
1998 Annual Report

**Roosevelt/Cicero
Redevelopment Project Area**



**Pursuant to Mayor's
Executive Order 97-2**

JUNE 30, 1999



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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June 30, 1999

The Honorable Mayor Richard M. Daley, Members
of the City Council, and Citizens of the City of Chicago
City of Chicago
121 N. LaSalle Street
Chicago, Illinois 60602

Ladies and Gentlemen:

The attached information for the Roosevelt/Cicero Redevelopment Project Area, along with 63 other individual reports, is presented pursuant to the Mayoral Executive Order 97-2 (Executive Order) regarding annual reporting on the City's tax increment financing (TIF) districts. The City's TIF program has been used to finance neighborhood and downtown improvements, leverage private investment, and create and retain jobs throughout Chicago.

Pursuant to the Executive Order, the Annual Report, presented in the form of the attached, will be filed with the City Clerk for transmittal to the City Council and be distributed in accordance with the Executive Order.

Sincerely,

Christopher R. Hill
Commissioner
Department of Planning and Development

Walter K. Knorr
Chief Financial Officer



June 30, 1999

Mr. Christopher R. Hill
Commissioner
Department of Planning and Development
121 N. LaSalle St.
Chicago, Illinois 60602

Commissioner Hill:

Enclosed is the required annual report for Roosevelt/Cicero Redevelopment Project Area, which we compiled at the direction of the Department of Planning and Development pursuant to the Mayor's Executive Order 97-2. The contents are based on information provided to us by the Chicago Departments of Planning and Development, Finance, and Law Department. We have not audited, verified, or applied agreed upon procedures to the data contained in this report. Therefore, we express no opinion on its accuracy or completeness.

The report includes the City's data methodology and interpretation of Executive Order 97-2 in addition to required information. The tables in this report use the same lettering system as the Executive Order in order to allow the reader to locate needed information quickly.

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

Ernst & Young LLP

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

TABLE OF CONTENTS

ANNUAL REPORT - ROOSEVELT/CICERO REDEVELOPMENT PROJECT AREA IN COMPLIANCE WITH SECTION (4) OF THE MAYOR'S EXECUTIVE ORDER 97-2

	PAGE
PURPOSE OF REPORT.....	1
METHODOLOGY	1
(a) GENERAL DESCRIPTION.....	7
(b) DATE OF DESIGNATION AND TERMINATION	8
(c) COPY OF REDEVELOPMENT PLAN	8
(d) DESCRIPTION OF INTERGOVERNMENTAL AND REDEVELOPMENT AGREEMENTS.....	8
(e) DESCRIPTION OF TIF PROJECT(S)	9
(f) DESCRIPTION OF TIF DEBT INSTRUMENTS	10
(g) DESCRIPTION OF CITY CONTRACTS	11
(h) SUMMARY OF PRIVATE AND PUBLIC INVESTMENT ACTIVITY	12
(i) DESCRIPTION OF PROPERTY TRANSACTIONS.....	13
(j) FINANCIAL SUMMARY PREPARED BY THE CITY COMPTROLLER.....	14
(k) DESCRIPTION OF TAX RECEIPTS AND ASSESSMENT INCREMENTS.....	15
(l) CERTAIN CONTRACTS OF TIF CONSULTANTS.....	16
(m) COMPLIANCE STATEMENT PREPARED BY AN INDEPENDENT PUBLIC ACCOUNTANT	17
(n) ATTACHMENT - REDEVELOPMENT PLAN.....	18

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

Purpose of Report:

The purpose of the Annual Report for the Roosevelt/Cicero Redevelopment Project Area (Report) is to provide information regarding the City of Chicago (City) tax increment financing (TIF) districts in existence on December 31, 1998, as required by the Mayor's Executive Order 97-2 (Executive Order). This Report covers the Roosevelt/Cicero Redevelopment Project Area (Project Area).

Methodology:

In the process of providing information about the Project Area, care was taken to follow the organization of the Executive Order to allow the reader to locate needed information in an efficient manner. The Report reflects only TIF economic activity during 1998, also referred to in this report as "the prior calendar year." As outlined below, several assumptions were made concerning certain required information.

(a) General Description

The general boundaries of the Project Area are described and illustrated in a map. However, in order to provide ease of reading, only major boundary streets are identified. For exact boundaries, the interested reader should consult the legal description of the Project Area boundaries found in the Redevelopment Plan (Attachment).

(b) Date of Designation and Termination

For purposes of this Report, the date of termination is assumed to occur 23 years from the date of designation, the maximum duration currently allowed under the Tax Increment Allocation Redevelopment Act.

(c) Copy of Redevelopment Plan

The Redevelopment Plan, as amended (if applicable), for the Project Area is provided as the Attachment at the end of the Report.

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

(d) Description of Intergovernmental and Redevelopment Agreements

Table D describes agreements related to the Project Area which are either intergovernmental agreements between the City and another public entity or redevelopment agreements between the City and private sector entities interested in redeveloping all or a portion of the Project Area. The date of recording of agreements executed by the City in 1998 and filed with the Cook County Recorder of Deeds is included in Table D (if applicable).

(e) Description of TIF Projects

Table E describes each TIF project in the Project Area that has already received approval by the Community Development Commission, and which received TIF financing during 1998. Those projects in discussion, pre-proposal stage with a developer, or being reviewed by Community Development Commission staff are not "projects" for purposes of the Report. The amount budgeted for project costs and the estimated timetable were obtained from the Project Area's intergovernmental or redevelopment agreements, if such agreements exist. Table E specifically notes:

- 1) the nature of the project;
- 2) the budgeted project cost and the amount of TIF assistance allocated to the project;
- 3) the estimated timetable and a statement of any change in the estimate during the prior calendar year;
- 4) total City tax increment project expenditures during the prior calendar year and total City tax increment project expenditures to date;
- 5) a description of all TIF financing, including type, date, terms, amount, project recipient, and purpose of project financing.

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

(f) Description of all TIF Debt Instruments

Table F describes all TIF debt instruments related to the Project Area in 1998. It should be noted that debt instruments issued without a security pledge of incremental taxes or direct payments from incremental taxes for principal and interest are not included in Table F, as such instruments do not qualify as TIF debt instruments as defined by the Executive Order. Table F includes:

- 1) the principal dollar amount of TIF debt instruments;
- 2) the date, dollar amount, interest rate, and security of each sale of TIF debt instruments and type of instrument sold;
- 3) the underwriters and trustees of each sale;
- 4) the amount of interest paid from tax increment during the prior calendar year (1998);
- 5) the amount of principal paid from tax increment during the prior calendar year (1998).

(g) Description of City Contracts

Table G provides a description of City contracts related to the Project Area, executed or in effect during 1998 and paid with incremental tax revenues. In addition, the date, names of all contracting parties, purpose, amount of compensation, and percentage of compensation paid is included in the table. Table G does not apply to any contract or contract expenditure reported under (e)(5) of Section 4 of the Executive Order.

City contracts related to the Project Area are defined as those contracts paid from TIF funds, not related to a specific TIF project, and not elsewhere reported. Items include, but are not limited to, payments for work done to acquire, dispose of, or lease property within a Project Area, or payments to appraisers, surveyors, consultants, marketing agents, and other professionals. These services may affect more than one project in a Project Area and are not otherwise reported. Table G does not report such noncontractual cost items as Recorder of Deeds filing fees, postage, telephone service, etc. City contracts include term agreements which are city-wide, multi-year contracts that provide goods or services for various City departments.

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

(h) Summary of Private and Public Investment Activity

Table H describes each TIF project in the Project Area that has been executed through an intergovernmental or redevelopment agreement in 1998, or that has been approved by the Community Development Commission in 1998.

To the extent this information is available to the Commissioner of Planning and Development on a completed project basis, the table provides a summary of private investment activity, job creation, and job retention within the Project Area and a summary for each TIF project within the Project Area.

Table H contains the final ratio of private/public investment for each TIF project. The private investment activity reported includes data from the intergovernmental or redevelopment agreement(s) and any additional data available to the Commissioner of Planning and Development. Other private investment activity is estimated based on the best information available to the Commissioner of Planning and Development.

