Figure 2
Eligibility Factor - Age (Page 1 of 2)

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INC.

79th Street/ Southwest Highway TIF District - Chicago, Illinois

June 1, 2001



Legend

- Parcels with Structures Over 35 Years Old
- Project Area

500 0 500 1000 Feet

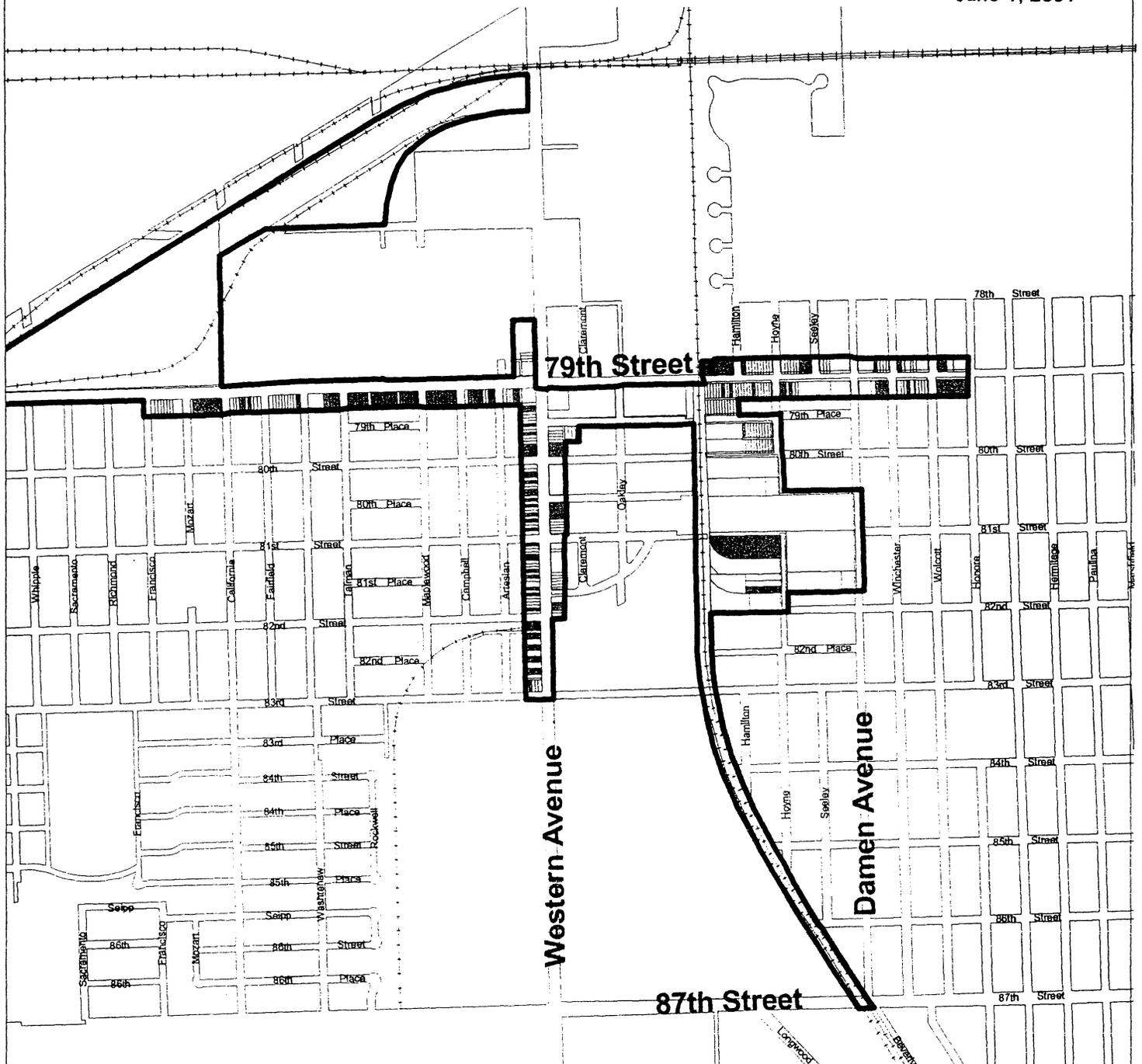


Figure 2
Eligibility Factor - Age (Page 2 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

TESKA
ASSOCIATES
INC.

June 1, 2001



Legend

-  Parcels with Structures Over 35 Years Old
-  Project Area

500 0 500 1000 Feet

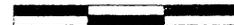
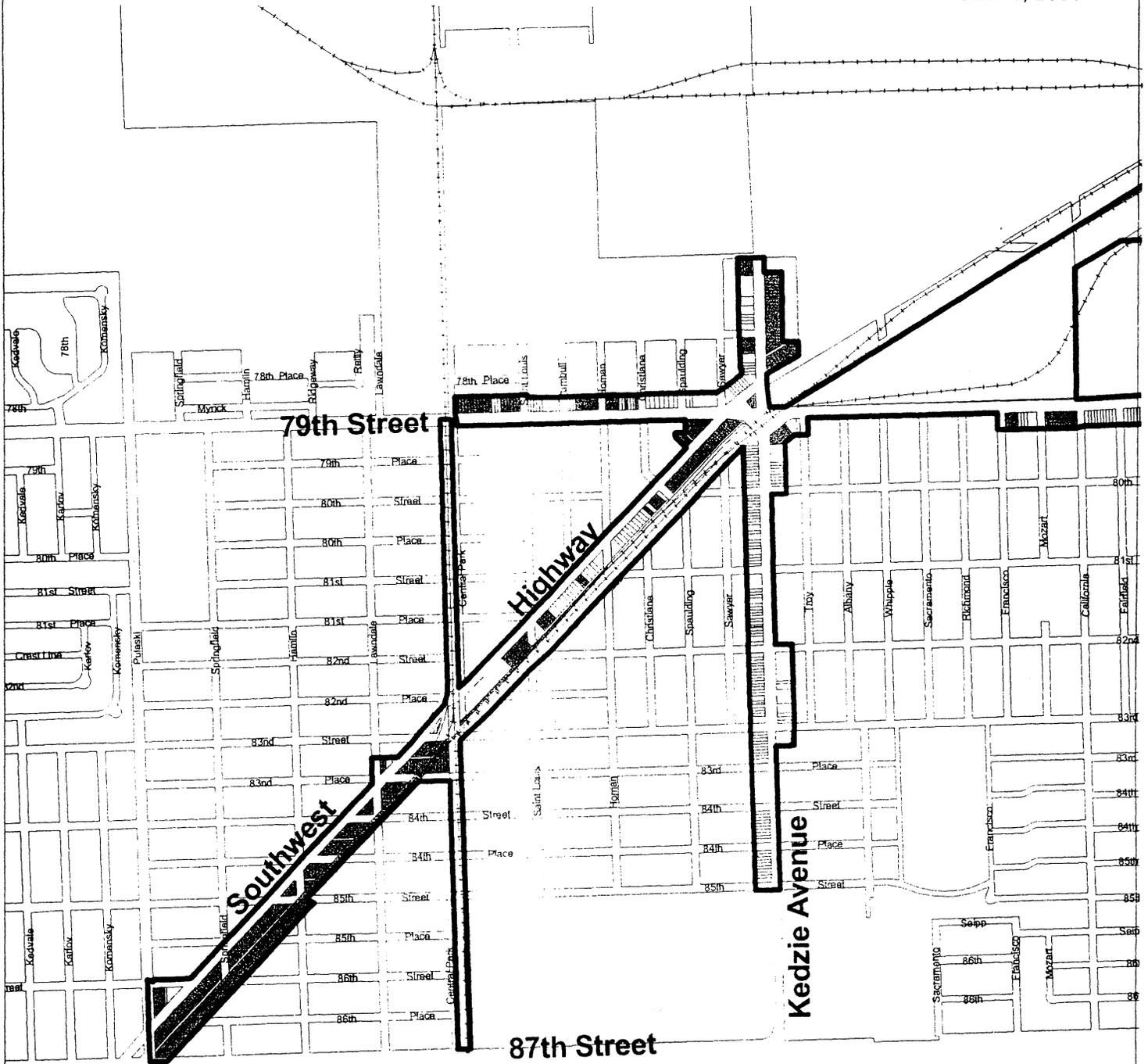


Figure 3 Eligibility Factor - Deterioration (Page 1 of 2)

79th Street/ Southwest Highway TIF District - Chicago, Illinois

**TESKA
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INC.**

June 1, 2001



Legend

-  Parcels with Deteriorated Structures and Site Improvements
-  Project Area

500 0 500 1000 Feet



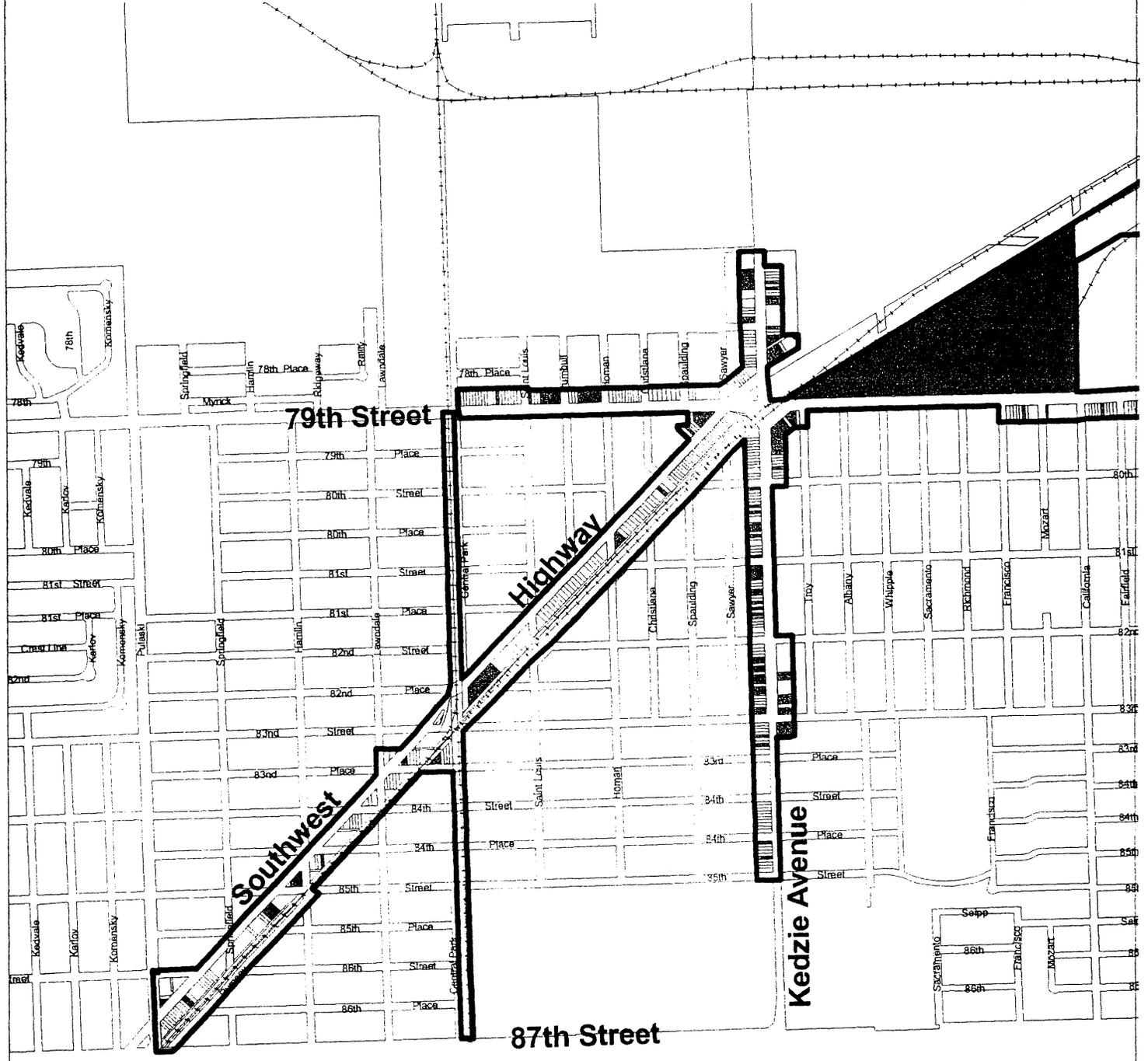
Figure 4

Eligibility Factor - (Page 1 of 2) Structures Below Minimum Code Standards

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INC.**

79th Street/ Southwest Highway TIF District - Chicago, Illinois

June 1, 2001



Legend

-  Parcels with Structures and Site Improvements that Violate Municipal Codes
-  Project Area

500 0 500 1000 Feet

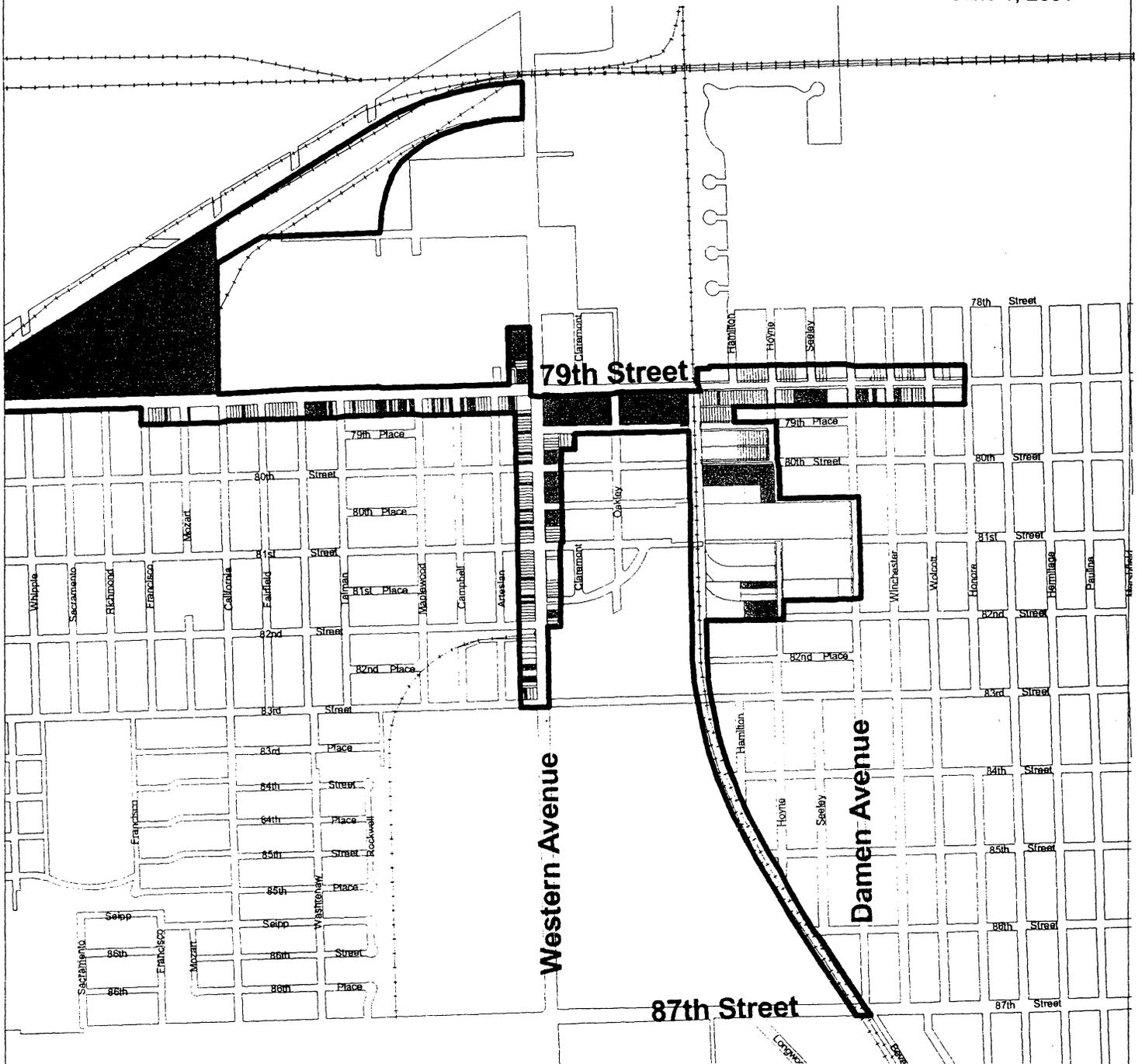


Figure 4

Eligibility Factor - (Page 2 of 2) Structures Below Minimum Code Standards

79th Street/ Southwest Highway TIF District - Chicago, Illinois

**TESKA
ASSOCIATES
INC.**
June 1, 2001



Legend

-  Parcels with Structures and Site Improvements that Violate Municipal Codes
-  Project Area

500 0 500 1000 Feet



VII. FINANCIAL IMPACT OF REDEVELOPMENT

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

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

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 areas and with the cooperation of the other affected taxing districts will attempt to ensure that any increased needs are addressed in connection with any particular development.

Demand on Taxing District Services

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

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

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

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

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.

Board of Education of the City of Chicago and Associated Agencies. 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.

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.

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.

Southwest Home Equity Assurance. The Southwest Home Equity Assurance program guarantees the value of owner-occupied residences of six or less units. If a participating property owner cannot sell the protected property for at least its guaranteed value, the fund will pay the difference. While all residences within the jurisdiction of the program contribute property tax dollars, property owners must specifically enroll, and maintain membership for five years, in order to receive a guarantee on their home value. By guaranteeing home values, this program encourages investment in the area.

The replacement of vacant and underutilized property with new development may cause increased demand for services and/or capital improvements to be provided by these taxing jurisdictions. New housing anticipated for the Project Area may generate approximately 116 new residents, including 11 of school age. The estimated nature of these increased demands for services on these taxing districts, and the activities to address increased demand, are described below.