(i) Description of Property Transactions

Information regarding property transactions is provided in Table I to the extent the City took or divested title to real property or was a lessor or lessee of real property within the Project Area. Specifically, the Executive Order requires descriptions of the following property transactions occurring within the Project Area during 1998:

- 1) every property acquisition by the City through expenditure of TIF funds, including the location, type and size of property, name of the transferor, date of transaction, the compensation paid, and a statement whether the property was acquired by purchase or by eminent domain;
- 2) every property transfer by the City as part of the redevelopment plan for the Project Area, including the location, type and size of property, name of the transferee, date of transaction, and the compensation paid;
- 3) every lease of real property to the City if the rental payments are to be made from TIF funds. Information shall include the location, type and size of property, name of lessor, date of transaction, duration of lease, purpose of rental, and the rental amount;

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

- 4) every lease of real property by the City to any other person as part of the redevelopment plan for the Project Area. Information shall include the location, type and size of property, name of lessor, date of transaction, duration of lease, purpose of rental, and the rental amount.

(j) Financial Summary Prepared by the City Comptroller

Section (j) provides a 1998 financial summary for the Project Area audited by an independent certified public accounting firm. These statements were prepared in accordance with generally accepted accounting principles. These statements include:

- 1) the balance in the fund for the Project Area at the beginning of the prior calendar year;
- 2) cash receipts by source and transfers deposited into the fund during the prior calendar year;
- 3) transfer credits into the fund for the Project Area during the prior calendar year;
- 4) expenditures and transfers from the fund, by statutory category, for the Project Area during the prior calendar year;
- 5) the balance in the fund for the Project Area at the conclusion of the prior calendar year.

(k) Description of Tax Receipts and Assessment Increments

Table K provides the required statement of tax receipts and assessment increments for the Project Area as outlined in the Executive Order. The amount of incremental property tax equals the incremental EAV from the prior year multiplied by the applicable property tax rates. Actual receipts may vary due to delinquencies, sale of prior years' taxes, and payment of delinquencies. See the financial report for actual receipts. Table K provides the following information:

- 1) for a sales tax Project Area, the municipal sales tax increment and state sales tax increment deposited in the fund during the prior calendar year;

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

- 2) for a utility tax Project Area, the municipal utility tax increment and the net state utility tax increment amount deposited in the special allocation fund during the prior calendar year;
- 3) for a property tax Project Area, (A) the total initial equalized assessed value of property within the Project Area as of the date of designation of the area, and (B) the total equalized assessed value of property within the Project Area as of the most recent property tax year;
- 4) the dollar amount of property taxes on property within the Project Area attributable to the difference between items (3)(A) and (3)(B) above.

All terms used in Table K relating to increment amounts and equalized assessed value (EAV) are construed as in Section 9 of the Illinois Tax Increment Allocation and Redevelopment Act or the Illinois Industrial Jobs Recovery Law. Unless otherwise noted, the EAV and property tax information were obtained from the Cook County Clerk's Office. All sales tax information was obtained from the City of Chicago.

(l) Certain Contracts of TIF Consultants

Table L provides information about contracts, if any, between the TIF consultant who was paid by the City for assisting to establish the Project Area and paid by any entity that has received or is currently receiving payments financed by tax increment revenues from the Project Area. The contents of Table L are based on responses to a mail survey. This survey was sent to every consultant who has prepared at least one redevelopment plan for the establishment of a redevelopment project area within the City in 1998. The Executive Order specifically applies to contracts that the City's tax increment advisors or consultants, if any, have entered into with any entity that has received or is receiving payments financed by tax revenues produced by the same Project Area.

(m) Compliance Statement Prepared by an Independent Public Accountant

As part of the audit procedures performed by independent accountants, certain compliance tests were performed related to the Project Area. Included in the Annual Report is an audit opinion indicating compliance or non-compliance with the Illinois Tax Increment Allocation Redevelopment Act or the Illinois Industrial Jobs Recovery Law, as appropriate. Section (m) provides this statement.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

(b) DATE OF DESIGNATION AND TERMINATION

The Project Area was designated by the Chicago City Council on February 5, 1998. The Project Area may be terminated no later than February 5, 2021.

(c) COPY OF REDEVELOPMENT PLAN

The Redevelopment Plan for the Project Area, as amended (if applicable), is contained in this Report (Attachment).

(d) DESCRIPTION OF INTERGOVERNMENTAL AND REDEVELOPMENT AGREEMENTS

During 1998, no new agreements were executed in the Project Area.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

(e) DESCRIPTION OF TIF PROJECT(S)

During 1998, there were no tax increment project expenditures within the Project Area.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

(f) DESCRIPTION OF TIF DEBT INSTRUMENTS

During 1998, there were no TIF debt instruments outstanding for the Project Area.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

(g) DESCRIPTION OF CITY CONTRACTS

During 1998, there were no City contracts relating to the Project Area.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

(h) SUMMARY OF PRIVATE AND PUBLIC INVESTMENT ACTIVITY

During 1998, there was no information available regarding public or private investment activity in the Project Area.

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

(i) DESCRIPTION OF PROPERTY TRANSACTIONS

During 1998, the City did not take or divest title to real property within the Project Area. Additionally, the City was not a lessor or lessee of real property within the Project Area during 1998.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

(j) FINANCIAL SUMMARY PREPARED BY THE CITY COMPTROLLER

During 1998, no financial activity occurred in the Project Area. Therefore, no audited statements were prepared pertaining to the Special Tax Allocation Fund for the Project Area.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

(k) DESCRIPTION OF TAX RECEIPTS AND ASSESSMENT INCREMENTS

**TABLE K
DESCRIPTION OF TAX RECEIPTS AND ASSESSMENT INCREMENTS**

<u>YEAR</u>	<u>MUNICIPAL SALES TAX INCREMENT</u>	<u>STATE SALES TAX INCREMENT</u>	<u>MUNICIPAL UTILITY TAX INCREMENT</u>	<u>NET STATE UTILITY TAX INCREMENT</u>	<u>INITIAL EAV</u>	<u>TOTAL 1997 EAV</u>	<u>TOTAL INCREMENTAL PROPERTY TAXES 1997</u>
1998	N.A. (1)	N.A. (1)	N.A. (1)	N.A. (1)	\$ 48,279,419 (2)	N.A. (3)	N.A. (3)

(1) N.A. - not applicable.

(2) Source - Roosevelt/Cicero Redevelopment Plan and Project.

(3) N.A. - not available. As of December 31, 1998, the certified EAV had not been established. Therefore, incremental property taxes could not be calculated.

Roosevelt/Cicero Redevelopment Project Area 1998 Annual Report

(I) CERTAIN CONTRACTS OF TIF CONSULTANTS

TABLE L
DESCRIPTION OF EXTERNAL CONTRACTS RELATED TO THE AREA - CITY TIF CONSULTANTS

<u>NAME OF CITY TIF CONSULTANT OR ADVISOR</u>	<u>CLIENT RECEIVING TIF ASSISTANCE</u>	<u>NATURE OF SERVICE PROVIDED TO CLIENT</u>
Louik/Schneider & Associates, Inc.	Central City Productions/ Black Family Television Network	TIF application assistance

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

**(m) COMPLIANCE STATEMENT PREPARED BY AN INDEPENDENT PUBLIC
ACCOUNTANT**

During 1998, there were no tax increment expenditures within the Project Area. Therefore, no compliance statement was provided for this section.