Cook County. The replacement of vacant and underutilized property with new development may cause increased demand for the services and programs provided by the County. Because many new residents in the Project Area are likely to relocate from other portions of the County, the increase in demand is not anticipated to be significant. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Act and in this Redevelopment Plan.

Cook County Forest Preserve District. The replacement of vacant and underutilized property with new development may cause increased demand for the services and programs provided by the Forest Preserve District. Because many new residents in the Project Area are likely to relocate from other portions of the County, the increase in demand is not anticipated to be significant. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Act and in this Redevelopment Plan.

Metropolitan Water Reclamation District of Greater Chicago. The replacement of vacant and underutilized property with new development may cause increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District. However, it is expected that any increase in demand for treatment and sanitary and storm sewage associated with the Project Area will be minimal. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Act and in this Redevelopment Plan.

City of Chicago. The replacement of vacant and underutilized property with new development may cause increased demand for the services and programs provided by the City, including police protection, fire protection, sanitary collection, recycling, etc. Such increases in demand are not anticipated to be significant. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Act and in this Redevelopment Plan.

Board of Education of the City of Chicago and Associated Agencies. The replacement of vacant and underutilized properties with new development may result in additional school-aged children in the Project Area, and may affect the demand for educational services and/or capital improvements to be

provided by the Board of Education. The increased number of students is not expected to be significant. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Act and in this Redevelopment Plan.

Chicago Community College District #508. The replacement of vacant and underutilized properties with new development may result in an increase in population within the Project Area. Therefore, demand for educational services and programs provided by the community college district may increase, although this change is not anticipated to be significant. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Act and in this Redevelopment Plan.

Chicago Park District. The replacement of underutilized properties with new development may increase the population within the Project Area, so that demand for recreational services and programs provided by the Park District may increase. This increase is not expected to be significant. A portion of Redevelopment Project Costs may be allocated to assist in the provision of such increased services, as provided in the Act and in this Redevelopment Plan.

Southwest Home Equity Assurance. The development of new housing in the Project Area may increase the number of homes which are eligible for assistance from the Southwest Home Equity Assurance program. In the long run, however, it is expected that the investment which is spurred by the use of Tax Increment Financing will stabilize property values in the area, such that the need for equity assurance is actually reduced. No assistance is anticipated for the Southwest Home Equity Assurance program.

This proposed program to address increased demand for services or capital improvements provided by some or all of the impacted taxing districts is contingent upon: (i) the Redevelopment Project occurring as anticipated in the Redevelopment Plan, (ii) the Redevelopment Project resulting in demand for services sufficient to warrant the allocation of Redevelopment Project Costs, and (iii) the generation of sufficient incremental property taxes to pay for the Redevelopment Project Costs listed above. In the event that the Redevelopment Project fails to materialize, or involves a different scale of development than that currently anticipated, the City may revise this proposed program to address increased demand, to the extent permitted by the Act, without amending this Redevelopment Plan.

VIII. FINDINGS OF NEED FOR TAX INCREMENT FINANCING

Project Area Not Subject to Growth

Although the City and its surrounding regional area, as a whole, have evidenced growth, the Project Area has not been subject to growth and redevelopment through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan. The lack of growth is evidenced by the following:

Lack of Building Permit Activity Representing Substantial Investment

An examination of building permit activity for the five year period between 1995 and 2000 shows a lack of appropriate levels of private investment. During this five year period, a total of 86 building permits were issued in the Project Area, or approximately 17 permits per year. In this Project Area of 742 parcels, this represents a rate of 1 permit for every 48 parcels per year. By contrast, in 1998, 25,382 permits were issued throughout the entire City, which contains approximately 687,000 parcels. This represents a rate of 1 permit for every 27 parcels. Therefore, on a proportional basis, the Project Area has been issued far fewer permits than the City as a whole.

In addition, the 86 building permits were issued to 53 individual properties in the Project Area. These properties represent only 7.1% of the 742 parcels. More importantly, as described in the Eligibility Study, violations of City building and other codes are particularly widespread in the Project Area, and 28 of the 53 properties with building permit activity also received citations for code violations within the past five years. It is likely that the vast number of the permits on these properties were issued in order to correct code deficiencies, rather than representing voluntary private investment. In this light, the number of parcels subject to significant private investment over the past five years is approximately 25 of 742 parcels (3.4%). Based on this evidence, private investment as represented by building permit activity is not as substantial, or widespread, as would be anticipated in a strong, stable portion of the City.

Equalized Assessed Values that Fail to Keep Pace with the City as a Whole

As detailed in Appendix A, Eligibility Study, the Project Area has been characterized by a decline in property values, both in nominal terms and in relation to the City as a whole. The Equalized Assessed Value (EAV) of the Project Area declined in 1995, 1996, and 1998. The EAV of the Project Area also grew at a slower rate than the EAV of the balance of the City of Chicago in 1999. Relative to the community, the Project Area has not experienced appropriate growth in the tax base or shown evidence of private investment which increases the value of properties.

One of the years analyzed in the Eligibility Study did see an unusual increase in the Project Area EAV. However, this year was a reassessment year in Lake Township. In the absence of a property sale, building permit activity, demolition, etc., a property in Cook County is reassessed only once every three years. Therefore, an unusual increase in EAV during a reassessment year can be expected, as the assessor attempts to account for natural inflation to property values that has not been accounted for in the years since the last reassessment. By contrast, in non-reassessment years, values are typically unchanged. The decline in Project Area EAV in these years points to an explicit deterioration of values, which the assessor was forced to recognize even in a non-reassessment year.

Presence of Blighting Factors

Lack of investment is also evidenced by the widespread extent and distribution of blighting factors, particularly deterioration and code violations. As elaborated upon in the Eligibility Study (Appendix A), the presence of these factors to such a significant degree illustrates that appropriate private investment, particularly for maintenance and improvements to property, has not been undertaken in the Project Area.

IX. OTHER ELEMENTS OF THE REDEVELOPMENT PLAN

Conformance with Land Uses Approved by the Planning Commission of the City

The Redevelopment Plan and Redevelopment Project described herein include land uses which have been approved by the Chicago Plan Commission.

Date of Completion

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 Project Area is adopted (by December 31, 2025).

Implementation Schedule

A phased implementation strategy will be utilized to achieve comprehensive and coordinated redevelopment of the Project Area. It is anticipated that City expenditures for Redevelopment Project Costs will be carefully staged on a reasonable and proportional basis to coincide with Redevelopment Project expenditures by private developers and the receipt of incremental property taxes by the City. The estimated date for completion of Redevelopment Projects is no later than December 31, 2024.

Provision for Amending the Redevelopment Plan

The Redevelopment Plan may be amended pursuant to provisions of the Act.

Affirmative Action and Fair Employment Practices

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

1. The assurance of equal opportunity in all personnel and employment actions, including, but not limited to: hiring, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, marital status, age, handicapped status, national origin, creed, ancestry, or source of income.
2. Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises, the City Resident Construction Worker Employment Requirement, and the prevailing wage requirements as required in redevelopment agreements.
3. This commitment to affirmative action will ensure that all member of the protected groups are sought out to compete for job openings and promotional opportunities.
4. Redevelopers will meet City standards for the prevailing wage rate as ascertained by the Illinois Department of Labor to all project employees.

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.

With respect to the public/private development's internal operations, all entities will pursue employment practices which provide equal opportunity to all people regardless of race, color, religion, sex, marital status, age, handicapped status, national origin, creed, ancestry, or source of income. Neither party will countenance discrimination against any employee or applicant because of race, color, religion, sex, marital status, age, handicapped status, national origin, creed, ancestry, or source of income. These nondiscriminatory practices will apply to all areas of employment, including hiring, upgrading and promotions, terminations, compensation, benefit programs and educational opportunities.

Anyone involved with employment or contracting activities for this Redevelopment Plan and Project will be responsible for conformance with this policy and the compliance requirements of applicable city, state, and federal laws and regulations.

The City and the private developers involved in the implementation of the Redevelopment Plan and Project will adopt a policy of equal employment opportunity and will include or require the inclusion of this statement in all contracts and subcontracts at any level for the project being undertaken in the Project Area. Any public/private partnership established for the development project in the Project Area will seek to ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites and facilities at which employees are assigned to work. It shall be specifically ensured that all on-site supervisory personnel are aware of and carry out the obligation to maintain such a working environment, with specific attention to minority and/or female individuals. The partnership will utilize affirmative action to ensure that business opportunities are provided and that job applicants are employed and treated in a nondiscriminatory manner.

The City shall have the right, in its sole discretion, to exempt certain small business, building owners, and developers from items 1, 2, 3, and 4 above.

Affordable Housing

The City requires that developers who receive TIF assistance for market rate housing set aside at least 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.

Housing Impact

As set forth in the Act, if the redevelopment plan for a redevelopment project area would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and a municipality is unable to certify that no displacement will occur, the municipality must prepare a housing impact study and incorporate the study in the redevelopment project plan.

The Project Area contains 295 inhabited residential units and a nursing home with 328 beds. Displacement of residents from 10 or more inhabited residential units may occur. Specifically, a total of 30 residential units may potentially be removed by redevelopment activity. The housing impact study is presented in Appendix B of this redevelopment plan.

APPENDIX B:

HOUSING IMPACT STUDY

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INTRODUCTION

Teska Associates, Inc. has been retained by the City of Chicago (the "City") to conduct a Housing Impact Study for the 79th Street/Southwest Highway Tax Increment Financing Redevelopment Plan and Project (the "Redevelopment Plan") pursuant to the Illinois Tax Increment Allocation Redevelopment Act (65 ILCS 5/11 - 74.4 - 1, et seq.) (the "Act"). The 79th Street/Southwest Highway Redevelopment Project Area ("Project Area") is located approximately 9 miles southwest of the central business district of Chicago, in the Ashburn and Auburn Gresham community areas. The Project Area encompasses portions of four major corridors: West 79th Street from Central Park Avenue to Honore Street; the southern side of Southwest Highway (Columbus Avenue) from 79th Street to 87th Street; Kedzie Avenue from 77th Street to 85th Street; and Western Avenue from 79th Street to 83rd Street. Several blocks south of 79th along Hoyne Street are also included.

This report summarizes the analyses and findings of the consultants' work, which is the responsibility of Teska Associates, Inc., Mann, Gin, Dubin and Frasier, Inc., and Valerie S. Kretchmer Associates, Inc.

As set forth in the Act, if the redevelopment plan for a redevelopment project area would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and the City does not certify at that time that no displacement of residents will occur, the municipality shall prepare a housing impact study and incorporate the study in the Redevelopment Plan.

The number and type of residential buildings in the Project Area potentially affected by the Redevelopment Plan were identified during the survey of building condition and land use conducted as part of the eligibility analysis for the Project Area. An estimate of the number of residential units within each such building, and whether such residential units were inhabited or uninhabited, was based on a number of analytical tools including, where appropriate, physical building surveys, Cook County tax assessment records, and United States Census data. As of June 15, 2000, the Project Area contained 335 residential units, of which 295 were inhabited and 40 were uninhabited. In addition, the Wedgewood Nursing Pavilion contains 328 nursing home beds for seniors, all of which are occupied as of June 15, 2000.

The goal of the Redevelopment Plan is not to displace existing residents. The primary goal of the Redevelopment Plan is to increase housing opportunities and strengthen commercial nodes. However, the City is unable to certify that no displacement of residents will occur throughout the 23-year life of the Redevelopment Plan. Therefore, based on the requirements of the Act, this housing impact study contains the following parts:

Part I herein identifies the residential units in number and type, indicating whether they are inhabited or uninhabited, and the racial and ethnic composition of the residents. Specifically, the housing impact study shall provide the following:

1. data as to whether the residential units are single family or multi-family units;
2. the number and type of rooms within the units, if that information is available;
3. data as to whether the units are inhabited or uninhabited, as determined not less than 45 days before the Redevelopment Plan is considered by the Community Development Commission; and
4. data as to the racial and ethnic composition of the residents in the inhabited residential units (this data requirement shall be deemed to be fully satisfied by data from the most recent federal census).

Part II herein identifies the inhabited residential units in the proposed project area that may be removed, including:

1. the number and location of those units that may be removed;
2. the municipality's plans for relocation assistance for those residents in the proposed redevelopment project area whose residences are to be removed;
3. the availability of replacement housing for those residents whose residences are to be removed, and the type, location, and cost of the housing; and
4. the type and extent of relocation assistance to be provided.

PART I: RESIDENTIAL UNITS

Part I of this study provides the type, size and number of residential units within the Project Area, the number of inhabited and uninhabited units, and the racial and ethnic composition of the residents in the inhabited residential units.

Type and Number of Residential Units

Field studies conducted by Teska Associates, Inc. and Mann, Gin, Dubin and Frasier, Inc. indicate that the Project Area contains 335 residential units. There are 11 single family homes, 242 units in 34 multi-family buildings, and 82 units in mixed use buildings (typically, upper story apartments above commercial uses). In addition, although they are not dwelling units in the conventional sense, the Wedgewood Nursing Pavilion at 8001 S. Western contains 328 beds for seniors. This facility accommodates seniors requiring short or long term care. Therefore, the residents of the facility are considered to be permanent residents of the Project Area, in residential accommodations.

Type and Number of Rooms in Residential Units

Tables B-1, B-2, and B-3, respectively, describe the distribution of the 335 residential units in the Project Area by number of rooms, by number of bedrooms, and by kitchen and plumbing facilities. Where applicable, the characteristics of the 328 nursing beds in the Wedgewood Pavilion are also discussed.

For purposes of this study, data has been gathered from the 1990 United States Census and is represented in Block Groups. A Block Group is a combination of census blocks (a census block is the smallest entity for which the Census Bureau collects and tabulates 100-percent data). The Block Group is the lowest level of geography for which the Census Bureau has tabulated sample, or long-form, data. In this study, we have relied on the 1990 federal census because it is the best available information regarding the structures and residents of the Project Area (housing information from the 2000 Census has not yet been released). We have obtained information for the nine block groups which contain residential units in the Project Area. These nine block groups contain a total of 4,048 residential units.

The number of conventional residential units in the Project Area (335, not including the 328 nursing home beds) represents 8.3% of the total residential units within the nine block groups. Therefore, that percentage has been consistently applied to estimate the distributions of rooms, number of bedrooms, and kitchen and plumbing facilities as presented in the tables below. For example, the number of one-room units in all nine block groups is 11. Multiplying 8.3% by this total determines that there is 1 one-room unit in the Project Area ($11 \times .083 = 0.913$).

Table B-1 shows the estimated number (rounded to the nearest whole number) of conventional residential units in the Project Area, by number of rooms. As defined by the Census Bureau, a room includes living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms. Excluded are strip or Pullman kitchens, bathrooms, open porches,

balconies, halls or foyers, half-rooms, utility rooms, unfinished attics or basements, or other unfinished space used for storage. A partially divided room is a separate room only if there is a partition from floor to ceiling, but not if the partition consists solely of shelves or cabinets.

Table B-1 Estimated Number of Rooms per Dwelling Unit

Number of Rooms	Number of Units within All Block Groups	Number of Units within Project Area
1	11	1
2	55	5
3	147	12
4	509	42
5	1,529	127
6	1,095	91
7	431	36
8	164	14
9 or more	107	9
Total	4,048	335

*Source: 1990 Census, US Bureau of the Census
Numbers may not add due to rounding*

Table B-2 describes the estimated number of bedrooms in the conventional residential units in the Project Area. As defined by the Census Bureau, number of bedrooms includes all rooms intended for use as bedrooms even if they are currently used for some other purpose. A residential unit consisting of only one room, such as a one-room efficiency apartment, is classified by definition as having no bedroom.

Table B-2 Estimated Number of Bedrooms per Dwelling Unit

Number of Bedrooms	Number of Units within All Block Groups	Number of Units within Project Area
0	28	2
1	242	20
2	1,137	94
3	2,035	168
4	525	43
5 or more	81	7
Total	4,048	335

*Source: 1990 Census, US Bureau of the Census
Numbers may not add due to rounding*

Table B-3 describes the estimated number of conventional residential units in the Project Area with kitchen facilities and with plumbing facilities. As defined by the Census Bureau, a unit has complete kitchen facilities when it has all of the following: (1) an installed sink with piped water, (2) a range, cook top and convection or microwave oven, or cookstove, and (3) a refrigerator. All kitchen facilities must be located in the structure. They need not be in the same room. Portable cooking equipment is not considered a range or cookstove. An ice box is not considered to be a refrigerator. As defined by the Census Bureau, complete plumbing facilities include hot and cold piped water, a flush toilet, and a bathtub or shower. All three facilities must be located inside the house, apartment, or mobile home, but not necessarily in the same room. Housing facilities are classified as lacking complete plumbing facilities when any of the three facilities are not present. The 328 nursing home beds at the Wedgewood Pavilion do not have individual kitchen or plumbing facilities.

Table B-3 Estimated Number of Units with Kitchen and Plumbing Facilities

Facility	Number of Units within All Block Groups which have Facility	Number of Units within Project Area which have Facility
Kitchen	4,017	332
Plumbing	4,032	334

Source: 1990 Census, US Bureau of the Census

Inhabited Units

Field surveys were completed on a building-by-building basis by Teska Associates, Inc. and Mann, Gin, Dubin and Frasier, Inc. to determine the total number of inhabited and uninhabited residential units within the Project Area. As required by the Act, this information was ascertained as of June 15, 2000, which is not less than 45 days before the date that the resolution required by subsection (a) of Section 11-74.4-5 of the Act is or will be passed.

The Project Area contains 335 residential units, including 295 inhabited units and 40 uninhabited units. All of these uninhabited units are contained in multifamily or mixed use buildings.

Table B-4 Types of Dwelling Units

Type of Unit	Inhabited	Vacant	Total
Single Family Home	11	0	11
Units in Multiple Family Buildings	203	39	242
Units in Mixed Use Buildings	81	1	82
Total	295	40	335

In addition, the 328 nursing home beds at the Wedgewood Pavilion are fully occupied (as established on June 15, 2000).

Demographics

As required by the Act, the racial and ethnic composition of the residents in the inhabited residential units is determined according to the most recent federal census data.

First, the estimated number of persons in the Project Area is calculated. The United States Department of Housing and Urban Development (HUD) has determined a family size adjustment rate based on the number of bedrooms in a unit. This rate is applied to the estimated number of units in the Project Area, in order to estimate the number of persons living in the Project Area. Estimates are shown in Table B-5 below. Currently, approximately 1,709 persons reside in the Project Area.

Table B-5 Estimated Number of Residents

Number of Bedrooms	Number of Units within Project Area (see Table B-2)	HUD Family Size Adjustment Rate (persons per unit)	Estimated Number of Persons within Project Area
0	2	1.0	2
1	20	1.5	30
2	94	3.0	282
3	168	4.5	756
4	43	6.0	258
5 or more	7	7.5	53
Total in Conventional Units	335	n/a	1,381
Wedgewood Pavilion	328	1	328
Total Population			1,709

Source: United States Department of Housing and Urban Development, 1990

Second, racial and ethnic composition is available from the 2000 United States Census, for the nine block groups which contain residential units in the Project Area. These block groups contain a total of 12,385 residents. Table B-6 identifies the residents of the nine block groups by their racial and ethnic composition, and estimates the racial and ethnic composition of the estimated 1,709 residents of the Project Area. For example, census data indicates that 18.4% of the total number of residents in the nine block groups are white. By applying this percentage to the estimated Project Area population of 1,709 and rounding to the nearest whole number, we estimate that there are 314 white persons among the 1,709 residents of the Project Area ($1,709 \times .184 = 314$).

Table B-6 Estimated Racial and Ethnic Composition of Residents

	2000 Census Percentage in All Block Groups	Estimated Number of Residents within Project Area
Race		
White Only	18.4%	314
Black or African American Only	75.2%	1,285
American Indian and Alaska Native Only	0.2%	3
Asian Only	0.5%	9
Native Hawaiian and Other Pacific Islander Only	0.0%	0
Other Single Race	4.3%	73
Two or More Races	1.5%	26
Total	100%	1,711
Ethnic Composition		
Hispanic or Latino (of any race)	9%	154

Source: 2000 Census, US Bureau of the Census
Totals may not add due to rounding

PART II: RELOCATION PLANS

As required by the Act, Part II contains information on any acquisition, relocation program, replacement housing and relocation assistance.

Residential Units Which May be Removed

The Redevelopment Plan includes the following maps: (1) Property Acquisition (Figure E), and (2) Future Land Use (Figure D). These maps indicate parcels of real property on which there are buildings containing residential units that could be removed if the Redevelopment Plan is implemented in this regard. The Plan also includes information on the condition of buildings within the Area. Some of the residential buildings exhibit a combination of characteristics such as deterioration, excessive vacancies, and code violations which might result in the removal of a building, during the time that this Redevelopment Plan is in place. Hence, there is a possibility over the 23-year life of the Project Area that some inhabited residential units may be removed as a result of the implementation of this plan. The methodology used to estimate the number and location of residential units that may be removed is as follows:

1. First, all inhabited residential units previously identified on any underlying acquisition maps are counted. There are no underlying acquisition maps, and therefore, the number of inhabited residential units that may be removed under this step is zero.
2. Second, the number of inhabited residential units on properties shown on the Acquisition Map is counted. The number of inhabited residential units that may be removed under this step is 9.
3. Third, we count the number of residential units that exist where the future land use indicated by the Redevelopment Plan is different than the current use. Three parcels which currently contain mixed use buildings (with residential units above ground floor commercial uses) are designated for redevelopment to purely residential use (with no commercial use). Therefore, the number of inhabited residential units that may be removed under this step is 1.
4. Fourth, the number of inhabited residential units contained in buildings in very poor condition are counted. The Redevelopment Plan includes information on the condition of buildings within the Project Area. Some of the residential buildings exhibit a combination of characteristics such as deterioration, excessive vacancies, and code violations which might result in a building's removal and the displacement of residents during the time that this Redevelopment Plan is in place. The number of inhabited residential units that may be removed under this step is 20.

In total, 30 inhabited residential units may be removed, as described below:

Table B-7 Residential Units Which May be Removed

PIN	Address	Number of Dwelling Units	Type of Building	Reason for Potential Removal	Proposed Future Land Use
19-35-205-021	3276 Southwest Hwy.	1	mixed use	acquisition	commercial
19-36-200-004	2749 W. 79th St.	1	mixed use	acquisition	residential
19-36-202-010	2635 W. 79th St.	3	mixed use	acquisition	residential
19-36-202-044	2643 W. 79th St.	4	mixed use	acquisition	residential
19-36-106-007	2843 W. 79th St.	1	mixed use	change in land use	residential
19-36-223-030	8122 S. Western Ave.	12	multi-family	building condition (deterioration, excessive vacancies, and code violations)	commercial/ residential
19-36-223-036	8138 S. Western Ave.	8	multi-family	building condition (deterioration, excessive vacancies, and code violations)	commercial/ residential

Nine of these units are planned to be replaced by residential land uses as contemplated in the land use plan, which would mitigate the loss of these units.

Relocation Program

If during the life of the 23-year tax increment financing district, the City acquires property which includes residential units, the City’s plans for relocation assistance for qualified residents in the proposed Project Area shall be consistent with the requirements set forth in Section 11-74.4-3(n)(7) of the Act. The terms and conditions of such assistance are described under “Type and Extent of Relocation Assistance” below. The City, as of the date of this report, has prepared no specific relocation plan because it is not the intent of the City to acquire any occupied residential units within the Project Area.

Availability of Replacement Housing

In accordance with Section 11-74.4-3(n)(7) of the Act, the City shall make a good faith effort to ensure that affordable replacement housing for any qualified displaced resident whose residence is removed is located in or near the Project Area.

To promote development of affordable housing, the Redevelopment Plan requires that developers who receive tax increment financing assistance for market-rate housing are to set aside at least 20 percent of the units to meet affordability criteria established by the City’s Department of Housing. Generally, this means the affordable for-sale units should be priced at a level that is affordable to households earning no more than 120 percent of the area median income (adjusted for family size), and affordable rental units should be affordable to households earning no more than 80 percent of the area median income (adjusted for family size).

The location, type, cost, and availability of a sample of possible replacement housing units located in the Ashburn, Auburn Gresham, Chicago Lawn and West Lawn community areas are listed in Table B-8. The information presented is based on classified advertisements and a corresponding telephone survey from the *Chicago Sun-Times*, *Chicago Tribune*, and *Daily Southtown* newspaper and Internet listings (March 28 to April 5, 2001). This information was supplemented by a review of properties posted for rent in and around the Project Area and interviews of local property managers and realtors. It is important to note, however, that Chicago has a rental cycle that turns over in greater volume on May 1 and October 1 of each year. The majority of the apartments in the City that turn over in any given year become available during the months prior to those dates. Therefore, housing ads placed at these times will likely reflect a wider variety of rental rates, unit sizes and locations.

TABLE B-8 APARTMENT LISTINGS IN THE 79th STREET/SOUTHWEST HIGHWAY TIF VICINITY

Address	Unit Size (Bedrooms)	Rent (\$)	Includes	Community Area	Source
7910 S. Troy	1	625	heat	Ashburn	Sun-Times
81st and Ashland	1	460	heat, carpet	Auburn Gresham	Sun-Times
8100 S. Paulina	1	500	heat, appliances	Auburn Gresham	Marozas R.E.
1539 W. 81st St.	1	500	heat	Auburn Gresham	Great American Realty
78th and Winchester	1	460-475	heat	Auburn Gresham	Sun-Times
8258 S. Paulina	1	570-600	remodeled; heat, appliances with \$1000 dep.	Auburn Gresham	Great American Realty
7959 S. Wood	2	690	appliances, carpet	Auburn Gresham	Sun-Times
8153 S. Paulina	1,2	625-725	heat	Auburn Gresham	Tribune
2449 W. 63rd St.	1	395	heat	Chicago Lawn	Daily Southtown
6320 S. Troy	1	440	heat	Chicago Lawn	Steadman Realty
5956 S. Sacramento	1	460	heat	Chicago Lawn	Steadman Realty
2849 W. 64th St.	1	475	heat	Chicago Lawn	Sun-Times
2823 W. 64th St.	1	485		Chicago Lawn	Erudite Management
2752 S. 66th St.	1	500	heat	Chicago Lawn	Steadman Realty
3004 W. 60th St.	1	500	heat	Chicago Lawn	Steadman Realty
6353 S. Kedzie	1	545	appliances	Chicago Lawn	Cano Properties
3114 W. 67th St.	1	565	heat	Chicago Lawn	Daily Southtown
2621 W. 71st St.	1	570	heat, appliances, remodeled	Chicago Lawn	Daily Southtown
6314 S. Troy	1	575	heat, appliances	Chicago Lawn	Cano Properties
3151 W. 64th St.	2	575	appliances	Chicago Lawn	Cano Properties
2557 W. 63rd St.	2	645	heat	Chicago Lawn	Daily Southtown
6317 S. California	2	700	heat, appliances, upgraded kitchen & bath	Chicago Lawn	Tribune
6135 S. Rockwell	2	700	appliances	Chicago Lawn	Tribune
6529 S. Kedzie	2	725	heat	Chicago Lawn	Steadman Realty

TABLE B-8 APARTMENT LISTINGS IN THE 79th STREET/SOUTHWEST HIGHWAY TIF VICINITY

Address	Unit Size (Bedrooms)	Rent (\$)	Includes	Community Area	Source
1641 W. Marquette	3	635		Chicago Lawn	Sun-Times
3316 W. 67th St.	3	975	heat, appliances, carpet	Chicago Lawn	Sun-Times
6103 S. Kedzie	1,2	525-700	heat	Chicago Lawn	Steadman Realty
6232 S. Claremont	Studio	400	heat	Chicago Lawn	Steadman Realty
3132 W. 67th St.	Studio, 1	400-500	heat, appliances	Chicago Lawn	Sign on property
3828 W. 67th St.	3	1250	gas, house	West Lawn	Tribune

Source: Valerie S. Kretchmer Associates, Inc. based on newspaper ads, signs on properties and calls to management companies; March 28-April 5, 2001.

Type and Extent of Relocation Assistance

In the event that the implementation of the Redevelopment Plan results in the removal by the City of residential housing units in the Redevelopment Project Area occupied by low-income households or very low-income households, the occupants of such units shall be provided relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. The City shall make a good faith effort to ensure that affordable replacement housing for the aforementioned households is located in or near the Redevelopment Project Area.

As used in the above paragraph, “low-income households,” “very low-income households” and “affordable housing” have the meanings set forth in Section 3 of the Illinois Affordable Housing Act, 310 ILCS 65/3. As of the date of this Redevelopment Plan, these statutory terms have the following meaning: (i) “low-income household” means a single person, family or unrelated persons living together whose adjusted income is more than 50 percent but less than 80 percent of the median income of the area of residence, adjusted for family size, as such adjusted income and median income are determined from time to time by the United States Department of Housing and Urban Development (“HUD”) for purposes of Section 8 of the United States Housing Act of 1937 (“Section 8”); (ii) “very low-income household” means a single person, family or unrelated persons living together whose adjusted income is not more than 50 percent of the median income of the area of residence, adjusted for family size, as so determined by HUD for purposes of Section 8; and (iii) “affordable housing” means residential housing that, so long as the same is occupied by low-income households or very low-income households, requires payment of monthly housing costs, including utilities other than telephone, of no more than 30 percent of the maximum allowable income for such households, as applicable.

An estimate of the number of low and very low-income households in the Redevelopment Project Area is based on the 1990 United States Census data for the block groups which contain the residential units in the Project Area.

First, the nine block groups which contain residential units in the Project Area contain a total of 4,048 residential units, and the Project Area contains 335 residential units (8.3% of the block group total). Census data also indicates that there are 4,029 households in the nine block groups. Therefore, we estimate that there are 334 households in the Project Area ($4,029 \times .083 = 334$).

Table B-9 shows the percentage of households in the block groups by household income level.

Table B-9 Estimated Number of Households by Income Level

1989 Household Income	Number of Households within All Block Groups	Percent of Households	Estimated Number of Households within Project Area
up to \$17,499	814	20.2%	68
\$17,500 to \$34,999	1,139	28.3%	95
\$35,000 or more	2,076	51.5%	172
Total	4,029	100.0%	334

Source: 1990 Census, US Bureau of the Census

Second, the number of occupied units by household size is determined, based on the fact that in the Project Area, 295 of 335 residential units are occupied (92.9%). For example, if there are 20 one bedroom residential units in the Project Area, approximately 18 are occupied ($20 \times .929 = 18$)

Table B-10 Estimated Number of Occupied Units by Number of Bedrooms

Number of Bedrooms	Number of Units within Project Area (see Table B-5)	Estimated Number of Occupied Units within Project Area	HUD Family Size Adjustment Rate (persons per unit)
0	2	2	1.0
1	20	18	1.5
2	94	83	3.0
3	168	148	4.5
4	43	38	6.0
5 or more	-	6	7.5
Total	335	295	n/a

Source: United States Department of Housing and Urban Development, Fiscal Year 1989 Income Limits

Third, since 1990 census household income data were collected in 1989, they are compared to 1989 moderate-, low-, and very low-income threshold limits as determined by HUD. The HUD income limits are based on household size. The following information is determined:

- 20 occupied residential units (6.8%) have zero or one bedroom. This corresponds to a household size of 1 to 1.5 persons. For comparison to the HUD income thresholds, we assume a household size of 1 to 2 persons. For this household size:

<u>To be considered:</u>	<u>A household of this size must have an annual income of not more than:</u>
very low-income	\$14,600 (for 1 person) to \$16,700 (for 2 persons)
low-income	\$23,350 (for 1 person) to \$26,700 (for 2 persons)
moderate-income	\$35,050 (for 1 person) to \$40,050 (for 2 persons)

- 231 occupied residential units (78.3%) have two or three bedrooms. This corresponds to a household size of 3 to 4.5 persons. For comparison to the HUD income thresholds, we assume a household size of 3 to 5 persons. For this household size:

<u>To be considered:</u>	<u>A household of this size must have an annual income of not more than:</u>
very low-income	\$18,750 (for 3 persons) to \$22,500 (for 5 persons)
low-income	\$30,000 (for 3 persons) to \$35,450 (for 5 persons)
moderate-income	\$45,050 (for 3 persons) to \$54,050 (for 5 persons)

- 44 occupied residential units (14.9%) have four or more bedrooms. This corresponds to a household size of 6 to 7.5 persons. For comparison to the HUD income thresholds, we assume a household size of 6 to 8 persons. For this household size:

<u>To be considered:</u>	<u>A household of this size must have an annual income of not more than:</u>
very low-income	\$24,200 (for 6 persons) to \$27,500 (for 8 persons)
low-income	\$37,500 (for 6 persons) to \$41,700 (for 8 persons)
moderate-income	\$58,050 (for 6 persons) to \$66,050 (for 8 persons)

APPENDIX C:

LEGAL DESCRIPTION

LEGAL DESCRIPTION

1 THAT PART OF SECTIONS 25, 26, 35 AND 36, TOWNSHIP 38 NORTH, RANGE 13, AND SECTIONS 30
2 AND 31, TOWNSHIP 38 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED
3 AND DESCRIBED AS FOLLOWS:

4 BEGINNING AT THE POINT OF INTERSECTION OF THE NORTH LINE OF 16 FEET WIDE PUBLIC ALLEY,
5 NORTH OF WEST 79th STREET, WITH THE WEST LINE OF SOUTH SAWYER AVENUE IN THE EAST HALF
6 OF THE SOUTHEAST QUARTER OF SAID SECTION 26; THENCE WEST ALONG THE NORTH LINE OF
7 SAID 16 FEET WIDE PUBLIC ALLEY TO THE EAST LINE OF SOUTH ST. LOUIS AVENUE IN THE WEST
8 HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 26; THENCE NORTH ALONG SAID EAST OF
9 SOUTH ST. LOUIS AVENUE TO THE NORTH LINE, EXTENDED EAST, OF ANOTHER 16 FEET PUBLIC
10 ALLEY, NORTH OF SAID WEST 79th STREET; THENCE WEST ALONG NORTH LINE, EXTENDED EAST,
11 OF SAID 16 FEET WIDE PUBLIC ALLEY TO THE EAST LINE OF SOUTH CENTRAL PARK AVENUE;
12 THENCE SOUTH ALONG EAST LINE OF SAID SOUTH CENTRAL PARK AVENUE, ACROSS SAID WEST
13 79th STREET TO THE SOUTH LINE OF SAID WEST 79th STREET; THENCE EAST ALONG SOUTH LINE OF
14 SAID WEST 79th STREET TO THE EAST LINE OF LOT 5 IN SOUTHWEST HIGHLANDS AT 79TH AND
15 KEDZIE (UNIT NO. 1) IN THE NORTHEAST QUARTER OF SAID SECTION 35, RECORDED JANUARY 24,
16 1927 AS DOCUMENT NUMBER 9529800; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 5 TO
17 THE SOUTHEAST CORNER OF SAID LOT 5, SAID CORNER BEING ALSO THE NORTH LINE OF A 16
18 FEET WIDE PUBLIC ALLEY; THENCE WEST ALONG NORTH LINE OF SAID PUBLIC ALLEY TO THE
19 NORTHWESTERLY LINE OF ANOTHER 16 FEET WIDE PUBLIC ALLEY, NORTHWESTERLY OF WEST
20 COLUMBUS AVENUE; THENCE SOUTHWESTERLY ALONG NORTHWESTERLY LINE OF SAID PUBLIC
21 ALLEY TO THE SOUTHWESTERLY LINE (EXTENDED NORTHWESTERLY) OF LOT 19 IN SAID
22 SOUTHWEST AND HIGHLANDS AT 79TH AND KEDZIE (UNIT NO. 1); THENCE SOUTHEASTERLY
23 ALONG SOUTHWESTERLY LINE OF SAID LOT 19 TO THE NORTHWESTERLY LINE OF SAID WEST
24 COLUMBUS AVENUE; THENCE SOUTHWESTERLY ALONG NORTHWESTERLY LINE OF SAID WEST
25 COLUMBUS AVENUE TO THE WEST LINE OF SOUTH CENTRAL PARK AVENUE IN WEST HALF OF THE
26 NORTHEAST QUARTER OF SAID SECTION 35; THENCE NORTH ALONG WEST LINE OF SAID SOUTH
27 CENTRAL PARK AVENUE TO THE SOUTH LINE OF WEST 79TH STREET; THENCE WEST ALONG SOUTH
28 LINE (EXTENDED WEST) OF SAID WEST 79TH STREET TO THE WEST RIGHT OF WAY LINE OF C. AND
29 G. T. RAILWAY; THENCE SOUTH ALONG SAID WEST RIGHT OF WAY LINE TO THE NORTHWESTERLY
30 LINE (EXTENDED NORTHEASTERLY) OF WEST COLUMBUS AVENUE; THENCE SOUTHWESTERLY
31 ALONG SAID NORTHWESTERLY LINE OF WEST COLUMBUS AVENUE TO THE NORTH LINE OF A 16
32 FEET WIDE ALLEY, SOUTH OF WEST 83^{KID} STREET IN THE EAST HALF OF THE SOUTHWEST QUARTER
33 OF SAID SECTION 35; THENCE WEST ALONG NORTH LINE (EXTENDED WEST) OF SAID 16 FEET WIDE
34 ALLEY TO THE WEST LINE OF SOUTH LAWNDALE AVENUE; THENCE SOUTH ALONG WEST LINE OF
35 SAID SOUTH LAWNDALE AVENUE TO THE NORTHWESTERLY LINE OF AFORESAID WEST COLUMBUS
36 AVENUE; THENCE SOUTHWESTERLY ALONG NORTHWESTERLY LINE OF SAID WEST COLUMBUS
37 AVENUE TO THE NORTH LINE OF WEST 86TH STREET IN WEST HALF OF THE SOUTHWEST QUARTER
38 OF SAID SECTION 35; THENCE WEST ALONG NORTH LINE OF SAID WEST 86TH STREET TO THE WEST
39 LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 35; THENCE SOUTH
40 ALONG WEST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 35 TO THE
41 SOUTH LINE OF THE SAID WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 35; THENCE
42 EAST ALONG SAID SOUTH LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION
43 35 TO THE SOUTHEASTERLY LINE (EXTENDED SOUTHWESTERLY) OF SOUTH RUMSEY AVENUE;
44 THENCE NORTHEASTERLY ALONG SOUTHEASTERLY LINE OF SAID SOUTH RUMSEY AVENUE TO THE
45 SOUTH LINE OF WEST 85TH STREET; THENCE NORTHWESTERLY AT A 90 DEGREE ANGLE TO THE
46 RIGHT FROM LAST DESCRIBED COURSE TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF WABASH

47 RAILROAD; THENCE NORTHEASTERLY ALONG SAID WABASH RAILROAD TO THE SOUTH LINE OF
48 WEST 83RD PLACE; THENCE EAST ALONG THE SOUTH LINE OF SAID WEST 83RD PLACE TO THE WEST
49 RIGHT OF WAY LINE OF C. AND G. T. RAILROAD; THENCE SOUTH ALONG WEST RIGHT OF WAY
50 LINE OF SAID C. AND G. T. RAILROAD TO THE SOUTH LINE OF THE EAST HALF OF THE SOUTHWEST
51 QUARTER OF SAID SECTION 35; THENCE EAST ALONG THE SOUTH LINE (EXTENDED EAST) OF SAID
52 EAST HALF OF THE SOUTHWEST QUARTER TO THE EAST RIGHT OF WAY LINE OF SAID C. AND G.
53 T. RAILROAD; THENCE NORTH ALONG EAST LINE OF SAID C. AND G. T. RAILROAD TO THE
54 SOUTHEASTERLY RIGHT OF WAY LINE OF AFORESAID WABASH RAILROAD IN THE WEST HALF OF
55 THE NORTHEAST QUARTER OF SAID SECTION 35; THENCE NORTHEASTERLY ALONG
56 SOUTHEASTERLY RIGHT OF WAY LINE OF SAID WABASH RAILROAD TO THE WEST LINE (EXTENDED
57 NORTH) OF A 16 FEET WIDE PUBLIC ALLEY, WEST OF SOUTH KEDZIE AVENUE IN THE EAST HALF OF
58 THE NORTHEAST QUARTER OF SAID SECTION 35; THENCE SOUTH ALONG WEST LINE (EXTENDED
59 SOUTH) OF SAID 16 FEET WIDE PUBLIC ALLEY TO THE SOUTH LINE OF WEST 85TH STREET IN THE
60 EAST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 35; THENCE EAST ALONG SOUTH LINE
61 OF SAID WEST 85TH STREET TO THE EAST LINE OF SOUTH KEDZIE AVENUE; THENCE NORTH ALONG
62 THE EAST LINE OF SAID SOUTH KEDZIE AVENUE TO A LINE DRAWN 125.00 FEET SOUTH OF AND
63 PARALLEL WITH THE SOUTH LINE OF WEST 83RD STREET; THENCE EAST ALONG SAID LINE DRAWN
64 125.00 FEET SOUTH TO THE WEST LINE (EXTENDED SOUTH) OF LOT 1 IN MULLEN'S BEVERLY
65 HEIGHTS RESUBDIVISION, RECORDED JANUARY 23, 1953 AS DOCUMENT NUMBER 15532002;
66 THENCE NORTH ALONG WEST LINE OF SAID LOT 1 TO THE SOUTHWEST CORNER OF SAID LOT 1;
67 THENCE EAST ALONG SOUTH LINE OF SAID LOT 1 TO THE SOUTHEAST CORNER OF SAID LOT 1;
68 THENCE NORTH ALONG EAST LINE OF SAID LOT 1 TO THE SOUTH LINE OF WEST 83RD STREET;
69 THENCE NORTHWARD ACROSS SAID WEST 83RD STREET TO THE SOUTHWEST CORNER OF LOT 16
70 IN A. M. ZIEGLER'S RESUBDIVISION RECORDED JANUARY 22, 1952 AS DOCUMENT NUMBER
71 15258913, SAID CORNER ALSO BEING THE EAST LINE OF A 16 FEET WIDE PUBLIC ALLEY (EAST OF
72 SOUTH KEDZIE AVENUE); THENCE NORTH ALONG THE EAST LINE OF SAID 16 FEET WIDE PUBLIC
73 ALLEY TO THE NORTH LINE OF WEST 82ND STREET; THENCE WEST ALONG NORTH LINE OF SAID
74 WEST 82ND STREET TO THE EAST LINE OF SOUTH KEDZIE AVENUE; THENCE NORTH ALONG EAST
75 LINE OF SAID SOUTH KEDZIE AVENUE TO THE SOUTH LINE OF WEST 80TH STREET; THENCE EAST
76 ALONG SOUTH LINE OF SAID WEST 80TH STREET TO THE EAST LINE OF A 16 FEET WIDE ALLEY (EAST
77 OF SOUTH KEDZIE AVENUE); THENCE NORTH ALONG EAST LINE (EXTENDED NORTH AND SOUTH)
78 OF SAID 16 FEET WIDE PUBLIC ALLEY TO THE SOUTHEASTERLY LINE OF ANOTHER 16 FEET WIDE
79 PUBLIC ALLEY; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF SAID ANOTHER
80 ALLEY TO THE SOUTH LINE OF A 16 FEET WIDE PUBLIC ALLEY (SOUTH OF WEST 79TH STREET);
81 THENCE EAST ALONG SOUTH LINE (EXTENDED EAST) OF SAID 16 FEET WIDE PUBLIC ALLEY TO THE
82 EAST LINE OF SOUTH TROY STREET; THENCE NORTH ALONG SAID EAST LINE OF SOUTH TROY
83 STREET TO THE SOUTH LINE OF WEST 79TH STREET; THENCE EAST ALONG SAID SOUTH LINE OF
84 WEST 79TH STREET TO THE WEST LINE OF SOUTH FRANCISCO AVENUE; THENCE SOUTH ALONG
85 SAID WEST LINE OF SOUTH FRANCISCO AVENUE TO THE SOUTH LINE OF 16 FEET WIDE PUBLIC
86 ALLEY (SOUTH OF WEST 79TH STREET); THENCE EAST ALONG SAID SOUTH LINE (EXTENDED EAST
87 AND WEST) OF 16 FEET WIDE PUBLIC ALLEY TO THE WEST LINE OF 16 FEET WIDE PUBLIC ALLEY,
88 WEST OF SOUTH WESTERN AVENUE; THENCE SOUTH ALONG SAID WEST LINE OF 16 FEET WIDE
89 PUBLIC ALLEY TO THE NORTH LINE OF WEST 81ST STREET; THENCE WEST ALONG NORTH LINE OF
90 SAID WEST 81ST STREET TO THE WEST LINE (EXTENDED NORTH) OF ANOTHER 16 FEET WIDE PUBLIC
91 ALLEY, WEST OF SOUTH WESTERN AVENUE; THENCE SOUTH ALONG SAID WEST LINE OF 16 FEET
92 WIDE PUBLIC ALLEY TO THE NORTH LINE OF ANOTHER 16 FEET WIDE PUBLIC ALLEY, NORTH OF
93 WEST 83RD STREET; THENCE EAST ALONG SOUTH LINE OF SAID ALLEY TO THE WEST LINE OF THE
94 EAST 7 FEET OF LOT 16 OF BLOCK 20 IN HAZELWOOD AND WRIGHT'S SUBDIVISION RECORDED
95 DECEMBER 23, 1891 AS DOCUMENT NUMBER 1587871; THENCE SOUTH ALONG SAID WEST LINE
96 OF THE EAST 7 FEET OF LOT 16 TO THE SOUTH LINE OF WEST 83RD STREET; THENCE EAST ALONG

37 SOUTH LINE OF SAID WEST 83RD STREET TO THE EAST LINE OF SOUTH WESTERN AVENUE; THENCE
38 NORTH ALONG SAID EAST LINE OF SOUTH WESTERN AVENUE TO THE SOUTH RIGHT OF WAY LINE
39 OF B. & O. RAILROAD SAID RIGHT OF WAY LINE ALSO BEING THE NORTH LINE OF WEST 82ND
40 STREET; THENCE WEST ALONG SAID NORTH LINE, 50 FEET TO THE WEST LINE OF THE WEST HALF
41 OF THE NORTHWEST QUARTER OF SAID SECTION 31; THENCE NORTH ALONG SAID WEST LINE TO
42 THE SOUTH LINE (EXTENDED WEST) OF LOT 19 OF BLOCK 4 IN FOURTH ADDITION TO HINKAMP
43 AND COMPANY'S WESTERN AVENUE, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 26,
44 1927 AS DOCUMENT NUMBER 9593488; THENCE EAST ALONG SAID SOUTH LINE (EXTENDED EAST
45 AND WEST) TO THE WEST LINE (EXTENDED SOUTH) OF LOT 14 OF BLOCK 4 AFORESAID; THENCE
46 NORTH ALONG SAID WEST LINE OF LOT 14 OF BLOCK 4 TO THE NORTHWEST CORNER OF SAID
47 LOT 14 OF BLOCK 4; THENCE NORTHWARD ACROSS WEST 81ST PLACE TO THE SOUTHWEST
48 CORNER OF LOT 14 OF BLOCK 3 IN FOURTH ADDITION TO HINKAMP AND COMPANY'S WESTERN
49 AVENUE AFORESAID; THENCE NORTH ALONG WEST LINES OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11,
50 12, 13 AND 14 OF SAID BLOCK 3 TO THE NORTHWEST CORNER OF LOT 1 OF BLOCK 3 AFORESAID;
51 THENCE NORTHWARD ACROSS WEST 81ST STREET TO THE SOUTHWEST CORNER OF LOT 25 OF
52 BLOCK 2 IN BEVERLY VIEW, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 1, 1926 AS
53 DOCUMENT NUMBER 9420515; THENCE NORTH ALONG WEST LINE (EXTENDED NORTH AND
54 SOUTH) OF LOT 25 AND 14 OF BLOCK 2 AFORESAID TO THE SOUTH LINE OF WEST 80TH PLACE;
55 THENCE NORTHWARD ACROSS SAID WEST 80TH PLACE TO A POINT OF INTERSECTION OF NORTH
56 LINE OF WEST 80TH PLACE AND EAST LINE OF 14 FEET WIDE PUBLIC ALLEY, EAST OF SOUTH
57 WESTERN AVENUE; THENCE NORTH ALONG EAST LINE OF SAID 14 FEET WIDE PUBLIC ALLEY TO THE
58 SOUTH LINE OF WEST 80TH STREET; THENCE NORTHWARD ACROSS SAID WEST 80TH STREET TO A
59 POINT OF INTERSECTION OF THE NORTH LINE OF WEST 80TH STREET AFORESAID AND EAST LINE
60 OF 16 FEET WIDE PUBLIC ALLEY, EAST OF SOUTH WESTERN AVENUE; THENCE NORTH ALONG EAST
61 LINE OF SAID 16 FEET WIDE PUBLIC ALLEY TO THE SOUTH LINE (EXTENDED WEST) OF SOUTH LINE
62 OF ANOTHER 16 FEET WIDE PUBLIC ALLEY, SOUTH OF WEST 79TH PLACE; THENCE EAST ALONG SAID
63 SOUTH LINE OF 16 FEET WIDE PUBLIC ALLEY TO THE WEST LINE (EXTENDED SOUTH) OF LOT 10 IN
64 WESTERN AVENUE AND 80TH STREET RESUBDIVISION, ACCORDING TO THE PLAT THEREOF
65 RECORDED OCTOBER 29, 1923 AS DOCUMENT NUMBER 8163720; THENCE NORTH ALONG SAID
66 WEST LINE OF LOT 10 TO THE SOUTH LINE OF WEST 79TH PLACE; THENCE EAST ALONG THE SOUTH
67 LINE OF SAID WEST 79TH PLACE TO A LINE DRAWN 50 FEET WEST AND PARALLEL WITH THE EAST
68 LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 31; THENCE SOUTH
69 ALONG SAID PARALLEL LINE TO THE SOUTHEAST CORNER OF LOT 48 OF BLOCK 4 IN LINGLE AND
70 DARLOW'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 2, 1873 AS
71 DOCUMENT NUMBER 112406; THENCE CONTINUING SOUTH AND SOUTHEASTERLY ALONG ONE
72 OF THE CURVED LINES OF PENNA. RAILROAD, SAID CURVED LINE BEING THE SOUTHWESTERLY
73 LINE OF RAILROAD PROPERTY HAVING PERMANENT INDEX NUMBER 20-31-500-001 TO THE SOUTH
74 LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 31; THENCE EAST ALONG
75 SAID SOUTH LINE TO THE NORTHEASTERLY RIGHT OF WAY LINE OF PENNA. RAILROAD; THENCE
76 NORTHWESTERLY AND NORTHERLY ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE TO THE
77 NORTH LINE OF LOT 7 IN HUNTER'S SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED
78 AUGUST 4, 1866 AS DOCUMENT NUMBER 120538; THENCE EAST ALONG SAID NORTH LINE
79 (EXTENDED EAST) OF LOT 7 TO THE EAST LINE (EXTENDED SOUTH) OF 50 FEET WIDE SOUTH HOYNE
80 AVENUE; THENCE NORTH ALONG SAID EAST LINE TO THE SOUTH LINE OF 16 FEET WIDE ALLEY,
81 NORTH OF 82ND STREET; THENCE EAST ALONG SAID SOUTH LINE, EXTENDED EAST, OF 16 FEET
82 WIDE PUBLIC ALLEY TO THE EAST LINE OF ANOTHER 16 FEET WIDE NORTH-SOUTH ALLEY, WEST
83 OF SOUTH DAMEN AVENUE; THENCE NORTH ALONG SAID EAST LINE OF NORTH-SOUTH ALLEY
84 TO THE SOUTH LINE OF LOT 5 IN ANDREW MUNRO'S SUBDIVISION ACCORDING TO THE PLAT
85 THEREOF RECORDED JUNE 3, 1926 AS DOCUMENT 9296047; THENCE EAST ALONG SAID SOUTH
86 LINE (EXTENDED EAST) OF LOT 5 TO THE EAST LINE OF SOUTH DAMEN AVENUE; THENCE NORTH