**Roosevelt/Cicero Redevelopment Project Area
1998 Annual Report**

**ATTACHMENT
REDEVELOPMENT PLAN**

CITY OF CHICAGO

ROOSEVELT/CICERO REDEVELOPMENT PROJECT AREA

TAX INCREMENT FINANCE PROGRAM

REDEVELOPMENT PLAN AND PROJECT

**CITY OF CHICAGO
RICHARD M. DALEY
MAYOR**

**DECEMBER 1997
CORRECTED FROM
OCTOBER 1997**

**PREPARED BY
LOUIK/SCHNEIDER & ASSOCIATES, INC.
and
THE LAMBERT GROUP, INC.**

**REDEVELOPMENT PLAN AND PROJECT FOR
ROOSEVELT/CICERO REDEVELOPMENT PROJECT AREA
TAX INCREMENT FINANCING PROGRAM**

TABLE OF CONTENTS

I. INTRODUCTION	1
A. OVERVIEW	2
B. EXISTING LAND USE AND ZONING CHARACTERISTICS	4
C. TAX INCREMENT ALLOCATION REDEVELOPMENT ACT	4
II. REDEVELOPMENT PROJECT AREA AND LEGAL DESCRIPTION	7
III. REDEVELOPMENT PROJECT AREA GOALS AND OBJECTIVES	8
IV. BLIGHTED AREA CONDITIONS	
EXISTING IN THE REDEVELOPMENT PROJECT AREA	14
SUMMARY OF ELIGIBILITY FACTORS	15
V. ROOSEVELT/CICERO REDEVELOPMENT PLAN AND PROJECT	19
A. GENERAL LAND USE PLAN	19
B. REDEVELOPMENT PLAN AND PROJECT	19
C. ESTIMATED REDEVELOPMENT PROJECT ACTIVITIES AND COSTS	24
D. SOURCES OF FUNDS TO PAY REDEVELOPMENT PROJECT COSTS	29
F. MOST RECENT EQUALIZED ASSESSED VALUATION OF PROPERTIES IN THE REDEVELOPMENT PROJECT AREA	30
G. ANTICIPATED EQUALIZED ASSESSED VALUATION	30
H. LACK OF GROWTH AND DEVELOPMENT THROUGH INVESTMENT BY PRIVATE ENTERPRISE	31
I. FINANCIAL IMPACT OF THE REDEVELOPMENT PROJECT	31
J. DEMAND ON TAXING DISTRICT SERVICES	32
K. PROGRAM TO ADDRESS FINANCIAL AND SERVICE IMPACTS	33
L. PROVISION FOR AMENDING ACTION PLAN	33
M. FAIR EMPLOYMENT PRACTICES, AFFIRMATIVE ACTION PLAN AND PREVAILING WAGE AGREEMENT	33
N. PHASING AND SCHEDULING OF REDEVELOPMENT	34
APPENDIX	35
TABLE 1 - ESTIMATED REDEVELOPMENT PROJECT COSTS	36
TABLE 2 - 1996 EQUALIZED ASSESSED VALUATION	37
EXHIBIT 1 - 1990 SELECTED CENSUS DATA	53
EXHIBIT 2 - LEGAL DESCRIPTION	67
EXHIBIT 3 - BUILDING PERMIT REQUESTS	69
EXHIBIT 4 - MAP LEGEND	71
EXHIBIT 5 - ELIGIBILITY STUDY	72

I. INTRODUCTION

The Roosevelt/Cicero Redevelopment Project Area (hereafter referred to as the "Redevelopment Project Area") is located on the far west side of the City of Chicago, approximately five miles from the central business district. The Redevelopment Project Area is comprised of approximately 531 acres and includes 56 (full and partial) blocks. The boundaries of the area are generally: Menard Avenue on the west (north of Roosevelt Road) and the Belt line Railroad/City Limits of Chicago on the west (south of Roosevelt Road); Pulaski Avenue on the east; Cermak Avenue on the south; and Lexington/ the Eisenhower Expressway on the north. The boundaries of the Redevelopment Project Area are shown on Map 1, *Boundary Map*.

Within the Redevelopment Project Area, the existing primary land use is industrial and the underlying zoning throughout is industrial-oriented. The Redevelopment Project Area is situated directly south of the Eisenhower Expressway (Interstate 290) which links it to the overall interstate highway network in Chicago including the Dan Ryan Expressway (Interstate 90/94), the Stevenson Expressway (Interstate 55), the Kennedy Expressway (Interstate 90/94), and the Edens Expressway (Interstate 94). Additionally, the Redevelopment Project Area is accessible by rail.

The Redevelopment Project Area is also well served by public transportation making the area easily accessible to the local work force. Chicago Transit Authority buses that transverse the Redevelopment Project Area and the areas surrounding the Redevelopment Project Area include the Route 53 and 54 north-south routes and the Routes 7, 12, 18, 21 and 57 east-west routes. CTA rapid transit service is provided at the northern borders of the corridor by the Congress Blue Line within the median of the Eisenhower (I-290) Expressway and at the southern end of the Redevelopment Project Area by the Douglas Blue Line. Stations for the Congress Blue Line are located at Cicero Avenue and Pulaski Road. Stations for the Douglas Blue Line are located at Kildare Avenue and Pulaski Road.

Pace bus routes that transverse the Redevelopment Project Area and surrounding areas include Route 305 (Roosevelt Road between Menard and Laramie Avenue and Laramie Avenue from Roosevelt Road south to the limits of the project area) and Route 767 (east-west along Cermak Road).

Much of the Redevelopment Project Area is characterized by:

- deteriorated and dilapidated buildings and site improvements;
- difficult and inadequate ingress and egress;
- current and past obsolescence;
- inadequate infrastructure; and
- other blighting characteristics.

on the west. The expanded area was designated as the Roosevelt Kostner Redevelopment Area by the Community Development Commission. In 1981, a small section of the Redevelopment Project Area located between B.O.C.T. Railroad, Roosevelt Road, Kostner Avenue, and the Belt Line Railroad was designated as a Blighted Commercial Area. In 1991, that original area was expanded to include Lexington Avenue and West Fifth Street on the north, Roosevelt Road on the south, The Belt Line Railroad and Kildare Avenue on the east and Cicero Avenue on the west. The expanded area was designated as the Roosevelt Kostner Redevelopment Area by the Community Development Commission.

The Redevelopment Project Area is also located within the broader area of the West Side Industrial Corridor (hereafter referred to as the "Corridor") which is one of Chicago's oldest, largest and most diverse industrial corridors according to City plans. Historically, much of the Redevelopment Project Area has been occupied by industrial and industrial-related uses which are located on the west side for a variety of reasons.

According to the City of Chicago's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side*, "The industrial activity of the Corridor developed as Chicago's central business district became too costly and congested for wholesale and warehousing operations. As a result, at the turn of the century, industry began to locate along the Belt Railway. Simultaneously, 5th Avenue and Pulaski Road attracted light manufacturing activities."

According to the *Roosevelt/Cicero Model Industrial Corridor Strategic Plan*, "The Corridor, like the adjoining Lawndale Neighborhood, has deteriorated greatly since the 1950s. Major corporations vacated primary facilities. Numerous smaller companies have also left the area leaving a patchwork of abandoned buildings, vacant sites and remaining businesses. Renewed use of the Alden's Headquarters (5000 West Roosevelt) and Sunbeam Plant (Sungate Park) together with the South Kilbourn Avenue area, suggest a continuing vitality for the Roosevelt/Cicero Corridor."

"Excellent access to highway and rail, a centralized metropolitan location and relatively good infrastructure are the Corridor's major strengths. High crime rates, obsolete facilities and a deteriorated physical environment, including blighted conditions, are the most detrimental characteristics of the Corridor."

"In 1969, International Harvester closed its tractor works, resulting in a loss of 3,400 jobs. Between 1950 and 1970 it is believed that North Lawndale lost 75 percent of its businesses and 25 percent of its jobs. Throughout the 1970s, as Zenith and Sunbeam electronics factories shut down, and the Copenhagen snuff plant closed, 80 percent of the area's manufacturing jobs disappeared along with 44 percent of the retail and service jobs. The downturn continued through the 1980s as Western Electric disappeared completely by 1985, and Sears (which is located just east of the Redevelopment Project Area) closed its Homan Avenue complex in 1987, resulting in a loss of 1,800 jobs."

for upfront costs that are required to stimulate private investment in new redevelopment and rehabilitation, or to reimburse private developers for eligible costs incurred in connection with any redevelopment. Municipalities may issue obligations to be repaid from the stream of real property tax increment revenues that are generated within the tax increment financing district.

The property tax increment revenue is calculated by determining the difference between the initial equalized assessed value (EAV) or the Certified EAV Base for all taxable real estate located within the district and the current year EAV. The EAV is the assessed value of the property multiplied by the state multiplier. Any increase in EAV is then multiplied by the current tax rate, which determines the incremental real property tax.

The Plan has been formulated in accordance with the provisions of the Act. It is a guide to all proposed public and private action in the Redevelopment Project Area. In addition to describing the objectives of redevelopment, the Plan sets forth the overall program to be undertaken to accomplish these objectives. This program is the Redevelopment Plan and Project.

This Plan also specifically describes the Redevelopment Project Area. This area meets the eligibility requirements of the Act (see Roosevelt/Cicero - Tax Increment Finance Program - Eligibility Study attached as Exhibit 5). The Redevelopment Project Area boundaries are described in the introduction of the Plan and shown in Map 1, Boundary Map.

After approval of the Plan, the City Council may formally designate the Redevelopment Project Area.

The purpose of this Plan is to ensure that new development occurs:

1. On a coordinated rather than a piecemeal basis to ensure that the land use, vehicular access, parking, service and urban design systems will meet modern-day principles and standards;
2. On a reasonable, comprehensive and integrated basis to ensure that blighted area factors are eliminated; and
3. Within a reasonable and defined time period.

Revitalization of the Redevelopment Project Area is a large and complex undertaking and presents challenges and opportunities commensurate to its scale. The success of this effort will depend to a large extent on the cooperation between the private sector and agencies of local government.

Regardless of when the Redevelopment Plan and Project is adopted, it will include land uses that have already been approved by the Chicago Plan Commission.

There has been no major investment in the Redevelopment Project Area for at least the last five years. The adoption of the Plan will make possible the implementation of a logical program to

II. REDEVELOPMENT PROJECT AREA AND LEGAL DESCRIPTION

The Redevelopment Project Area is located on the far west side of the city of Chicago, approximately five miles from the central business district. The Redevelopment Project Area is comprised of approximately 531 acres and includes 56 (full and partial) blocks. The boundaries of the area are generally: Menard Avenue on the west (north of Roosevelt Road) and the Belt line Railroad/City Limits of Chicago on the west (south of Roosevelt Road); Pulaski Avenue on the east; Cermak Avenue on the south; and Lexington/ the Eisenhower Expressway on the north. The boundaries of the Redevelopment Project Area are shown on Map 1, *Boundary Map*, and the existing land uses are identified on Map 2. The Redevelopment Project Area includes only those contiguous parcels of real property that are expected to be substantially benefited by the Redevelopment Plan.

The legal description of the Redevelopment Project Area is attached to this plan as Exhibit 2 - Legal Description.

EXISTING CITY POLICIES

1992 Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side

- Create and preserve jobs
- "Encourage economic diversity"
- "Provide opportunities for synergy between related industrial activities"
- "Minimize the conflicts between industrial and other land uses"
- "Maximize the benefits of public investment in capital programming related to industrial investment"

1995 Industrial Corridor Capital Investment Guide

- Retain and expand the City's economic base by shaping a modern industrial environment out of the existing industrial foundation
- "Create a competitive physical environment within each industrial corridor"
- Provide well-maintained infrastructure within industrial corridors that "accommodates modern production facilities, distribution centers and transportation hubs"
- Ensure that industrial corridor street patterns provide access
- Separate land uses that are incompatible with industrial activities within industrial corridors
- Promote physical streetscaping amenities within industrial corridors
- "Improve transportation access to and within [industrial] corridors"

City of Chicago Capital Improvement Program 1996 - 2000

- "Enhance the City's economic vitality"
- "Support development efforts and objectives of an adopted plan"
- "Encourage expansion or additional industrial development"

GENERAL GOALS

In order to redevelop the Redevelopment Project Area in a planned manner, the establishment of goals is necessary. The following goals are meant to guide the development and/or the review of all future projects that will be undertaken in the Redevelopment Project Area.

- Preserve, retain, redevelop and expand industry in the Redevelopment Project Area.
- Improve the quality of life in Chicago by revitalizing the Redevelopment Project Area to enhance its importance as a secure, functional, attractive, marketable, suitable and competitive modern urban industrial park environment.
- Enhance the Redevelopment Project Area's tax base.
- Create and preserve job opportunities in the Redevelopment Project Area.
- Employ residents within and surrounding the Redevelopment Project Area in jobs in the Redevelopment Project Area and in adjacent redevelopment project areas.
- Encourage participation of minorities and women in the redevelopment of the Redevelopment Project Area.

REDEVELOPMENT OBJECTIVES

To achieve the general goals of this Plan, the following redevelopment objectives have been established.

- Reduce or eliminate those conditions which qualify the Redevelopment Project Area as a Blighted Area.
- Encourage private investment, through incentives, in new and rehabilitated industrial development that will enhance the Redevelopment Project Area's tax base and create job opportunities.
- Facilitate the development of vacant land, through the assembly of property and other mechanisms, and the redevelopment of underutilized properties for industrial uses.
- Eliminate unnecessary streets, alleys, and railroad rights-of-way to increase the amount of land available for private investment and redevelopment for industrial activities.

- Ensure a safe and functional traffic circulation pattern, adequate ingress and egress, and capacity in the Redevelopment Project Area.
- Encourage high standards of building and streetscape design to ensure the high quality appearance of buildings, rights-of-way and open spaces.
- Ensure that necessary security, screening, and buffering devices are attractively designed and are compatible with the overall design of the Redevelopment Project Area.
- Use signage and other devices to create a unified industrial identity for the Redevelopment Project Area to facilitate the marketability of property.

SUMMARY OF ELIGIBILITY FACTORS

The Redevelopment Project Area (also referred to in this Plan as the "Study Area") consists of 56 (full and partial) blocks and 632 parcels covering 531 acres. Of the 531 acres of the Study Area, the land use percentage breakdown is as follows: industrial - 90%, commercial - .5%, residential - 2.5%, institutional - 1.5% and vacant parcels - 5.5%.

It was determined that the Redevelopment Project Area would be qualified in two (2) ways. The 29 of the 632 parcels referred to as the vacant portion of the Redevelopment Project Area will be qualified as a vacant Blighted Area. The remaining 611 parcels in the Redevelopment Project Area will be referred to as the improved portion of the Redevelopment Project Area and will be qualified as an improved Blighted Area.

The vacant portion of the Redevelopment Project Area exhibits either the first criteria category listed below or two (2) of the criteria of the second category listed below which would allow for a finding of a vacant Blighted Area as defined in the Act. Specifically:

- The area consists of unused disposal site containing debris from construction, demolition, excavation, or dredge sites.
- A combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; and deterioration of structures or site improvements in neighboring areas adjacent to the vacant land.

Throughout the improved portion of the Redevelopment Project Area, nine (9) of the 14 blighted area eligibility criteria are present in varying degrees. Six (6) factors are present to a major extent and three (3) are present to a minor extent. The nine (9) factors that have been identified in the Redevelopment Project Area are as follows:

Major extent

- age
- obsolescence
- deterioration
- structures below minimum code
- deleterious land use or layout
- depreciation of physical maintenance

Minor extent

- dilapidation
- excessive vacancies
- excessive land coverage

15 (53%) permits issued were valued at less than \$10,000. Three (20%) permits were issued from \$10,001 - \$100,000 and the remaining four (27%) for more than \$100,000.

- Additionally, there were 25 demolition permits issued for the Study Area. The number of demolition permits has increased on a yearly basis except for 1994; in 1993 - four (4), 1994 - one (1), 1995 - five (5), 1996 - eight (8). As of June of 1997, seven (7) demolition permits were already issued.
- The Study Area is comprised primarily of industrial uses, residential uses and vacant land with some commercial uses. The equalized assessed value (EAV) for all property in the City of Chicago increased from \$ 27,964,127,826 in 1992 to \$30,773,301,521 in 1996, a total of 10.05% or an average of 2.51% per year. Over the last four years, from 1992 to 1996, the Study Area has experienced an overall EAV increase of 6.25% from \$45,438,587 in 1992 to \$48,279,419 in 1996, an average increase of 1.56% per year.

The analysis above was based upon data assembled by Louik/Schneider & Associates, Inc., The Lambert Group, Inc., and Pacific Construction Services.

The surveys, research and analysis conducted include:

1. Exterior surveys of the conditions and use of the Redevelopment Project Area;
2. Field surveys of environmental conditions covering streets, sidewalks, curbs and gutters, lighting, traffic, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Comparison of current land uses to current zoning ordinance and the current zoning maps;
4. Historical analysis of site uses and users;
5. Analysis of original and current platting and building size layout;
6. Review of previously prepared plans, studies and data;
7. Analysis of building permits from 1993-1997 and building code violations from 1992 - 1997 requested from the Department of Buildings for all parcels in the Redevelopment Project Area; and
8. Evaluation of the equalized assessed values in the Redevelopment Project Area from 1992 to 1996.

V. ROOSEVELT/CICERO REDEVELOPMENT PLAN AND PROJECT

A. GENERAL LAND USE PLAN

The Land-Use Plan, Map 4, identifies the proposed land uses that will be in effect upon adoption of this Plan. The major land use category for the Redevelopment Project Area is industrial. The location of all major thoroughfares and major street rights-of-way are subject to change and modification as specific redevelopment projects are undertaken.