47 ALONG SAID EAST LINE OF SOUTH DAMEN AVENUE TO THE NORTH LINE (EXTENDED EAST) OF
48 WEST 80TH PLACE; THENCE WEST ALONG SAID NORTH LINE OF WEST 80TH PLACE TO THE
49 SOUTHWEST CORNER OF LOT 25 IN ANDREW H. MUNRO'S SUBDIVISION ACCORDING TO THE
50 PLAT THEREOF RECORDED MARCH 18, 1927 AS DOCUMENT NO. 9584788; THENCE NORTH ALONG
51 WEST LINE (EXTENDED NORTH AND SOUTH) OF SAID LOT 25 AND 24 TO THE NORTHWEST
52 CORNER OF SAID LOT 24; THENCE NORTHERLY ACROSS WEST 80TH STREET TO THE SOUTHWEST
53 CORNER OF LOT 25 OF BLOCK 4 IN SWEET, COLE AND BUEL'S SUBDIVISION ACCORDING TO THE
54 PLAT THEREOF RECORDED OCTOBER 26, 1874 AS DOCUMENT NO. 197575, SAID CORNER ALSO
55 BEING ON EAST LINE OF SOUTH HOYNE AVENUE; THENCE NORTH ALONG SAID EAST LINE OF
56 SOUTH HOYNE AVENUE TO THE NORTH LINE OF WEST 79TH PLACE; THENCE WEST ALONG SAID
57 NORTH LINE (EXTENDED EAST AND WEST) OF WEST 79TH PLACE TO THE WEST LINE OF LOT 37 OF
58 BLOCK 2 IN SAID SWEET, COLE AND BUEL'S SUBDIVISION; THENCE NORTH ALONG SAID WEST LINE
59 (EXTENDED NORTH) OF LOT 37 TO THE SOUTH LINE OF A 14 FEET WIDE EAST-WEST ALLEY, SOUTH
60 OF WEST 79TH STREET; THENCE EAST ALONG SAID SOUTH LINE OF EAST-WEST ALLEY TO THE WEST
61 LINE OF SOUTH DAMEN AVENUE; THENCE EASTWARD ACROSS SAID SOUTH DAMEN AVENUE TO
62 THE NORTHWEST CORNER OF LOT 11 OF BLOCK 4 IN BAIRD AND ROWLAND'S SUBDIVISION
63 ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 2, 1889 AS DOCUMENT NO. 1164406,
64 SAID CORNER ALSO BEING ON THE SOUTH LINE OF 16 FEET WIDE EAST-WEST ALLEY; THENCE EAST
65 ALONG SAID SOUTH LINE OF EAST-WEST ALLEY TO THE WEST LINE OF SOUTH HONORE STREET;
66 THENCE NORTH ALONG SAID WEST LINE OF SOUTH HONORE STREET ACROSS WEST 79TH STREET
67 TO THE NORTH LINE OF 16 FEET WIDE EAST-WEST PUBLIC ALLEY, NORTH OF WEST 79TH STREET;
68 THENCE WEST ALONG SAID NORTH LINE OF EAST-WEST ALLEY TO THE EAST LINE OF SOUTH
69 WOLCOTT AVENUE; THENCE WESTWARD ACROSS SAID WOLCOTT AVENUE TO A POINT OF
70 INTERSECTION OF WEST LINE OF SAID SOUTH WOLCOTT AVENUE WITH NORTH LINE OF 16 FEET
71 WIDE EAST-WEST ALLEY, NORTH OF WEST 79TH STREET; THENCE WEST ALONG SAID NORTH LINE
72 OF EAST-WEST ALLEY TO THE EAST LINE OF SOUTH DAMEN AVENUE; THENCE WESTWARD ACROSS
73 SAID SOUTH DAMEN AVENUE TO A POINT OF INTERSECTION OF WEST LINE OF SAID SOUTH
74 DAMEN AVENUE WITH NORTH LINE OF 16 FEET WIDE EAST-WEST ALLEY, NORTH OF WEST 79TH
75 STREET; THENCE WEST ALONG SAID NORTH LINE (EXTENDED WEST) OF SAID EAST-WEST ALLEY TO
76 THE WEST LINE OF ANOTHER 16 FEET WIDE NORTH-SOUTH ALLEY, WEST OF SOUTH HAMILTON
77 AVENUE; THENCE SOUTH ALONG WEST LINE OF SAID NORTH-SOUTH ALLEY TO THE SOUTH LINE
78 OF 16 FEET WIDE EAST-WEST ALLEY AFORESAID, NORTH OF WEST 79TH STREET; THENCE WEST
79 ALONG SOUTH LINE (EXTENDED WEST) OF SAID EAST-WEST ALLEY TO THE EAST RIGHT OF WAY
80 LINE OF PENNA. RAILROAD; THENCE SOUTH ALONG SAID EAST RIGHT OF WAY LINE TO THE
81 SOUTH LINE OF WEST 79TH STREET; THENCE WEST ALONG SAID SOUTH LINE OF WEST 79TH STREET
82 TO THE WEST LINE OF SOUTH WESTERN AVENUE; THENCE NORTH ALONG SAID WEST LINE OF
83 SOUTH WESTERN AVENUE TO THE NORTH LINE OF LOT 19 OF BLOCK 1 IN JOHN R. O'CONNOR'S
84 BEVERLY GATEWAY SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 13,
85 1925 AS DOCUMENT NO. 9095138; THENCE WEST ALONG SAID NORTH LINE (EXTENDED WEST) OF
86 LOT 19, 183.18 FEET TO A LINE DRAWN 49.95 FEET WEST AND PARALLEL WITH THE EAST LINE OF
87 VACATED 16 FEET WIDE ALLEY, WEST OF SOUTH WESTERN AVENUE; THENCE SOUTH ALONG SAID
88 PARALLEL LINE TO THE NORTH LINE OF 16 FEET WIDE EAST-WEST ALLEY, NORTH OF WEST 79TH
89 STREET; THENCE SOUTHWARD ACROSS SAID EAST-WEST ALLEY TO THE NORTHWEST CORNER OF
90 LOT 37 OF SAID BLOCK 1; THENCE SOUTH ALONG SAID WEST LINE OF LOT 37 TO THE NORTH LINE
91 OF WEST 79TH STREET; THENCE WEST ALONG SAID NORTH LINE OF WEST 79TH STREET TO THE WEST
92 LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 25; THENCE NORTH
93 ALONG SAID WEST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER TO A LINE DRAWN 356
94 FEET SOUTHEASTERLY AND PARALLEL WITH NORTHWESTERLY RIGHT OF WAY LINE OF WABASH
95 RAILROAD, SOUTHEASTERLY OF WEST COLUMBUS AVENUE; THENCE NORTHEASTERLY ALONG
96 SAID PARALLEL LINE TO THE SOUTH LINE OF WABASH ADDITION TO CHICAGO ACCORDING TO

37 THE PLAT THEREOF RECORDED MAY 14, 1890 AS DOCUMENT NO. 1269284, SAID LINE ALSO BEING
38 THE SOUTH LINE OF LOT 39 OF SAID WABASH ADDITION TO CHICAGO; THENCE EAST ALONG
39 SAID SOUTH LINE OF LOT 39 TO THE SOUTHEASTERLY CORNER OF SAID LOT 39; THENCE
40 NORTHEASTERLY ALONG THE SOUTHEASTERLY CURVED LINE (EXTENDED NORTHEASTERLY) TO A
41 POINT 38 FEET SOUTH OF THE SOUTHERLY LINE OF LANDERS YARD AND ON WEST LINE OF SOUTH
42 WESTERN AVENUE; THENCE NORTH ALONG SAID WEST LINE OF SOUTH WESTERN AVENUE TO THE
43 SOUTHEASTERLY RIGHT OF WAY LINE OF WABASH RAILROAD; THENCE SOUTHWESTERLY ALONG
44 SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE NORTH LINE OF WEST 79TH STREET IN WEST
45 HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 25; THENCE WEST ALONG SAID NORTH
46 LINE OF WEST 79TH STREET TO THE EAST LINE OF SOUTH KEDZIE AVENUE; THENCE NORTH ALONG
47 SAID EAST LINE OF SOUTH KEDZIE AVENUE TO THE NORTHWESTERLY LINE OF WEST COLUMBUS
48 AVENUE; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY LINE OF WEST COLUMBUS
49 AVENUE TO THE WEST LINE OF SOUTH TROY STREET; THENCE NORTH ALONG SAID WEST LINE OF
50 SOUTH TROY STREET TO THE NORTH LINE OF 16 FEET WIDE EAST-WEST ALLEY, NORTH OF WEST
51 COLUMBUS AVENUE; THENCE WEST ALONG SAID NORTH LINE OF ALLEY TO THE EAST LINE OF
52 ANOTHER 16 FEET WIDE NORTH-SOUTH ALLEY; THENCE NORTH ALONG SAID EAST LINE
53 (EXTENDED NORTH) OF NORTH-SOUTH ALLEY TO THE CENTER LINE (EXTENDED EAST) OF ANOTHER
16 FEET WIDE VACATED ALLEY, SOUTH OF WEST 77TH STREET; THENCE WEST ALONG SAID CENTER
LINE TO THE EAST LINE OF SOUTH KEDZIE AVENUE; THENCE NORTH ALONG SAID EAST LINE OF
SOUTH KEDZIE AVENUE TO THE SOUTH LINE OF WEST 77TH STREET; THENCE WEST ACROSS SAID
SOUTH KEDZIE AVENUE ALONG SAID SOUTH LINE OF WEST 77TH STREET TO THE CENTER LINE OF
16 FEET WIDE NORTH-SOUTH ALLEY, WEST OF SOUTH KEDZIE AVENUE; THENCE SOUTH ALONG
SAID CENTER LINE TO THE CENTER LINE OF ANOTHER NORTHEAST-SOUTHWEST VACATED ALLEY,
NORTHWESTERLY OF WEST COLUMBUS AVENUE; THENCE SOUTHWESTERLY ALONG SAID CENTER
LINE OF NORTHEAST- SOUTHWEST ALLEY TO THE EAST LINE OF SOUTH SAWYER AVENUE; THENCE
SOUTHWESTERLY, ACROSS SAID SOUTH SAWYER AVENUE TO THE POINT OF BEGINNING, ALL IN
COOK COUNTY, ILLINOIS.

APPENDIX D:

1999 EQUALIZED ASSESSED VALUATION BY PARCEL

1999 EQUALIZED ASSESSED VALUE BY TAX PARCEL

Exempt properties are shown with an EAV of zero.

	PIN	1999 EAV
1	19-25-317-006	14,005
2	19-25-317-007	11,165
3	19-25-317-008	11,165
4	19-25-317-009	11,165
5	19-25-317-010	11,165
6	19-25-317-011	52,182
7	19-25-317-012	6,200
8	19-25-317-013	62,854
9	19-25-317-014	37,502
10	19-25-317-015	61,074
11	19-25-317-016	61,074
12	19-25-317-026	36,278
13	19-25-317-027	37,336
14	19-25-317-028	10,616
15	19-25-317-029	67,731
16	19-25-317-030	74,791
17	19-25-317-054	73,958
18	19-25-317-055	63,284
19	19-25-317-056	35,061
20	19-25-317-057	6,189
21	19-25-317-058	30,325
22	19-25-317-059	30,325
23	19-25-317-065	147,721
24	19-25-317-066	119,277
25	19-25-317-067	340,325
26	19-25-324-003	0
27	19-25-406-002	0
28	19-25-406-005	0
29	19-25-421-032	13,708
30	19-25-421-033	13,708
31	19-25-421-034	13,289
32	19-25-421-038	0
33	19-25-421-044	209,904
34	19-25-421-045	642,873
35	19-25-502-003	0
36	19-26-413-038	11,725
37	19-26-413-039	29,974
38	19-26-413-040	11,725
39	19-26-413-043	214,695
40	19-26-413-044	191,740
41	19-26-413-045	210,158
42	19-26-413-046	145,666
43	19-26-413-047	30,643
44	19-26-415-018	13,102
45	19-26-415-019	36,546
46	19-26-415-020	61,335
47	19-26-415-021	61,335
48	19-26-415-022	13,998
49	19-26-415-023	13,998
50	19-26-415-024	13,998
51	19-26-415-025	13,998

52	19-26-415-026	13,998
53	19-26-415-027	13,998
54	19-26-415-030	49,074
55	19-26-415-031	49,074
56	19-26-415-032	43,347
57	19-26-415-033	13,998
58	19-26-415-034	13,998
59	19-26-415-035	18,047
60	19-26-415-036	6,808
61	19-26-415-037	12,173
62	19-26-415-038	8,930
63	19-26-415-039	130,912
64	19-26-416-035	45,523
65	19-26-416-036	45,523
66	19-26-416-037	45,523
67	19-26-416-038	45,523
68	19-26-416-039	45,523
69	19-26-416-070	203,324
70	19-26-417-035	53,368
71	19-26-417-036	67,884
72	19-26-417-037	53,368
73	19-26-417-070	353,027
74	19-26-418-031	40,401
75	19-26-418-032	36,845
76	19-26-418-033	36,845
77	19-26-418-034	36,845
78	19-26-418-035	73,321
79	19-26-418-036	11,223
80	19-26-418-043	16,647
81	19-26-418-044	16,825
82	19-26-418-045	16,825
83	19-26-418-046	16,825
84	19-26-418-047	16,624
85	19-26-419-031	36,422
86	19-26-419-043	34,975
87	19-26-419-044	38,101
88	19-26-419-045	36,706
89	19-26-419-046	36,265
90	19-26-419-047	37,858
91	19-26-419-048	36,748
92	19-26-420-031	15,342
93	19-26-420-032	11,484
94	19-26-420-041	324,749
95	19-26-421-012	30,123
96	19-26-421-013	13,820
97	19-26-421-014	24,301
98	19-26-421-015	11,723
99	19-26-421-016	18,929
100	19-26-421-020	10,836
101	19-26-421-021	10,557
102	19-26-421-022	11,140
103	19-26-421-023	11,140

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104	19-26-421-024	132,269
105	19-26-421-025	78,612
106	19-26-421-026	13,024
107	19-26-421-027	13,024
108	19-26-421-028	13,024
109	19-26-421-029	13,024
110	19-26-421-030	13,024
111	19-26-421-031	33,307
112	19-26-421-032	220,247
113	19-26-422-001	0
114	19-35-129-001	0
115	19-35-205-013	24,020
116	19-35-205-014	21,308
117	19-35-205-021	61,430
118	19-35-205-022	33,145
119	19-35-205-023	14,021
120	19-35-205-038	144,005
121	19-35-206-002	25,075
122	19-35-206-003	25,075
123	19-35-206-004	18,002
124	19-35-206-005	11,169
125	19-35-206-006	11,169
126	19-35-206-007	11,169
127	19-35-206-008	11,169
128	19-35-206-009	11,169
129	19-35-206-010	16,109
130	19-35-206-011	88,145
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133	19-35-206-014	58,310
134	19-35-206-015	78,090
135	19-35-206-016	12,067
136	19-35-206-017	12,067
137	19-35-206-018	74,620
138	19-35-206-019	74,620
139	19-35-206-020	56,827
140	19-35-206-021	33,877
141	19-35-206-022	56,827
142	19-35-206-023	12,720
143	19-35-206-024	0
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147	19-35-206-037	7,987
148	19-35-206-038	9,884
149	19-35-206-039	31,012
150	19-35-206-040	22,201
151	19-35-206-041	22,519
152	19-35-206-042	22,280
153	19-35-206-043	21,870
154	19-35-206-044	26,817
155	19-35-206-045	26,817
156	19-35-206-046	21,891
157	19-35-206-047	21,650
158	19-35-206-050	41,101
159	19-35-206-051	7,089

160	19-35-206-052	25,575
161	19-35-206-055	48,609
162	19-35-206-056	53,323
163	19-35-211-001	92,640
164	19-35-211-002	46,655
165	19-35-211-003	44,965
166	19-35-211-004	54,433
167	19-35-211-005	54,433
168	19-35-211-006	44,965
169	19-35-211-007	67,630
170	19-35-211-008	54,777
171	19-35-211-009	8,858
172	19-35-211-010	8,858
173	19-35-211-011	8,858
174	19-35-211-012	67,846
175	19-35-211-013	67,846
176	19-35-211-016	85,501
177	19-35-211-017	68,087
178	19-35-211-018	4,951
179	19-35-211-041	138,046
180	19-35-211-042	0
181	19-35-213-018	66,426
182	19-35-213-019	64,857
183	19-35-213-020	12,961
184	19-35-213-021	12,961
185	19-35-213-022	69,088
186	19-35-213-023	69,088
187	19-35-213-024	6,691
188	19-35-213-025	71,348
189	19-35-213-026	71,348
190	19-35-213-027	0
191	19-35-213-030	43,075
192	19-35-213-033	48,507
193	19-35-213-034	58,623
194	19-35-213-035	71,429
195	19-35-213-038	12,610
196	19-35-213-039	12,610
197	19-35-213-040	54,377
198	19-35-213-041	54,377
199	19-35-213-042	0
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201	19-35-213-044	128,344
202	19-35-216-003	111,267
203	19-35-216-004	25,962
204	19-35-216-005	17,138
205	19-35-216-006	56,557
206	19-35-216-007	111,569
207	19-35-216-010	15,965
208	19-35-216-011	25,926
209	19-35-216-012	25,926
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211	19-35-216-014	25,926
212	19-35-216-015	16,183
213	19-35-216-020	37,718
214	19-35-216-021	37,718
215	19-35-216-022	21,285

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217	19-35-216-044	18,249
218	19-35-216-045	73,897
219	19-35-216-046	60,104
220	19-35-216-047	65,663
221	19-35-216-049	24,436
222	19-35-216-050	73,078
223	19-35-220-023	6,691
224	19-35-220-024	14,534
225	19-35-220-025	65,168
226	19-35-220-028	67,177
227	19-35-220-029	54,658
228	19-35-220-030	41,171
229	19-35-220-031	41,171
230	19-35-220-032	52,673
231	19-35-220-033	52,673
232	19-35-220-034	54,131
233	19-35-220-036	33,866
234	19-35-220-037	33,866
235	19-35-220-038	33,866
236	19-35-220-042	169,130
237	19-35-220-043	20,318
238	19-35-220-044	13,546
239	19-35-220-045	22,296
240	19-35-220-046	75,259
241	19-35-220-047	165,045
242	19-35-221-002	0
243	19-35-221-035	86,086
244	19-35-221-037	107,099
245	19-35-221-040	81,018
246	19-35-221-041	139,911
247	19-35-221-042	161,442
248	19-35-221-043	149,332
249	19-35-227-019	19,993
250	19-35-227-020	18,600
251	19-35-227-021	67,934
252	19-35-227-022	18,600
253	19-35-227-023	34,568
254	19-35-227-024	33,879
255	19-35-227-025	54,055
256	19-35-227-026	23,862
257	19-35-227-027	40,268
258	19-35-227-028	79,407
259	19-35-227-029	48,201
260	19-35-227-030	59,992
261	19-35-227-031	83,552
262	19-35-227-032	40,102
263	19-35-227-036	55,506
264	19-35-227-037	64,139
265	19-35-227-038	35,333
266	19-35-227-039	36,748
267	19-35-227-045	138,689
268	19-35-227-047	111,175
269	19-35-227-048	27,033
270	19-35-227-049	33,670
271	19-35-303-012	81,425

272	19-35-303-013	12,396
273	19-35-303-014	1,913
274	19-35-303-015	142
275	19-35-304-009	43
276	19-35-304-010	1,546
277	19-35-304-011	48,251
278	19-35-304-012	45,539
279	19-35-304-013	47,056
280	19-35-304-014	47,405
281	19-35-304-015	46,826
282	19-35-304-016	66,691
283	19-35-304-017	21,751
284	19-35-304-018	56,116
285	19-35-304-019	56,879
286	19-35-304-020	57,428
287	19-35-304-021	57,822
288	19-35-304-022	133,416
289	19-35-308-001	27,463
290	19-35-308-002	8,752
291	19-35-308-003	22,449
292	19-35-309-001	28,811
293	19-35-309-002	25,066
294	19-35-309-003	25,894
295	19-35-309-004	25,921
296	19-35-309-005	25,334
297	19-35-309-006	37,781
298	19-35-309-019	1,992
299	19-35-313-001	1,073
300	19-35-313-002	3,794
301	19-35-313-003	42,606
302	19-35-313-004	33,175
303	19-35-313-005	34,057
304	19-35-313-006	34,093
305	19-35-313-007	33,863
306	19-35-313-008	44,407
307	19-35-313-025	0
308	19-35-317-001	2,554
309	19-35-317-002	122,495
310	19-35-318-001	16,429
311	19-35-318-002	10,935
312	19-35-318-003	10,944
313	19-35-318-004	13,841
314	19-35-318-005	14,246
315	19-35-318-019	12,303
316	19-35-322-009	26,520
317	19-35-322-010	44,801
318	19-35-322-011	44,801
319	19-35-322-017	38,461
320	19-35-322-026	315,423
321	19-35-322-028	32,558
322	19-35-322-029	82,022
323	19-35-322-030	75,293
324	19-35-330-007	13,577
325	19-35-330-008	59,544
326	19-35-330-011	138,766
327	19-35-330-012	153,932

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329	19-35-331-008	57,847
330	19-35-331-009	69,007
331	19-35-331-010	16,476
332	19-35-331-011	27,296
333	19-35-331-012	75,322
334	19-35-331-019	14,977
335	19-35-331-020	15,810
336	19-35-331-021	8,419
337	19-35-331-022	15,810
338	19-35-331-023	15,810
339	19-35-331-024	15,810
340	19-35-331-025	15,974
341	19-35-331-026	15,974
342	19-35-331-027	17,088
343	19-35-331-028	50,031
344	19-35-331-029	57,196
345	19-35-331-030	57,196
346	19-35-331-031	17,237
347	19-35-331-032	38,628
348	19-35-331-033	12,628
349	19-35-331-034	102,832
350	19-35-331-035	101,808
351	19-35-403-036	79,053
352	19-35-403-037	79,053
353	19-35-403-040	64,958
354	19-35-403-041	64,958
355	19-35-403-042	51,804
356	19-35-403-043	51,804
357	19-35-403-044	14,475
358	19-35-403-045	30,357
359	19-35-403-070	62,665
360	19-35-403-071	42,699
361	19-35-407-071	487,582
362	19-35-411-037	15,551
363	19-35-411-038	14,189
364	19-35-411-039	51,662
365	19-35-411-040	53,357
366	19-35-411-041	38,207
367	19-35-411-042	13,393
368	19-35-411-043	13,393
369	19-35-411-044	38,423
370	19-35-411-045	38,423
371	19-35-411-046	22,325
372	19-35-415-037	33,402
373	19-35-415-038	34,273
374	19-35-415-039	60,365
375	19-35-415-040	60,365
376	19-35-415-041	12,994
377	19-35-415-042	94,075
378	19-35-415-043	56,416
379	19-35-415-044	56,416
380	19-35-415-045	6,808
381	19-35-415-046	11,381
382	19-35-500-001	0
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384	19-36-100-005	3,954
385	19-36-100-006	26,074
386	19-36-100-007	24,801
387	19-36-100-014	27,524
388	19-36-100-015	27,524
389	19-36-100-016	27,524
390	19-36-100-017	27,524
391	19-36-100-018	28,748
392	19-36-100-019	20,117
393	19-36-100-020	23,110
394	19-36-100-021	23,110
395	19-36-100-040	137,962
396	19-36-100-041	152,960
397	19-36-106-001	9,164
398	19-36-106-002	6,808
399	19-36-106-003	6,808
400	19-36-106-004	6,808
401	19-36-106-005	24,902
402	19-36-106-006	24,902
403	19-36-106-007	59,229
404	19-36-106-039	119,727
405	19-36-107-054	16,766
406	19-36-107-055	256,363
407	19-36-124-021	15,947
408	19-36-124-022	17,693
409	19-36-124-059	47,821
410	19-36-124-060	110,331
411	19-36-124-061	71,870
412	19-36-124-062	158,890
413	19-36-124-063	17,707
414	19-36-124-064	265,392
415	19-36-200-001	8,365
416	19-36-200-002	6,254
417	19-36-200-003	6,295
418	19-36-200-004	60,268
419	19-36-200-005	31,001
420	19-36-200-006	31,073
421	19-36-200-007	20,005
422	19-36-200-008	20,023
423	19-36-200-009	24,236
424	19-36-200-010	25,300
425	19-36-201-001	0
426	19-36-201-002	0
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433	19-36-201-009	39,582
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435	19-36-202-008	43,747
436	19-36-202-009	57,696
437	19-36-202-010	84,979
438	19-36-202-041	71,433
439	19-36-202-042	102,040

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441	19-36-203-002	53,258
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443	19-36-203-004	62,395
444	19-36-203-005	57,097
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446	19-36-203-007	83,122
447	19-36-203-008	51,093
448	19-36-203-009	27,852
449	19-36-203-010	27,852
450	19-36-203-011	21,546
451	19-36-203-012	21,546
452	19-36-203-013	13,055
453	19-36-203-014	11,610
454	19-36-203-015	33,357
455	19-36-203-016	58,488
456	19-36-203-017	21,747
457	19-36-203-018	36,620
458	19-36-203-019	68,672
459	19-36-203-020	41,927
460	19-36-203-021	79,650
461	19-36-203-022	86,023
462	19-36-205-004	27,389
463	19-36-205-005	27,389
464	19-36-205-006	27,389
465	19-36-205-007	43,378
466	19-36-205-008	30,332
467	19-36-205-009	30,276
468	19-36-205-010	34,347
469	19-36-205-039	97,201
470	19-36-205-040	55,504
471	19-36-206-001	25,505
472	19-36-206-002	21,434
473	19-36-206-005	60,365
474	19-36-206-006	27,575
475	19-36-206-007	27,575
476	19-36-206-008	19,667
477	19-36-206-009	65,616
478	19-36-206-010	69,153
479	19-36-206-039	63,325
480	19-36-206-040	40,865
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482	19-36-207-002	6,808
483	19-36-207-003	6,808
484	19-36-207-004	100,134
485	19-36-207-024	6,173
486	19-36-207-025	12,164
487	19-36-207-026	25,041
488	19-36-207-027	6,619
489	19-36-207-028	6,619
490	19-36-207-029	12,094
491	19-36-207-030	12,094
492	19-36-207-031	41,123
493	19-36-207-032	6,173
494	19-36-207-033	6,173
495	19-36-207-034	76,549

496	19-36-207-035	10,829
497	19-36-207-036	12,094
498	19-36-207-037	12,094
499	19-36-207-038	47,821
500	19-36-207-039	87,637
501	19-36-207-040	77,100
502	19-36-207-041	79,762
503	19-36-207-042	250,139
504	19-36-215-020	9,043
505	19-36-215-021	6,173
506	19-36-215-022	59,978
507	19-36-215-023	51,719
508	19-36-215-024	51,719
509	19-36-215-025	21,492
510	19-36-215-026	6,173
511	19-36-215-027	6,173
512	19-36-215-028	109,208
513	19-36-215-029	54,055
514	19-36-215-030	54,055
515	19-36-215-031	65,640
516	19-36-215-032	6,173
517	19-36-215-033	6,173
518	19-36-215-034	74,183
519	19-36-215-035	0
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522	19-36-215-038	50,780
523	19-36-215-039	6,173
524	19-36-215-040	6,173
525	19-36-215-041	63,217
526	19-36-215-042	85,283
527	19-36-223-021	0
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533	19-36-223-027	20,777
534	19-36-223-028	6,808
535	19-36-223-029	6,808
536	19-36-223-030	95,162
537	19-36-223-031	6,808
538	19-36-223-032	45,744
539	19-36-223-033	6,808
540	19-36-223-036	93,704
541	19-36-223-037	93,704
542	19-36-223-038	51,505
543	19-36-223-039	6,808
544	19-36-223-040	6,808
545	19-36-223-041	6,808
546	19-36-223-042	6,808
547	19-36-223-043	54,881
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549	19-36-223-045	128,456
550	19-36-231-009	13,616
551	19-36-231-010	68,566

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552	19-36-231-011	0
553	19-36-231-012	0
554	19-36-231-015	68,820
555	19-36-231-016	19,888
556	19-36-231-023	5,800
557	19-36-231-024	43,446
558	19-36-231-025	32,598
559	19-36-231-026	26,302
560	19-36-231-043	21,206
561	19-36-231-051	0
562	19-36-231-052	52,011
563	19-36-231-053	221,674
564	19-36-300-013	161,890
565	19-36-300-014	1,114
566	19-36-300-016	13,595
567	19-36-500-010	0
568	20-30-314-004	0
569	20-30-315-027	78,286
570	20-30-315-028	68,530
571	20-30-315-029	29,758
572	20-30-315-030	8,484
573	20-30-315-031	8,484
574	20-30-315-032	5,469
575	20-30-315-033	5,469
576	20-30-315-034	5,469
577	20-30-315-035	5,469
578	20-30-315-036	5,469
579	20-30-316-031	13,937
580	20-30-316-032	9,895
581	20-30-316-033	9,853
582	20-30-316-034	9,891
583	20-30-316-035	10,906
584	20-30-316-036	4,332
585	20-30-316-052	186,510
586	20-30-317-034	109,323
587	20-30-317-035	50,377
588	20-30-317-036	92,880
589	20-30-317-058	434,331
590	20-30-428-038	12,200
591	20-30-428-039	29,797
592	20-30-428-040	29,797
593	20-30-428-041	9,607
594	20-30-428-042	11,511
595	20-30-428-059	925
596	20-30-428-060	115,158
597	20-30-429-033	0
598	20-30-429-034	3,599
599	20-30-429-035	7,199
600	20-30-429-036	27,087
601	20-30-429-037	27,087
602	20-30-429-042	32,139
603	20-30-430-038	101,189
604	20-30-430-039	69,268
605	20-30-430-040	123,582
606	20-31-100-043	440,454
607	20-31-100-044	0

608	20-31-101-031	0
609	20-31-101-032	146,991
610	20-31-102-001	9,324
611	20-31-102-002	10,303
612	20-31-102-003	29,130
613	20-31-102-004	30,636
614	20-31-102-005	0
615	20-31-102-006	0
616	20-31-102-007	0
617	20-31-102-008	0
618	20-31-102-009	9,657
619	20-31-102-010	10,015
620	20-31-102-011	12,697
621	20-31-102-012	26,446
622	20-31-102-013	26,446
623	20-31-102-014	26,446
624	20-31-102-015	30,866
625	20-31-102-016	31,584
626	20-31-102-017	30,866
627	20-31-102-018	26,115
628	20-31-102-019	26,115
629	20-31-102-020	9,146
630	20-31-102-021	0
631	20-31-102-022	0
632	20-31-102-023	0
633	20-31-102-024	0
634	20-31-102-025	0
635	20-31-102-026	0
636	20-31-102-027	2,784
637	20-31-102-028	2,674
638	20-31-102-029	2,674
639	20-31-102-030	2,674
640	20-31-102-031	2,674
641	20-31-102-032	2,674
642	20-31-102-033	2,674
643	20-31-102-034	2,674
644	20-31-102-035	2,674
645	20-31-102-036	2,674
646	20-31-103-001	77,001
647	20-31-103-002	37,352
648	20-31-103-003	37,052
649	20-31-103-004	53,132
650	20-31-103-005	69,219
651	20-31-103-061	393,230
652	20-31-103-062	198,627
653	20-31-104-001	0
654	20-31-104-002	0
655	20-31-104-003	0
656	20-31-104-004	0
657	20-31-104-005	0
658	20-31-104-011	0
659	20-31-104-012	0
660	20-31-104-013	0
661	20-31-104-014	0
662	20-31-104-041	192,947
663	20-31-104-042	130,196

	PIN	1999 EAV
664	20-31-106-014	4,150
665	20-31-106-015	4,150
666	20-31-106-016	4,150
667	20-31-106-017	4,150
668	20-31-106-018	36,433
669	20-31-106-019	31,493
670	20-31-106-020	31,493
671	20-31-106-021	28,995
672	20-31-106-022	28,995
673	20-31-106-023	27,735
674	20-31-106-024	27,735
675	20-31-106-038	31,145
676	20-31-106-039	15,083
677	20-31-106-040	8,714
678	20-31-106-041	47,625
679	20-31-106-042	32,763
680	20-31-106-043	24,821
681	20-31-106-044	24,821
682	20-31-106-045	24,947
683	20-31-106-046	24,947
684	20-31-106-047	24,947
685	20-31-106-048	4,980
686	20-31-106-050	167,325
687	20-31-106-051	106,896
688	20-31-108-044	3,889,305
689	20-31-110-001	254,021
690	20-31-110-004	320,282
691	20-31-110-005	34,534
692	20-31-110-006	12,949
693	20-31-112-005	0
694	20-31-112-006	0
695	20-31-112-007	0
696	20-31-112-008	0
697	20-31-112-009	0
698	20-31-112-010	0
699	20-31-112-039	173,275
700	20-31-114-001	0
701	20-31-115-001	11,599
702	20-31-115-002	5,800
703	20-31-115-010	0
704	20-31-115-011	0
705	20-31-115-012	0
706	20-31-115-013	0
707	20-31-115-014	0
708	20-31-115-015	0
709	20-31-115-016	0
710	20-31-115-031	0
711	20-31-117-003	0
712	20-31-117-004	0
713	20-31-117-005	0
714	20-31-117-025	0
715	20-31-120-003	79,638
716	20-31-120-004	298,443
717	20-31-120-007	297,138
718	20-31-120-008	96,427
719	20-31-120-010	11,919

720	20-31-120-011	31,788
721	20-31-120-012	81,185
722	20-31-120-013	1,724
723	20-31-120-014	18,519
724	20-31-121-039	0
725	20-31-122-039	0
726	20-31-122-040	0
727	20-31-200-005	6,439
728	20-31-200-006	68,906
729	20-31-200-051	152,235
730	20-31-200-052	119,295
731	20-31-201-001	22,442
732	20-31-201-002	4,022
733	20-31-201-003	20,408
734	20-31-201-004	20,408
735	20-31-201-005	17,084
736	20-31-201-006	5,692
737	20-31-201-007	0
738	20-31-201-008	0
739	20-31-201-009	0
740	20-31-201-010	0
741	20-31-202-044	28,451
742	20-31-500-001	0
	Total	36,740,059

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(2) AUDITED FINANCIALS - 65 ILCS 5/11-74.4-5(d)(2)

During 2001, no financial activity or cumulative deposits over \$100,000 occurred in the Project Area. Therefore, no audited statements were prepared pertaining to the Special Tax Allocation Fund for the Project Area.

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(3) MAYOR'S CERTIFICATION - 65 ILCS 5/11-74.4-5(d)(3)

Please see attached.

STATE OF ILLINOIS)
)
COUNTY OF COOK)

CERTIFICATION

TO:

Daniel W. Hynes
Comptroller of the State of Illinois
James R. Thompson Center
100 West Randolph Street, Suite 15-500
Chicago, Illinois 60601
Attention: Carol Reckamp, Director of Local
Government

Dolores Javier, Treasurer
City Colleges of Chicago
226 West Jackson Boulevard, Rm. 1149
Chicago, Illinois 60606

Gwendolyn Clemons, Director
Cook County Department of Planning &
Development
69 West Washington Street, Room 2900
Chicago, Illinois 60602
Attn: Kay Kosmal

Dean L. Viverito, Comptroller
Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, Illinois 60305
Attn: Barbara McKinzie

Michael Koldyke, Chairman
Chicago School Finance Authority
135 S. LaSalle Street, Suite 3800
Chicago, Illinois 60603

David Doig, General Superintendent & CEO
Chicago Park District
541 N. Fairbanks Court, 7th Floor
Chicago, Illinois 60611

Arne Duncan, Chief Executive Officer
Chicago Board of Education
125 South Clark Street, 5th Floor
Chicago, Illinois 60603
Attn: Linda Wrightsell

Mary West, Director of Finance
Metropolitan Water Reclamation District of
Greater Chicago
100 East Erie Street, Room 2429
Chicago, Illinois 60611

Lawrence Gulotta, Treasurer
South Cook County Mosquito Abatement
District
155th & Dixie Highway
P.O. Box 1030
Harvey, Illinois 60426
Attn: Dr. K. Lime, Manager

I, RICHARD M. DALEY, in connection with the annual report (the "Report") of information required by Section 11-74.4-5(d) of the Tax Increment Allocation Redevelopment Act, 65 ILCS5/11-74.4-1 et seq., (the "Act") with regard to the 79th Street/Southwest Highway Redevelopment Project Area (the "Redevelopment Project Area"), do hereby certify as follows:

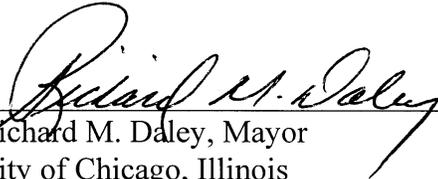
1. I am the duly qualified and acting Mayor of the City of Chicago, Illinois (the "City") and, as such, I am the City's Chief Executive Officer. This Certification is being given by me in such capacity.