Almost all of the Redevelopment Project Area is located within the boundaries of the West Industrial Corridor as delineated in the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side*. Part of the City's intent with regard to the formulation of the West Industrial Corridor as well as the other industrial corridor plans was to create a comprehensive, citywide industrial land use policy in order to focus and coordinate its economic development efforts in Chicago's existing industrial employment centers.

This Plan, and the proposed projects described herein, will be approved by the Chicago Plan Commission prior to its adoption by the City Council, and is consistent with the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side*. Following is a discussion of the rationale supporting the determination of the major land uses.

INDUSTRIAL

The primary land use proposed within the Redevelopment Project Area is industrial in support of the City's industrial-oriented policies and regulations for the general area. The specific types of industrial land uses proposed for the industrial portions of the Redevelopment Project Area reflect the uses allowed under the zoning regulations for the Redevelopment Project Area as presented in the *1996 Chicago Zoning Ordinance*.

INSTITUTIONAL

Institutional land uses include property utilized by public agencies, departments or governments for their own use. Existing institutional land uses within the Redevelopment Project Area include a Chicago Public School Athletic Field and a State of Illinois Drivers Training Facility. The specific types of institutional land uses proposed for the institutional portions of the Redevelopment Project Area reflect the uses allowed under the zoning regulations for the Redevelopment Project Area as presented in the *1996 Chicago Zoning Ordinance*.

B. REDEVELOPMENT PLAN AND PROJECT

The primary intent of this Redevelopment Plan and Project is to build upon the work that the City has already undertaken within the broader West Industrial Corridor to preserve and enhance the existing industrial areas. The Redevelopment Plan and Project will allow the City to proactively implement its policies to protect, attract and support industrial investment within the Redevelopment Project Area. Additionally, the Redevelopment Plan and Project will help to eliminate those existing blighting conditions within the Redevelopment Project Area.

- Install turning lanes and/or turn signals, where feasible, at busy intersections along major streets within the Redevelopment Project Area to ease traffic congestion.
- Reconstruct or resurface major and feeder streets within the Redevelopment Project Area to accommodate industrial traffic.
- Investigate traffic management tools such as one-way streets, cul-de-sacs and diverters as ways to manage industrial traffic or as ways to assemble larger tracks of land for industrial uses.
- Upgrade or close viaducts that are too low to accommodate truck heights.
- Upgrade non-roadway infrastructure where necessary.
- Work with the transit agencies, through the appropriate City departments, to facilitate access to public transit and the installation of transit amenities such as bus shelters.
- Improve the visibility of pedestrian crossings at problem locations to ensure pedestrian safety.

Private Strategies

- Provide sufficient off-street parking for employees and visitors.
- Investigate the re-design of truck docks to accommodate interstate trucks so that trucks do not extend into the right-of-way or impede traffic flow when backing into docks.

ENHANCING MARKETABILITY AS AN INDUSTRIAL CENTER

To compete with modern, attractive suburban industrial parks, the Redevelopment Project Area's physical character must be enhanced. To achieve this, the following redevelopment strategies are recommended.

Public Strategies

- Establish a unified and attractive system of identifiable gateways within the Redevelopment Project Area that clearly reflects the area's industrial nature.
- Use a variety of methods such as banners, streetscaping, signage and lighting to carry forward the unifying industrial theme throughout the Redevelopment Project Area.
- Improve the attractiveness of the public areas within the Redevelopment Project Area through landscaping and other means.

- Ensure that large vacant and underutilized properties and sites are reserved for industrial activities through the use of appropriate government controls.
- Ensure that private development is well designed and occurs in a planned and cohesive manner through the use of appropriate government controls.
- Facilitate the remediation of environmental contaminants as necessary.
- Facilitate the creation of job training opportunities to assist the city's work force in obtaining the skills needed to fill available jobs generated by companies located in the Redevelopment Project Area.

Private Strategies

- Buffer unsightly areas located on private property through the use of aesthetic screening.
- Support public agencies in the creation of job training programs to enhance the work force's skills necessary to obtain jobs generated by companies within the Redevelopment Project Area.
- Provide job training, job readiness training and other skill enhancing programs for employees.
- Provide adequate security measures to protect employees and visitors on private property.
- Maintain and enhance private property in an attractive manner.

ENHANCE THE CORRIDOR THROUGH COHESIVE MANAGEMENT

Public Strategies

- Establish clear lines of communication and control with the Corridor's management group to permit the Corridor's management to effectively respond to constituents' concerns.

Private Strategies

- Create a management organization responsible for directing and accomplishing the Corridor's plan.
- Establish clear lines of communication and control with the City to permit the Corridor's management associations to effectively respond to constituents' concerns.

In connection with the City exercising its power to acquire real property, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary and otherwise required procedures of having each such acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council of the City.

3. **REHABILITATION COSTS.** The costs for rehabilitation, reconstruction or repair or remodeling of existing public or private buildings or fixtures including, but not limited to, provision of facade improvements for the purpose of improving the facades of privately held properties, may be funded.
4. **PROVISION OF PUBLIC IMPROVEMENTS AND FACILITIES.** Adequate public improvements and facilities may be provided to service the entire Redevelopment Project Area. Public improvements and facilities may include, but are not limited to:
 - a. Provision for streets, public rights-of-ways and public transit facilities
 - b. Provision of utilities necessary to serve the redevelopment area
 - c. Public landscaping
 - d. Public landscape/buffer improvements, street lighting and general beautification improvements in connection with public improvements
 - e. Public open space
5. **JOB TRAINING AND RELATED EDUCATIONAL PROGRAMS.** Funds may be used by the City or made available for programs to be created for Chicago residents so that they may take advantage of the employment opportunities in the Redevelopment Project Area.
6. **FINANCING COSTS.** Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued under the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto, may be funded.
7. **CAPITAL COSTS.** All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Project, to the extent the municipality by written agreement accepts and approves such costs, may be funded.
8. **PROVISION FOR RELOCATION COSTS.** Funds may be used by the City or made available for the relocation expenses of public facilities and for private property owners and tenants of properties relocated or acquired by the City (or a developer) for redevelopment purposes.
9. **PAYMENT IN LIEU OF TAXES.**

that construction of certain improvements is not financially feasible, the City may reduce the scope of the proposed improvements.

To undertake these activities, redevelopment project costs will be incurred. "Redevelopment project costs" (hereafter referred to as the "Redevelopment Project Costs") mean the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Plan pursuant to the Act.

The estimated Redevelopment Project Costs are shown in Table 1. The total Redevelopment Project Costs provide an upper limit on expenditures (exclusive of capitalized interest, issuance costs, interest and other financing costs). Within this limit, adjustments may be made in line items without amendment to this Plan. The costs represent estimated amounts and do not represent actual City commitments or expenditures.

Table 1 - (Estimated Redevelopment Project Costs) represents those eligible project costs in the Act. These upper limit expenditures are potential costs to be expended over the maximum 23-year life of the Redevelopment Project Area. These funds are subject to the amount of projects and incremental tax revenues generated in the Redevelopment Project Area and the City's willingness to fund proposed projects on a project by project basis.

D. SOURCES OF FUNDS TO PAY REDEVELOPMENT PROJECT COSTS

Funds necessary to pay for Redevelopment Project Costs are to be derived principally from tax increment revenues, proceeds of municipal obligations which are secured principally by tax increment revenues, and/or possible tax increment revenues from adjacent redevelopment projects areas created under the Act. There may be other sources of funds that the City may elect to use to pay for Redevelopment Project Costs or other obligations issued to pay for such costs; these sources include, but are not limited to, state and federal grants, developer contributions and land disposition proceeds generated from the Redevelopment Project Area. The City may incur Redevelopment Project Costs which are paid for from funds of the City other than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes.

The tax increment revenue that may be used to secure municipal obligations or pay for eligible Redevelopment Project Costs shall be the incremental real property tax revenue. Incremental real property tax revenue is attributable to the increase in the current equalized assessed value of each taxable lot, block, tract or parcel of real property in the Redevelopment Project Area over and above the initial equalized assessed value of each such property in the Redevelopment Project Area. Without the use of such tax incremental revenues, the Redevelopment Project Area would not reasonably be anticipated to be developed.

The Roosevelt/Cicero Redevelopment Project Area may be or become contiguous to, or be separated only by a public right of way from, other redevelopment project areas created under the Act. If the City finds that the goals, objectives and financial success of contiguous redevelopment project areas or those separated only by a public right of way are interdependent, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Act that net revenues from each such redevelopment project area be made available to support the other. The City therefore proposes to utilize net incremental revenues received from the Redevelopment Project Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, or those separated only by a public right of way, and vice versa. The amount of revenue from the Roosevelt/Cicero Redevelopment 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 Roosevelt/Cicero Redevelopment Project Area, shall not at any time exceed the total Redevelopment Project Costs described in Table 1 of this Redevelopment Plan.

The Redevelopment Project Area may become contiguous to, or be separated only by a public right of way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.6-1, et seq.). 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 Redevelopment Project Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Plan that net revenues from the Redevelopment Project Area be made available to support any such redevelopment project areas, and vice versa. The City therefore proposes to utilize net

F. MOST RECENT EQUALIZED ASSESSED VALUATION OF PROPERTIES IN THE REDEVELOPMENT PROJECT AREA

The total 1996 equalized assessed valuation for the entire Redevelopment Project Area is \$48,279,419. After verification by the County Clerk of Cook County, this amount will serve as the "Initial Equalized Assessed Valuation" from which all incremental property taxes in the Redevelopment Project Area will be calculated by the County. The 1996 EAV of the Redevelopment Project Area is summarized by permanent index number (PIN) in Table 2 - 1996 Equalized Assessed Valuation of this Redevelopment Plan.

G. ANTICIPATED EQUALIZED ASSESSED VALUATION

By the year 2004, when it is estimated that the projected development, based on currently known information, will be completed and fully assessed, the estimated equalized assessed valuation of real property within the Redevelopment Project Area is estimated at between \$55,000,000 and \$70,000,000. These estimates are based on several key assumptions, including: 1) all currently projected industrial development will be completed in 2004; 2) the market value of the anticipated developments will increase following completion of the redevelopment activities described in the Redevelopment Plan and Project; 3) the most recent State Multiplier of 2.1517 as applied to 1996 assessed values will remain unchanged; 4) for the duration of the project, the tax rate for the entire Redevelopment Project Area is assumed to be the same and will remain unchanged from the 1996 level; and 5) growth from reassessments of existing properties will be at a rate of 2.5% per year with a reassessment every three years. Although development in the Redevelopment Project Area is likely to occur after 2004, it is not possible to estimate with accuracy the effect of such future development on the EAV for the Redevelopment Project Area. In addition, as described in Section N of the Plan, "Phasing and Scheduling of Redevelopment", public improvements may be necessary in furtherance of the Plan throughout the 23 year period that the Plan is in effect.

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

As described in the Blighted Area Conditions Section of this Redevelopment Plan, the Redevelopment Project Area as a whole is adversely impacted by the presence of numerous factors, and these factors are reasonably distributed throughout the Redevelopment Project Area. The Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise. The lack of private investment is evidenced by continued existence of the factors referenced above and the lack of new development projects initiated or completed within the Redevelopment Project Area.

The lack of growth and investment by the private sector is supported by the trend in the equalized assessed valuation (EAV) of all the property in the Redevelopment Project Area. The EAV for all property in the City of Chicago increased from \$27,964,127,826 in 1992 to \$30,773,301,521 in 1996, a total of 10.05% or average of 2.51% per year. Over the last four years, from 1992 to 1996, the Redevelopment Project Area has experienced an overall increase

during this period. When the Redevelopment Project Area is no longer in place, the real estate tax revenues will be distributed to all taxing districts levying taxes against property located in the Redevelopment Project Area.

J. DEMAND ON TAXING DISTRICT SERVICES

The following major taxing districts presently levy taxes on properties located within the Redevelopment Project Area: City of Chicago; Chicago Board of Education District 299; Chicago School Finance Authority; Chicago Park District; Chicago Community College District 508; Metropolitan Water Reclamation District of Greater Chicago; County of Cook; and Cook County Forest Preserve District.

The proposed Redevelopment Plan and Project involves the assemblage of vacant and underutilized land, and new construction and rehabilitation of industrial and commercial buildings. Therefore, as discussed below, the financial burden of the Redevelopment Plan and Project on taxing districts is expected to be negligible.

The proposed industrial uses, should not cause increased demand for services or capital improvements on any of the taxing districts named above except for the Metropolitan Water Reclamation District and the City of Chicago. Replacement of vacant and underutilized land with active and more intensive uses will result in additional demands on services and facilities provided by the Metropolitan Water Reclamation District. However, it is expected that any increase in demand for treatment of sanitary and storm sewage associated with the Redevelopment Project Area can be adequately handled by existing treatment facilities maintained and operated by the Metropolitan Water Reclamation District. Any additional cost to the City of Chicago for police, fire protection and sanitation services will be minimal since commercial and other mixed-use developments will privately pay for the majority of the costs of these services (i.e., sanitation services).

K. PROGRAM TO ADDRESS FINANCIAL AND SERVICE IMPACTS

As described in detail in prior sections of this Plan, the complete scale and amount of development in the Redevelopment Project Area cannot be predicted with complete certainty at this time and the demand for services provided by the affected taxing districts cannot be quantified at this time. As a result, the City has not developed, at present, a specific plan to address the impact of the Redevelopment Plan and Project on taxing districts.

As indicated in Section C and Table 1, Estimated Redevelopment Project Costs of the Redevelopment Plan and Project, the City may provide public improvements and facilities to service the Redevelopment Project Area. Potential public improvements and facilities provided by the City may mitigate some of the additional service and capital demands placed on taxing districts as a result of the implementation of this Redevelopment Plan and Project.

APPENDIX

TABLE 2 - 1996 EQUALIZED ASSESSED VALUATION

PERMANENT INDEX NUMBER	EAV
16 14 317 025	\$38,365
16 14 317 033	\$3,793
16 14 317 034	\$708
16 14 317 035	\$760
16 14 317 036	\$1,153
16 14 317 037	\$805
16 14 317 038	\$7,311
16 14 317 042	\$52,110
16 14 319 006	Exempt
16 15 308 001	Exempt
16 15 308 002	Exempt
16 15 308 003	\$19,660
16 15 308 004	\$20,785
16 15 308 022	\$42,219
16 15 308 023	\$8,607
16 15 308 024	\$5,358
16 15 308 025	\$4,058
16 15 308 026	\$6,001
16 15 308 027	\$947
16 15 308 028	\$3,888
16 15 308 032	\$947
16 15 308 033	\$4,538
16 15 308 034	\$1,188
16 15 308 035	\$947
16 15 308 036	\$5,564
16 15 308 039	\$12,915
16 15 308 040	\$6,610
16 15 308 041	\$4,555
16 15 308 042	\$18,421
16 15 308 044	Exempt
16 15 308 045	\$4,717
16 15 308 046	\$9,941
16 15 309 011	\$146,193
16 15 309 012	Railroad
16 15 309 013	\$968

City of Chicago
Roosevelt/Cicero Redevelopment Plan

16 15 310 040	\$7,296
16 15 310 041	\$1,003
16 15 310 042	Exempt
16 15 310 043	\$9,347
16 15 310 044	\$4,925
16 15 311 022	Railroad
16 15 311 023	\$67,041
16 15 311 024	\$143,579
16 15 312 004	\$48,643
16 15 312 005	\$24,973
16 15 312 006	\$25,377
16 15 312 007	\$7,146
16 15 312 008	\$4,723
16 15 312 009	\$94,343
16 15 312 010	\$37,672
16 15 312 011	\$18,836
16 15 312 012	\$4,105
16 15 312 013	\$25,736
16 15 312 014	\$25,736
16 15 312 015	\$5,655
16 15 312 016	\$7,245
16 15 312 017	\$8,919
16 15 312 018	\$5,926
16 15 312 019	\$947
16 15 312 020	\$3,925
16 15 312 021	\$96,162
16 15 312 022	\$4,138
16 15 312 023	\$8,017
16 15 312 024	\$1,321
16 15 312 025	\$5,874
16 15 312 026	\$5,857
16 15 312 027	\$77,235
16 15 312 028	\$38,601
16 15 312 029	\$77,177
16 15 312 030	\$44,758
16 15 312 031	\$32,964
16 15 312 032	\$32,947
16 15 312 033	\$33,429
16 15 312 034	\$17,091
16 15 312 035	\$17,063
16 15 312 036	\$30,376