2. During the preceding fiscal year of the City, being January 1 through December 31, 2001, the City complied, in all material respects, with the requirements of the Act, as applicable from time to time, regarding the Redevelopment Project Area.

3. In giving this Certification, I have relied on the opinion of the Corporation Counsel of the City furnished in connection with the Report.

4. This Certification may be relied upon only by the addressees hereof.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as of this 28th day of June, 2002.


Richard M. Daley, Mayor
City of Chicago, Illinois

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(4) OPINION OF LEGAL COUNSEL - 65 ILCS 5/11-74.4-5(d)(4)

Please see attached.



City of Chicago
Richard M. Daley, Mayor

Department of Law

Mara S. Georges
Corporation Counsel

City Hall, Room 600
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-6900
(312) 744-8538 (FAX)
(312) 744-2963 (TTY)

<http://www.ci.chi.il.us>

June 28, 2002

Daniel W. Hynes
Comptroller of the State of Illinois
James R. Thompson Center
100 West Randolph Street, Suite 15-500
Chicago, Illinois 60601
Attention: Carol Reckamp, Director of Local
Government

Dolores Javier, Treasurer
City Colleges of Chicago
226 West Jackson Boulevard, Rm. 1149
Chicago, Illinois 60606

Gwendolyn Clemons, Director
Cook County Department of Planning &
Development
69 West Washington Street, Room 2900
Chicago, Illinois 60602
Attn: Kay Kosmal

Dean L. Viverito, Comptroller
Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, Illinois 60305
Attn: Barbara McKinzie

Michael Koldyke, Chairman
Chicago School Finance Authority
135 S. LaSalle Street, Suite 3800
Chicago, Illinois 60603

David Doig, General Superintendent &
CEO
Chicago Park District
541 N. Fairbanks Court, 7th Floor
Chicago, Illinois 60611

Arne Duncan, Chief Executive Officer
Chicago Board of Education
125 South Clark Street, 5th Floor
Chicago, Illinois 60603
Attn: Linda Wrightsell

Mary West, Director of Finance
Metropolitan Water Reclamation District
of Greater Chicago
100 East Erie Street, Room 2429
Chicago, Illinois 60611

Lawrence Gulotta, Treasurer
South Cook County Mosquito Abatement
District
155th & Dixie Highway
P.O. Box 1030
Harvey, Illinois 60426
Attn: Dr. K. Lime, Manager

Re: 79th Street/Southwest Highway Redevelopment Project Area
(the "Redevelopment Project Area")

Dear Addressees:

I am Corporation Counsel of the City of Chicago, Illinois (the "City"). In such capacity, I am providing the opinion required by Section 11-74.4-5(d)(4) of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (the "Act"), in connection with the submission of the report (the "Report") in accordance with, and containing the information required by, Section 11-74.4-5(d) of the Act for the Redevelopment Project Area.



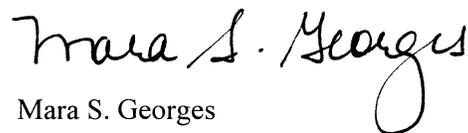
Attorneys, past and present, in the Law Department of the City familiar with the requirements of the Act have had general involvement in the proceedings affecting the Redevelopment Project Area, including the preparation of ordinances adopted by the City Council of the City with respect to the following matters: approval of the redevelopment plan and project for the Redevelopment Project Area, designation of the Redevelopment Project Area as a redevelopment project area and adoption of tax increment allocation financing for the Redevelopment Project Area, all in accordance with the then applicable provisions of the Act. Various departments of the City, including, if applicable, the Law Department, Department of Planning and Development, Department of Housing, Department of Finance and Office of Budget and Management, have personnel responsible for and familiar with the activities in the Redevelopment Project Area affecting such Department(s) and with the requirements of the Act in connection therewith. Such personnel are encouraged to seek and obtain, and do seek and obtain, the legal guidance of the Law Department with respect to issues that may arise from time to time regarding the requirements of, and compliance with, the Act.

In my capacity as Corporation Counsel, I have relied on the general knowledge and actions of the appropriately designated and trained staff of the Law Department and other applicable City Departments involved with the activities affecting the Redevelopment Project Area. In addition, I have caused to be examined or reviewed by members of the Law Department of the City the certified audit report, to the extent required to be obtained by Section 11-74.4-5(d)(9) of the Act and submitted as part of the Report, which is required to review compliance with the Act in certain respects, to determine if such audit report contains information that might affect my opinion. I have also caused to be examined or reviewed such other documents and records as were deemed necessary to enable me to render this opinion. Nothing has come to my attention that would result in my need to qualify the opinion hereinafter expressed, subject to the limitations hereinafter set forth, unless and except to the extent set forth in an Exception Schedule attached hereto as Schedule 1.

Based on the foregoing, I am of the opinion that, in all material respects, the City is in compliance with the provisions and requirements of the Act in effect and then applicable at the time actions were taken from time to time with respect to the Redevelopment Project Area.

This opinion is given in an official capacity and not personally and no personal liability shall derive herefrom. Furthermore, the only opinion that is expressed is the opinion specifically set forth herein, and no opinion is implied or should be inferred as to any other matter. Further, this opinion may be relied upon only by the addressees hereof and the Mayor of the City in providing his required certification in connection with the Report, and not by any other party.

Very truly yours,



Mara S. Georges
Corporation Counsel

SCHEDULE 1

(Exception Schedule)

No Exceptions

Note the following Exceptions:

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(5) ANALYSIS OF SPECIAL TAX ALLOCATION FUND - 65 ILCS 5/11-74.4-5(d)(5)

During 2001, there was no financial activity in the Special Tax Allocation Fund.

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(6) DESCRIPTION OF PROPERTY - 65 ILCS 5/11-74.4-5(d)(6)

During 2001, the City did not purchase any property in the Project Area.

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(7) STATEMENT OF ACTIVITIES - 65 ILCS 5/11-74.4-5(d)(7)

- (A) Projects implemented in the preceding fiscal year.
- (B) A description of the redevelopment activities undertaken.
- (C) Agreements entered into by the City with regard to disposition or redevelopment of any property within the Project Area.
- (D) Additional information on the use of all Funds received by the Project Area and steps taken by the City to achieve the objectives of the Redevelopment Plan.
- (E) Information on contracts that the City's consultants have entered into with parties that have received, or are receiving, payments financed by tax increment revenues produced by the Project Area.
- (F) Joint Review Board reports submitted to the City.
- (G) Project-by-project review of public and private investment undertaken from 11/1/00 to 12/31/01, and of such investments expected to be undertaken in Year 2002; also, a project-by-project ratio of private investment to public investment from 11/1/00 to 12/31/01, and an estimated ratio of such investments as of the completion of each project and as estimated to the completion of the redevelopment project.

SEE TABLES AND/OR DISCUSSIONS ON FOLLOWING PAGES.

79th Street/Southwest Highway Redevelopment Project Area 2001 Annual Report

(7)(A) - 65 ILCS 5/11-74.4-5(d)(7)(A)

During 2001, no projects were implemented.

(7)(B) - 65 ILCS 5/11-74.4-5(d)(7)(B)

Redevelopment activities undertaken within this Project Area during the year 2001, if any, have been made pursuant to i) the Redevelopment Plan for the Project Area, and ii) any Redevelopment Agreements affecting the Project Area, and are set forth on Table 5 herein by TIF-eligible expenditure category.

(7)(C) - 65 ILCS 5/11-74.4-5(d)(7)(C)

During 2001, no agreements were entered into with regard to the disposition or redevelopment of any property within the Project Area.

79th Street/Southwest Highway Redevelopment Project Area 2001 Annual Report

(7)(D) - 65 ILCS 5/11-74.4-5(d)(7)(D)

The Project Area has not yet received any increment.

(7)(E) - 65 ILCS 5/11-74.4-5(d)(7)(E)

During 2001, no contracts were entered into by the City's tax increment advisors or consultants with entities or persons that have received, or are receiving, payments financed by tax increment revenues produced by the Project Area.

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(7)(F) - 65 ILCS 5/11-74.4-5(d)(7)(F)

Joint Review Board Reports were submitted to the City. See attached.

(7)(G) - 65 ILCS 5/11-74.4-5(d)(7)(G)

During 2001, no public investment was undertaken in the Project Area. As of December 31, 2001, no public investment is estimated to be undertaken for 2002.

CITY OF CHICAGO
JOINT REVIEW BOARD

Report of proceedings of a hearing
before the City of Chicago, Joint Review
Board held on July 6, 2001, at 10:00 a.m.
City Hall, Room 1003A, Conference Room,
Chicago, Illinois, and presided over by
Mr. Gary Cordon.

PRESENT:

MR. GARY GORDON
MS. CINDI EVANGELISTIC
MS. KAY KOSMAL
MS. SUSAN MAREK
MS. JODIE L. SIU
MS. WENDY MORRIS SCOTT

REPORTED BY: Accurate Reporting Service
200 N. LaSalle Street
Chicago, Illinois
By: Jack Artstein, C.S.R.

1 MR. GORDON: I'm Gary Gordon, a
2 member from the Chicago Park District.

3 MS. KOSMAL: I'm Kay Kosmal,
4 representing Cook County.

5 MS. MAREK: Susan Marek,
6 representing the Board of Education.

7 MS. SCOTT: Wendy Morris Scott,
8 representing the Public Interest.

9 MS. EVANGELISTIC: Cindi
10 Evangelistic, for the City of Chicago. I'm
11 in for John McCormick.

12 MR. GORDON: For the record, my name
13 is Gary Gordon, I'm a representative of the
14 Chicago Park District, which under Section
15 11-74.4.5 of the Tax Increment Allocation
16 Redevelopment Act is one of the statutorily
17 designated member of the Joint Review Board.
18 Until the election of a Chairperson, I will
19 moderate the Joint Review Board meetings.

20 For the record, there will be a
21 meeting of the Joint Review Board, excuse me,
22 this will be a meeting of the Joint Review
23 Board to review the proposed 79th
24 Street/Southwest Highway Tax Increment

1 Financing District. The date of this meeting
2 was announced at and set by the Community
3 Development Commission of the City of
4 Chicago in its meeting of June 12th, 2001.
5 Notice of this meeting of the Joint Review
6 Board was also provided by Certified Mail to
7 each taxing district represented on the
8 Board, which includes the Chicago Board of
9 Education, the Chicago Community College
10 District 508, the Chicago Park District,
11 Cook County and the City of Chicago and the
12 Public Member.

13 The public notice of this meeting
14 was also posted as of Tuesday, July 3rd,
15 2001, in various locations throughout the
16 City Hall. When a proposed redevelopment
17 plan would result in the displacement of
18 residents from then or more inhabited
19 residential units or would include 75 or more
20 inhabited residential units, the TIF Act
21 requires the Public Member of the Joint
22 Review Board must reside in the proposed
23 redevelopment project area. In addition,
24 the municipality has the impact that the

1 majority of the residential units in the
2 proposed redevelopment project area are
3 occupied by very low, low or moderate income
4 households as defined in Section 3 of the
5 Illinois Affordable Housing Act. The Public
6 Member must be a person who resides in very
7 low or low moderate income housing for the
8 proposed redevelopment project area.

9 With us today is Wendy Morris
10 Scott. Are you familiar with the boundaries
11 of the proposed 79th Street/Southwest
12 Highway Tax Increment Financing
13 Redevelopment Project Area?

14 MS. SCOTT: Yes.

15 MR. GORDON: What is the address of
16 your primary residence?

17 MS. SCOTT: 7900 South Sacramento.

18 MR. GORDON: Is such address within
19 the boundaries of the proposed 79th
20 Street/Southwest Highway Tax Increment
21 Financing Redevelopment Area?

22 MS. SCOTT: Yes, it is.

23 MR. GORDON: Have you provided
24 representatives of the City of Chicago,

1 Department of Planning and Development with
2 accurate information concerning your income
3 and any other members of the household
4 residing at such address?

5 MS. SCOTT: Yes, I have.

6 MR. GORDON: And based on the
7 information provided to you by the
8 Department of Planning and Development
9 regarding applicable income level for very
10 low, low, moderate income households, do you
11 qualify as a member of a very low, low
12 moderate income household?

13 MS. SCOTT: Yes, I do.

14 MR. GORDON: Okay. Ms. Morris Scott
15 are you willing to serve as a member, as the
16 Public Member for the Joint Review Board for
17 the 79th Street/Southwest Highway Tax
18 Increment Financing Redevelopment Project
19 Area?

20 MS. SCOTT: Yes, I would be happy to.

21 MR. GORDON: I will entertain a
22 motion that Wendy Morris Scott be elected as
23 the Public Member. Is there a motion?

24 MS. KOSMAL: So moved.

1 MR. GORDON: Is there a second?

2 MS. MAREK: Second.

3 MR. GORDON: All those in favor,
4 signify by saying aye.

5 (Board in chorus aye.)

6 MR. GORDON: All those opposed, by
7 saying no.

8 Let the record reflect that Wendy
9 Morris Scott has been selected as the Public
10 Member for the 79th Street/Southwest Highway
11 Tax Increment Financing Redevelopment
12 Project Area.

13 MS. SCOTT: Thank you.

14 MR. GORDON: Our next order of
15 business is to select a Chairperson for this
16 Joint Review Board. Are there any
17 nominations?

18 MS. MAREK: I'd like to nominate Gary
19 Gordon.

20 MR. GORDON: Is there a second on
21 this nomination?

22 MS. KOSMAL: I'll second.

23 MR. GORDON: All those in favor of the
24 nomination, please vote by saying aye.

1 (Board in chorus aye.)

2 MR. GORDON: All those opposed,
3 please vote by saying no.

4 Let the record reflect that Gary
5 Gordon has been elected the Chairperson and
6 will now serve the Chairperson for the
7 remainder of the meeting.

8 As I mentioned, this meeting will
9 be reviewing a plan for the 79th
10 Street/Southwest Highway TIF proposed by the
11 City of Chicago. The Department of Planning
12 and Development and Law and other
13 Departments that have reviewed this plan
14 which was introduced to the City's Community
15 Development Commission on June 12th, 2001.

16 We will listen to a presentation
17 by the consultant on the plan, following the
18 presentation we can address any questions
19 that the members might have for the
20 consultant or City Staff.

21 The recent Amendment to the TIF
22 Act requires us to based our recommendations
23 to approve or disapprove the 79th
24 Street/Southwest Highway Plan and the

1 designation of the 79th Street/Southwest
2 Highway TIF Area on the basis of the area and
3 the plan satisfying the plan requirements,
4 the eligibility criteria defined in the TIF
5 Act and the objectives of the TIF Act.

6 If the Board approves the plan
7 and the designation of the area, the Board
8 will then issue an advisory non-binding
9 recommendation by the vote of the majority of
10 those members present and voting. Such
11 recommendation will be submitted to the City
12 within 30 days after the Board meeting.
13 Failure to submit such a recommendation,
14 shall be deemed a constituted approval by the
15 Board.

16 If the Board disapproves the plan
17 and the designation of the area, the Board
18 must issue a written report describing why
19 the plan and area failed to meet one or more
20 of the objectives of the TIF Act and both the
21 plan requirements and the eligibility
22 requirements of the TIF Act. The City will
23 then have 30 days to resubmit a revised plan.
24 The Board and the City must also confer

1 during this time to try and resolve the
2 issues that led to the Board's disapproval.
3 If such issues cannot be resolved or the
4 revised plan is disapproved, the City may
5 proceed with a plan, but the plan can be
6 approved only with three-fifth vote of the
7 City Council, excluding positions of members
8 that are vacant and those members that are
9 ineligible to vote because of conflicts of
10 interest.

11 With that, let's turn it over to
12 the Department of Planning and Development's
13 presentation of the proposed TIF Act.

14 MS. SIU: Thank you, Mr. Chairman, my
15 name is Jodie Siu, I'm a senior associate
16 with Teska Associates and we are the
17 consulting firm that was retained by the
18 City, to prepare the Southwest/79th Street
19 Development Plan.

20 I'll orient you first to the
21 District and then talk about the eligibility
22 and finally some of the highlights of the
23 redevelopment plan.

24 This District implied by the name

1 is formed by the spine of 79th Street, as
2 well as Southwest Highway. We also have
3 portions of commercial corridors along
4 Western Avenue and Kedzie Avenue, running
5 roughly from 87th Street on the south, up to
6 about 79th Street on the north.

7 Now, you'll notice that there are
8 a number of odd shaped stripes here. You may
9 be aware that this TIF Act works on the basis
10 of parcels, tax parcels and so when we cross
11 a railroad parcel, we have to include the
12 whole thing. That's why we've got some of
13 these stringy pieces here. But if you take
14 away from that and just look at the
15 corridors, what we've basically got are
16 several historically commercial corridors in
17 this area that serve the largely residential
18 neighborhoods around it.

19 There are also railroad uses in
20 this area. This is Landers Yard, a major
21 automotive facility in the area and we have
22 included some areas, this is Dawes Park, Park
23 District. There are some light industrial
24 uses and mix of uses.

1 MS. MAREK: So are there viaducts
2 then where those railroads.

3 MS. SIU: Yes, there are a number of
4 viaducts, particularly, here and also here
5 at 79th, just a little bit west of Damen. As
6 is usual in these areas, the viaducts are one
7 of the proposed improvements that the City is
8 looking to work on and I'll talk about that
9 in a few minutes.

10 This project area contains 742
11 parcels. There are 331 buildings and
12 unoccupied about 300 acres. As required by
13 the Housing Impact Study, we have
14 inventoried the housing units in this area.
15 There are 295 occupied units in this area at
16 the time of our survey. Two hundred and
17 three of those are actually in multifamily
18 buildings, two flats and three flats and so
19 on and also there are 81 units that are
20 generally of commercial storefronts.

21 This district is adjacent to a
22 number of other TIF Districts that are
23 already in place in the 79th Street Corridor
24 begins at this point here, which is Honore

1 Street and goes east. The Greater Southwest
2 Industrial Corridor East District is located
3 in this area here to the north and the east.
4 So called Nabisco, which is Kedzie and 75th
5 TIF is in this area here.