City of Chicago
Roosevelt/Cicero Redevelopment Plan

16 15 319 002	\$21,754
16 15 319 003	\$21,676
16 15 319 004	\$33,827
16 15 319 005	\$5,801
16 15 320 001	\$311,553
16 15 320 002	\$21,792
16 15 320 003	\$21,792
16 15 320 004	\$20,611
16 15 320 005	\$6,556
16 15 320 006	\$6,556
16 15 320 007	\$5,711
16 15 320 008	\$2,911
16 15 320 009	\$2,687
16 15 320 010	\$2,481
16 15 320 011	\$2,386
16 15 320 012	\$2,386
16 15 320 013	\$2,687
16 15 321 008	\$465,350
16 15 321 009	\$160,388
16 15 322 001	Railroad
16 15 323 002	\$249,791
16 15 323 006	\$220,192
16 15 323 012	\$276,691
16 15 323 015	\$50,561
16 15 323 017	\$115,254
16 15 323 018	Railroad
16 15 324 002	Railroad
16 15 324 005	\$60,996
16 15 324 006	Railroad
16 15 324 007	\$11,516
16 15 324 009	\$53,754
16 15 325 003	\$580,122
16 15 325 004	\$109,801
16 15 325 005	\$87,180
16 15 325 007	\$81,969
16 15 325 010	\$42,294
16 15 325 011	Railroad
16 15 325 012	\$31,684
16 15 325 013	\$20,202
16 15 325 014	\$28,288
16 15 326 003	\$4,024

City of Chicago
Roosevelt/Cicero Redevelopment Plan

16 15 327 016	\$1,183
16 15 327 017	\$1,183
16 15 327 018	\$5,949
16 15 327 019	Exempt
16 15 327 020	Exempt
16 15 327 021	\$1,183
16 15 327 022	\$1,183
16 15 327 023	\$2,367
16 15 327 024	\$6,107
16 15 327 027	\$1,183
16 15 327 028	\$1,183
16 15 327 029	\$5,814
16 15 327 030	\$5,102
16 15 327 031	\$4,693
16 15 327 032	\$4,693
16 15 327 033	\$4,693
16 15 327 034	\$4,693
16 15 327 035	\$11,367
16 15 327 036	\$8,921
16 15 328 001	\$2,614
16 15 328 002	\$2,862
16 15 328 003	\$2,855
16 15 328 004	\$2,855
16 15 328 005	\$2,855
16 15 328 006	\$8,303
16 15 328 007	\$8,303
16 15 328 008	\$8,303
16 15 328 009	\$8,303
16 15 328 010	\$7,819
16 15 328 011	\$3,223
16 15 328 012	\$2,685
16 15 328 013	\$2,685
16 15 328 014	\$3,027
16 15 328 015	\$2,836
16 15 328 016	\$2,799
16 15 328 017	\$12,392
16 15 328 023	\$16,114
16 15 328 027	\$79,204
16 15 328 028	\$25,431
16 15 329 001	\$4,437
16 15 329 002	\$1,478

16 15 419 001	\$1,767
16 15 419 002	\$1,420
16 15 419 003	\$1,420
16 15 419 004	\$1,420
16 15 419 005	\$1,420
16 15 419 006	\$1,420
16 15 419 007	\$1,420
16 15 419 008	\$1,420
16 15 419 009	\$1,420
16 15 419 010	\$1,717
16 15 419 011	\$1,717
16 15 419 030	\$6,668
16 15 419 031	\$3,636
16 15 419 032	\$3,636
16 15 419 033	\$3,636
16 15 419 034	\$4,239
16 15 419 035	\$107,665
16 15 419 037	\$183,250
16 15 420 014	\$238,991
16 15 420 015	\$38,692
16 15 420 016	\$109,674
16 15 420 017	\$108,992
16 15 421 001	\$317,023
16 15 421 004	\$190,546
16 15 421 005	Railroad
16 15 422 001	\$947
16 15 422 002	\$947
16 15 422 003	\$11,337
16 15 422 004	\$11,337
16 15 422 005	\$11,337
16 15 422 006	\$11,587
16 15 422 007	\$11,079
16 15 422 008	\$11,337
16 15 422 009	\$11,010
16 15 422 010	\$11,337
16 15 422 011	\$11,475
16 15 422 012	\$6,879
16 15 422 013	\$11,337
16 15 422 014	\$947
16 15 422 015	\$11,243
16 15 422 016	\$689

16 16 309 004	Exempt
16 16 309 006 8001	Exempt
16 16 309 006 8002	\$5,345
16 16 309 007	Exempt
16 16 310 008	\$1,487,046
16 16 310 009	\$1,553,463
16 16 310 010	\$3,372,846
16 16 310 011	\$4,331,471
16 16 310 014	\$509,893
16 16 310 015	\$489,576
16 16 310 016	\$167,839
16 16 310 017	\$358,527
16 16 310 018	\$99,867
16 16 310 019	\$367,751
16 16 310 020 8001	Exempt
16 16 310 020 8002	\$12,420
16 16 400 016	\$24,742
16 16 400 017	\$47,865
16 16 400 018	\$24,742
16 16 400 019	\$47,865
16 16 406 008 8001	Exempt
16 16 406 008 8003	\$173,461
16 16 406 009 8001	Exempt
16 16 406 009 8002	\$1,735,473
16 16 408 008	\$1,810
16 16 408 010	\$175,531
16 16 408 012	\$781,844
16 16 408 013	\$10,277
16 16 408 014	\$15,615
16 16 408 015	\$18,916
16 16 408 016	\$29,119
16 16 408 017	\$1,282
16 16 408 018	\$2,124
16 16 408 019	Exempt
16 16 410 005	\$234,234
16 16 410 006	\$135,555
16 16 410 007	\$203,045
16 16 410 008	\$19,043
16 16 410 010	\$167,998
16 16 410 011	\$6,134
16 16 411 001	\$767,879

City of Chicago
Roosevelt/Cicero Redevelopment Plan

16 22 107 010	\$77,474
16 22 107 011	\$181,367
16 22 107 014	\$398,015
16 22 107 015	\$189
16 22 107 019	\$59,294
16 22 107 020	\$78,234
16 22 107 021	\$310,916
16 22 107 022	\$123,869
16 22 107 024	\$674,530
16 22 107 025	\$98,473
16 22 107 026	\$64,071
16 22 107 027	\$58,623
16 22 107 028	\$70,772
16 22 109 001	\$1,885
16 22 109 002	\$947
16 22 109 003	\$947
16 22 109 004	\$5,917
16 22 109 005	\$947
16 22 109 006	\$947
16 22 109 007	Exempt
16 22 109 008	\$6,616
16 22 109 009	\$6,539
16 22 109 010	\$6,675
16 22 109 011	\$2,797
16 22 109 014	\$8,831
16 22 109 015	\$8,951
16 22 109 016	\$7,393
16 22 109 017	\$947
16 22 109 018	\$947
16 22 109 019	\$947
16 22 109 020	\$947
16 22 109 021	\$947
16 22 109 022	\$2,199
16 22 109 044	\$10,873
16 22 113 001	Railroad
16 22 114 001	Railroad
16 22 115 007	\$85,429
16 22 115 008	\$1,168
16 22 115 009	\$1,168
16 22 115 010	\$1,168
16 22 115 011	\$1,168

16 22 116 015	\$1,179
16 22 116 016	\$2,584
16 22 116 017	\$5,459
16 22 116 036	\$26,627
16 22 116 037	\$1,149
16 22 116 046	\$8,624
16 22 116 047	\$15,966
16 22 312 001	\$284,160
16 22 312 002	\$113,780
16 22 312 003	\$248,022
16 22 312 004	\$152,175
16 22 312 005	\$38,556
16 22 312 006	\$27,208
16 22 312 007	\$229,756
16 22 312 012	Railroad
16 22 312 013	Railroad
16 22 312 014	\$39,348
16 22 312 016	Railroad
16 22 312 017	\$11,154
16 22 312 018	\$36,794
16 22 312 019	\$78,836
16 22 312 020	\$563,154
16 22 312 021	\$5,072
16 22 312 022	\$4,942
16 22 312 024	\$533,363
16 22 312 029	\$66,948
16 22 312 030	\$29,457
16 22 312 031	\$418,499
16 22 312 032	\$73,113
16 22 312 033	Exempt
16 22 312 034	Exempt
16 22 312 035	Railroad
16 22 312 036	\$182,589
16 22 313 001	\$456,421
16 22 313 003	\$432,315
16 22 313 004	\$113,123
16 22 313 011	\$235,422
16 22 313 016	\$160,971
16 22 313 017	Exempt
16 22 313 018	Exempt
16 22 313 019	\$6,741