6 It's also hard to know that
7 there's a Metro Station in this location
8 right here, which I'm going to talk about a
9 bit more. And as far as overall land use,
10 you can see from this map that there's a
11 jumble of land uses right now, that's
12 historically, as I said, these are
13 commercial corridors that have served the
14 residential neighborhoods. However, in the
15 past, City and community organizations and
16 residents in the area have come to understand
17 that there's an oversupply of commercial
18 spaces, since there are a number of vacant
19 storefronts, vacant properties, deteriorated
20 properties. And based on that, the City and
21 the community and residents have decided
22 that it was time for reviewing the area for
23 eligibility for Tax Increment Financing
24 District.

1 With respect to eligibility
2 then, as you are aware, in order to qualify
3 for Tax Increment Financing District, you
4 need to look at either designating it as a
5 conservation area or -- area. In this
6 district, we looked at it as a conversation
7 area. In order to be eligible as such, the
8 area needs to have at least 50 percent of the
9 buildings in the area be more than 35 years
10 of age, -- the district so evident that three
11 of the -- factors that are listed in State
12 Statutes. This district that we surveyed
13 shares 61 percent of the buildings. That's
14 203 out of the 331 buildings it exceeds the
15 35 years of age threshold. In fact, many of
16 them are several decades older than that.
17 And in there, these three eligibility
18 requirements that we also found in addition
19 to age, were deterioration, presence of
20 buildings below the minimum code standards
21 and decline in the growth or decline in the
22 equal assessed value which is the property
23 tax value. I have some photos here, a sample
24 of the eligibility conditions, which you can

1 pass around to get a feel for the area
2 itself.

3 As I mentioned, the first
4 eligibility condition was deterioration in
5 both the buildings and site improvement,
6 which are things like streets and sidewalks,
7 paved parking areas and so on. Our survey
8 found that 21 percent of the structures on 45
9 percent of the blocks were deteriorated and
10 in addition, 49 percent nearly half of the
11 parcels evidenced deteriorated site
12 improvements.

13 With respect to code violations,
14 42 percent of the buildings in this district,
15 nearly half of the buildings in this district
16 have been cited by the City for code
17 violations in the past five years.

18 This final factor which we found
19 in the project area eligible was a lack in
20 the equalized assessed value, which is the
21 property tax value of the area. The statute
22 requires that the property tax value, the
23 entire district must decline in at least
24 three of the last five calendar years from

1 which information is available. And this
2 district does as a whole declined in 1995,
3 1996 and 1998. The district also grew much
4 lower than the City as a whole and slower
5 than the consumer price index, which is what
6 we think of as inflation.

7 So, there's some significant
8 problems, some decline in property tax value
9 that not only effects the investment
10 potential of this area but, of course,
11 impacts the taxing district.

12 The City is also required to make
13 a finding that this district would not be
14 subject to appropriate growth and investment
15 were it not for the position of Tax Increment
16 Financing. In order to make that finding,
17 there are a number of tests that the City and
18 we as consultants typically use. First off,
19 we looked at the blighting factors, which is
20 what I just spoke about. It looked
21 significantly the deterioration and code
22 violations and of course, the decline in the
23 property tax values tells you that this area
24 is not subject to appropriate growth and

1 investment. In fact, property values have
2 vastly been declining. Not only are property
3 owners not able to make investments to
4 improve the properties but they're not able
5 to maintain them at the level that they're
6 asked.

7 We also looked at building
8 permits indicators which is a proxy for
9 investment in properties. This district had
10 proportionately far too little permits per
11 year than the City as a whole. Looking at
12 the City as a whole in the last five years,
13 they were pulled one permit for every 27
14 parcels per year. Whereas, this district is
15 only one permit for every 48 parcels. So
16 building permits are being pulled about half
17 the rate they are in the City as a whole.

18 So, let's talk about the
19 redevelopment plan itself. The over arching
20 goals, in addition to, you know, improving
21 property tax base and whatnot and in this
22 district are mainly threefold: First of all,
23 I spoke about the fact that there seems to be
24 more supply of commercial space in this area.

1 The Ford City Mall is not too far from here.
2 There's some other commercial areas that
3 have sort of dreamed but the vitality of some
4 of these commercial areas. And so the idea
5 is to focus on the areas that can be
6 maintained and conserved to create some
7 commercial nodes and then on places where the
8 City and the community organizations feel
9 that it's appropriate to actually increase
10 the housing stock, to provide for new
11 residential housing in a number of areas.
12 To, you know, increase the vitality of these
13 areas, as well as, provide a base, a
14 residential base for people to use those
15 stores, so maybe we can increase the vitality
16 of the stores that are remaining.

17 And as I've said, this is
18 basically based around some key commercial
19 nodes, concentrating commercial and specific
20 areas. The future land use plan, the first
21 thing that's important to know is that there
22 are a number community organizations that
23 are active in this area. The Greater Ashford
24 Planning Association is one. The Greater

1 Southwest Economic Development Corporation
2 is another. There are several organizations
3 that have been working in this area that are
4 very active. That have held a number of
5 community meetings over the years, long
6 before we were ever involved. So a lot of
7 the recommendations that are contained in
8 this plan are actually based on their work.

9 The future land use plan, as you
10 can see, we tried to clean up the land uses
11 that are called for. Residential uses are
12 shown in yellow and we're looking for new and
13 strengthened residential areas along
14 Southwest Highway here, along 79th Street,
15 between Central Park and Christiana. In this
16 area around the Metro Station at Kedzie,
17 south of 79th, along 79th in an area that's
18 predominantly commercial and vacant land at
19 this point. And also in the vicinity of the
20 Dawes Park.

21 Now, I mentioned a few moments
22 ago there is a Metro Station in this area.
23 Metro has actually purchasing more property
24 to expand their parking areas. They want to

1 improve the station itself and there's
2 actually also talk of putting another
3 platform south along Southwest Highway in
4 this vicinity around this commercial node.

5 Now, as I said, these are
6 historically commercial areas and so of
7 course, there still is commercial land use
8 shown on the land use plan. But we've tried
9 to concentrate it in nodes, here we're at
10 Southwest Highway and Pulaski, in this, in
11 this vicinity of potential future Metro
12 Station, the south end of Kedzie Avenue, as
13 it appears in our district. This area right
14 here is a gateway that the community
15 organizations and the Alderman are really
16 excited about. It's in the vicinity of the
17 Metro Station, at the intersection of, six
18 way intersection of 79th, Southwest Highway
19 and Kedzie. And there's some real potential
20 here for redevelopment and some gateway
21 commercial uses and of course, residential
22 uses that will compliment its strength in
23 that gateway.

24 79th Street and Western is an

1 existing commercial area and that again will
2 be strengthened. And again, there's some
3 solidification of commercial uses along the
4 east and 79th Street.

5 We have a couple of mixed use
6 categories that will give the City some
7 flexibility in the future. The first is
8 residential/commercial. That's this sort of
9 like mauve color. As you saw in the existing
10 land use map, there is a mix of uses, for
11 example, this area here is a next to
12 commercial and whatnot. So these land uses
13 are generally applied to strengthen the mix
14 that's there. To not necessarily remove
15 anything that's in place but simply allow for
16 the continuation of those uses.

17 Commercial/industrial is this
18 fuschia color here. Along Southwest Highway
19 in this vicinity, there are a number of
20 existing, sort of intense commercial uses or
21 automotive oriented uses, which is car
22 washes and auto repair. Those are tentative
23 stay in this vicinity. And this, of course,
24 is Landers Yard, which isn't going anywhere.

1 So that's shown as commercial/industrial.

2 Open space is Dawes Park right
3 here, which is existing. As well as this
4 railroad line, evidently it's been purchased
5 by the City for potential use of trail. So
6 that's been shown in this plan. You will
7 also note there is a residential site here
8 that I may have mentioned. This is being
9 looked at by the community organizations for
10 senior housing. A great location right next
11 to the park. The text is also written, such
12 as, the City may actually expand the park in
13 this vicinity, if the senior housing doesn't
14 work out. There is some options there. And
15 of course, all the railroad uses will be
16 retained.

17 The plan also lists a number of
18 color improvements. First off, there is
19 ongoing streetscape work along 79th Street.
20 They're putting plants and medians and so.
21 So this plan can accommodate identical
22 streetscape along Southwest Highway, along
23 Kedzie and along Western and that, of course,
24 will compliment the work that's going on at

1 79th Street.

2 The Alderman and community
3 organizations are looking for some
4 reconfiguration of the land and the parking
5 along Kedzie here, in order to put in
6 diagonal parking maybe increase some of the
7 capacity and also serve to slow down some
8 traffic. So that this becomes more of a
9 neighborhood commercial area. As you
10 mentioned, there are a number of viaducts in
11 the area. And so, of course, viaducts
12 improvements are very important,
13 particularly at this gateway location that I
14 mentioned. This viaduct is a mess right now.
15 It's really difficult when you're driving
16 through here to even figure out where the
17 streets are going, let alone, you know, how
18 you're going to get through to get to the
19 stores or the residences that maybe you're
20 trying to visit.

21 So there's a lot of room for work
22 here. And as I've mentioned, there is plans
23 for gateway improvements. These are
24 streetscape elements that would go along

1 with -- that can be put at this location.

2 The Acquisition Map, over here.
3 It currently contains 75 parcels. You can
4 see that those are actually concentrated as
5 specific sites. One of the reasons why these
6 are on the Acquisition Map is because, if you
7 take a look at, for example, this
8 redevelopment site constitutes six different
9 parcels. And so the City may have to assist
10 the developers in consolidating all those
11 parcels. Otherwise, there may be
12 difficulties in dealing with some of the
13 property owners.

14 The Aldermen have been very
15 specific, though, that they, they don't want
16 the City to get involved if they don't have
17 to, that working between private property
18 owners is really the -- in this area.

19 As you can see, there are some
20 sites that the City and the community
21 organizations have decided are the best
22 places to focus their energy first. If you
23 want to compare this to the Future Land Use
24 Map, this is the area that is shown in

1 yellow, these townhouses. And we've also
2 shown new residential in these areas. These
3 are largely vacant parcels that are looking
4 for infilled development. Again, this is the
5 gateway commercial and senior housing in
6 this location. This parcel that has been
7 locked out, is already owned by the City. So
8 that's why there's a hole in the middle of
9 that one.

10 As you may be aware, if you had a
11 chance to look at the Housing Impact Study
12 there was potential for 30 units in this
13 district to -- potential, the result of
14 implementing this plan. Nine of those units
15 are on sites that are shown on the
16 Acquisition Map. The other 21 are either
17 change in land use or extremely deteriorated
18 buildings that are probably going to be gone
19 even without this TIF District put in its
20 place.

21 But the important thing to know
22 is that, even if there are 30 units that
23 could be displaced, one of the primary goals
24 of this district is to actually expand the

1 housing stock and provide new housing that
2 can replace those units.

3 The estimated redevelopment
4 project costs are the budgets in this plan.
5 A total of about 14 and a half million
6 dollars in expenditures is what the City is
7 looking for. Now, the biggest single
8 category in that is, property assembly. As I
9 mentioned the Aldermen really wants this to
10 be a partnership between private property
11 owners and developers and the City doesn't
12 necessarily want to get involved. But the
13 feeling is that these sites are real
14 important catalyst for redevelopment in the
15 area. So that money will be available if
16 it's necessary in order to jump start some of
17 these sites and get investment moving.

18 The equalized assessed value of
19 the entire project area as it stands today is
20 36.7 million dollars. And our estimates
21 indicate that with redevelopment of these
22 sites and natural growth in the areas, as a
23 result of improvements here. That at the end
24 of the 23 year life, the equalized assessed

1 value of the entire project area could be in
2 the vicinity of 70 million, roughly doubling
3 the property tax base that all of your
4 jurisdictions have right now in this area.

5 So we think that there's
6 significant potential in this area and we're
7 excited about it. There's a real excellent
8 base for community work and community
9 organizations in this area. And so I think
10 there's a lot of potential.

11 I just want to take your
12 questions, obviously, there are City Staff
13 here also to take your questions.

14 MS. MAREK: In terms of the
15 residential units that you're building, you
16 mentioned that the one area was targeted for
17 townhomes and then some senior housing.
18 Would the rest of it be townhomes or what
19 other units?

20 MS. SIU: Actually, yes, that is what
21 the community organizations have spoke about
22 thus far. The townhomes in these areas and
23 as well as on these sites. These are a lot
24 of existing two flats and single-family

1 homes.

2 So for the most part, I think
3 they are looking at townhomes, perhaps
4 single-family. They haven't done a
5 sophisticated market study yet, but they
6 have looked at potential selling prices and
7 types of housing they think that would be
8 most appropriate in the area.

9 MS. MAREK: So would they be
10 targeting families then, aside from the
11 senior housing that they --

12 MS. SIU: It's fair to say, they,
13 they may be. I don't know if they know that
14 for sure.

15 MR. GORDON: Any other questions?
16 Questions from the Public Member?

17 MS. SCOTT: Of the 30 properties that
18 are shown on the Acquisition Map, where are
19 they, the ones that will be torn down?

20 MS. SIU: Actually, of those shown,
21 actually, there are 75 shown on this map and
22 only some of these properties have housing in
23 them.

24 There is a unit above a

1 storefront here. Okay and there's a couple,
2 again, units above storefronts in these two
3 blocks here. Oh, these two blocks and this
4 block, they're all and these three here. So
5 those are the properties shown on the
6 Acquisition Map, which have housing units in
7 them. And those are all upper-story above
8 commercial use.

9 MS. SCOTT: How is that going to
10 work? I mean, if it's a store and it's an
11 apartment, you just going to make the store
12 all the up or I don't understand how would
13 you -- where the apartments?

14 MS. SIU: Well, these, yeah, these
15 sites are all shown for residential use. So
16 what the --

17 MS. SCOTT: That's not going to be
18 anymore --

19 MS. SIU: That's right. So what
20 could happen is that the site is actually
21 redeveloped but the existing building is
22 torn down and they build new townhouses.

23 MS. SCOTT: I see, okay.

24 MR. GORDON: Any further questions?

1 MS. MAREK: And are there affordable
2 housing components in all of the --

3 MS. SIU: As with all plans, yes, the
4 City does have affordable housing. The
5 community organizations and the aldermen, I
6 don't think are necessarily targeting all
7 the housing for affordable housing. Though,
8 certainly meet the requirements of the Act.
9 But the type of housing that is appropriate
10 in these areas is not necessarily
11 affordable.

12 MR. GORDON; Any other questions? If
13 there are no further questions, I would
14 entertain a motion that this Joint Review
15 Board find that the proposed Redevelopment
16 Plan, 79th Street/Southwest Highway Tax
17 Increment Financing Redevelopment Project
18 Area satisfies the Redevelopment Plan
19 requirements under the TIF Act, the
20 eligibility criteria defined in Section 11-
21 74.4-3 of the TIF Act and the objectives of
22 the TIF Act. And that based on such
23 findings, approve such proposed plan and the
24 designation of such area as a Redevelopment

1 Project Area under the TIF Act. Is there a
2 motion?

3 MS. MAREK: So moved.

4 MR. GORDON: Is there a second?

5 MS. KOSMAL: Second.

6 MR. GORDON: All those in favor
7 please signify by saying aye.

8 (Board in chorus aye.)

9 MR. GORDON: Those opposed, please
10 signify by saying no.

11 Let the record reflect the Joint
12 Review Board's approval of the proposed 79th
13 Street/Southwest Highway Redevelopment Plan
14 and the designation of the 79th
15 Street/Southwest Highway Tax Increment
16 Financing Redevelopment Project Area as a
17 Redevelopment Project Area under the TIF
18 Act. And with that, we'll adjourn the
19 meeting.

20 (Whereupon the meeting was
21 adjourned at 10:32 a.m.)

22

23

24

STATE OF ILLINOIS)
) SS.
COUNTY OF C O O K)

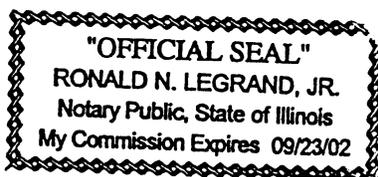
I, JACK ARTSTEIN, depose and say
that I am a verbatim court reporter doing business
in the County of Cook and City of Chicago; that
I caused to be transcribed the proceedings
heretofore identified and that the foregoing is
a true and correct transcript of the aforesaid
hearing.

Jack Artstein

JACK ARTSTEIN

SUBSCRIBED AND SWORN TO
BEFORE ME THIS 20th DAY
OF July,
A.D. 2001.

Ronald N. LeGrand, Jr.



**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

**(8) DOCUMENTS RELATING TO OBLIGATIONS ISSUED BY THE
MUNICIPALITY - 65 ILCS 5/11-74.4-5(d)(8)(A)**

During 2001, there were no obligations issued for this Project Area.

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(9) ANALYSIS OF DEBT SERVICE - 65 ILCS 5/11-74.4-5(d)(8)(B)

During 2001, there were no obligations issued for the Project Area.

**79th Street/Southwest Highway Redevelopment Project Area
2001 Annual Report**

(10) CERTIFIED AUDIT REPORTS - 65 ILCS 5/11-74.4-5(d)(9)

During 2001, there were no tax increment expenditures or cumulative deposits over \$100,000 within the Project Area. Therefore, no compliance statement was prepared.

79th Street/Southwest Highway Redevelopment Project Area 2001 Annual Report

(11) GENERAL DESCRIPTION AND MAP

The 79th Street/Southwest Highway Redevelopment Project Area generally includes West 79th Street from Central Park Avenue to Honore Street; the southern side of Southwest Highway from 79th Street to 87th Street; Kedzie Avenue from 77th Street to 85th Street; and Western Avenue from 79th Street to 83rd Street. The map below illustrates the location and general boundaries of the Project Area. For precise boundaries, please consult the legal description in the Redevelopment Plan.