**EXHIBIT 1 - 1990 SELECTED CENSUS DATA FOR
 SELECTED CENSUS TRACKS LOCATED IN THE
 ROOSEVELT/ CICERO STUDY AREA**

Provided by:
 U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS

	1990 Data
100-PERCENT COUNT OF PERSONS	
Universe: Persons	
100-Percent Count of Persons	19,179
HISPANIC ORIGIN	
Universe: Persons	
Not of Hispanic origin	18,896
Hispanic origin:	
Mexican	352
Puerto Rican	19
Cuban	37
Other Hispanic:	
Dominican	0
Central American:	
Guatemalan	0
Honduran	0
Nicaraguan	0
Panamanian	0
Salvadoran	0
Other Central American	0
South American:	
Colombian	0
Ecuadorian	0
Peruvian	0
Other South American	0
Other Hispanic	9
HISPANIC ORIGIN BY RACE	
Universe: Persons	
Not of Hispanic origin:	
White	1,418
Black	17,334
American Indian, Eskimo, or Aleut	44
Asian or Pacific Islander	78
Other Race	22
Hispanic origin:	
White	244
Black	8
American Indian, Eskimo, or Aleut	0
Asian or Pacific Islander	0
Other Race	165

RACE: BY SEX; BY AGE

Universe: Asian Pacific Islander male

Under 5 years	0
5 to 14 years	9
15 to 59 years	35
60 to 64 years	0
65 years and over	0

RACE: BY SEX; BY AGE

Universe: Asian Pacific Islander female

Under 5 years	0
5 to 14 years	0
15 to 59 years	23
60 to 64 years	0
65 years and over	11

RACE: BY SEX; BY AGE

Universe: Other race males

Under 5 years	15
5 to 14 years	20
15 to 59 years	71
60 to 64 years	0
65 years and over	0

RACE: BY SEX; BY AGE

Universe: Other race females

Under 5 years	0
5 to 14 years	26
15 to 59 years	48
60 to 64 years	7
65 years and over	0

PERSONS IN HOUSEHOLD

Universe: Households

1 person	1,400
2 persons	1,378
3 persons	1,218
4 persons	1,006
5 persons	599
6 persons	245
7 or more persons	366

FAMILY TYPE AND PRESENCE AND AGE OF CHILDREN

Universe: Families

Married -couple family:

With children 18 years and over	673
No children 18 years and over	1,140

Other family:

Male householder, no wife present:	
With children 18 years and over	102

In 5-person carpool	13
In 6-person carpool	0
In 7 or more person carpool	0
Other Means	2,219

INDUSTRY

Universe: Employed Persons 16 Years And Over

Agriculture, forestry, and fisheries	0
Mining	0
Construction	226
Manufacturing, nondurable goods	446
Manufacturing, durable goods	758
Transportation	549
Communications and other public utilities	121
Wholesale Trade	169
Retail trade	923
Finance, insurance, and real estate	586
Business and repair services	290
Personal services	176
Entertainment and recreation services	45
Professional and related services:	
Health services	667
Educational services	340
Other professional and related services	387
Public administration	251

OCCUPATION

Universe: Employed Persons 16 Years And Older

Managerial and Professional specialty occupations:	
Executive, administrative, and managerial	276
Professional specialty occupations	423
Technical, sales, and administrative support occupations:	
Technicians and related support occupations	286
Sales occupations	310
Administrative support, including clerical	1,535
Service occupations:	
Private household occupations	6
Protective service occupations	184
Service, except protective and household	1,022
Farming, forestry, and fishing occupations	11
Precision production, craft, and repair	504
Operators, fabricators and laborers:	
Machine operators, assemblers, and inspectors	678
Transportation and material moving occupations	432
Handlers, equipment cleaners, helpers, and laborer	432
HOUSEHOLD: INCOME IN 1989	
Universe: Households	
Household Income in 1989	
Less than \$5,000	1,259
\$5,000 to \$9,999	818
\$10,000 to \$12,499	427
\$12,500 to \$14,999	350
\$15,000 to \$17,499	321

\$50,000 to \$54,999	178
\$55,000 to \$59,999	126
\$60,000 to \$74,999	118
\$75,000 to \$99,999	67
\$100,000 to \$124,999	19
\$125,000 to \$149,999	0
\$150,000 or more	10

RACE BY SEX BY EMPLOYMENT STATUS

Universe: Persons 16 years and over

White:

Male:	
In labor Force:	
In Armed Forces	0
Civilian:	
Employed	412
Unemployed	10
Not in labor Force	244
Female:	
In labor Force:	
In Armed Forces	0
Civilian:	
Employed	302
Unemployed	9
Not in labor Force	372

Black:

Male:	
In labor Force:	
In Armed Forces	7
Civilian:	
Employed	2,197
Unemployed	818
Not in labor Force	2,422
Female:	
In labor Force:	
In Armed Forces	0
Civilian:	
Employed	2,908
Unemployed	722
Not in labor Force	3,303

American Indian, Eskimo, or Aleut:

Male:	
In labor Force:	
In Armed Forces	0
Civilian:	
Employed	7
Unemployed	0
Not in labor Force	0
Female:	
In labor Force:	
In Armed Forces	0
Civilian:	
Employed	9
Unemployed	8

Under 5 years	698
5 years	122
6 to 11 years	1,157
12 to 17 years	1,204
18 to 24 years	1,239
25 to 34 years	2,379
35 to 44 years	1,628
45 to 54 years	1,497
55 to 59 years	535
60 to 64 years	765
65 to 74 years	888
75 years and over	472

Income in 1989 below poverty level:

Under 5 years	834
5 years	195
6 to 11 years	988
12 to 17 years	891
18 to 24 years	701
25 to 34 years	1,076
35 to 44 years	618
45 to 54 years	425
55 to 59 years	161
60 to 64 years	180
65 to 74 years	277
75 years and over	139

POVERTY STATUS IN 1989 BY SEX BY AGE

Universe: Persons for who poverty status is determined

Income in 1989 above poverty level:

Male:

Under 5 years	343
5 years	60
6 to 11 years	593
12 to 17 years	726
18 to 64 years	3,667
65 to 74 years	454
75 years and over	113

Female:

Under 5 years	355
5 years	62
6 to 11 years	564
12 to 17 years	478
18 to 64 years	4,376
65 to 74 years	434
75 years and over	359

Income in 1989 below poverty level:

Male:

Under 5 years	443
5 years	126
6 to 11 years	401

SOURCE OF WATER

Universe: Year-Round Housing Units

Source of Water

Public system or private company	6,657
Individual well:	
Drilled	0
Dug	0
Some other source	0

SEWAGE DISPOSAL

Universe: Year-Round Housing Units

Sewage Disposal

Public sewer	6,502
Septic tank or cesspool	74
Other means	81

YEAR STRUCTURE BUILT

Universe: Housing Units

1989 to March 1990	50
1985 to 1988	0
1980 to 1984	285
1970 to 1979	78
1960 to 1969	486
1950 to 1959	679
1940 to 1949	1,331
1939 or earlier	3,748

MEDIAN YEAR STRUCTURE BUILT

Universe: Housing Units

Median year structure built	13,584
-----------------------------	--------

YEAR STRUCTURE BUILT

Universe: Vacant Housing Units

1989 to March 1990	3
1985 to 1988	0
1980 to 1984	9
1970 to 1979	0
1960 to 1969	48
1950 to 1959	32
1940 to 1949	132
1939 or earlier	343

VALUE

Universe: Specified owner-occupied housing units

Less than \$15,000	49
\$15,000 to \$19,999	27
\$20,000 to \$24,999	27
\$25,000 to \$29,999	57
\$30,000 to \$34,999	23
\$35,000 to \$39,999	100
\$40,000 to \$44,999	64
\$45,000 to \$49,999	58
\$50,000 to \$59,999	123
\$60,000 to \$74,999	150
\$75,000 to \$99,999	72
\$100,000 to \$124,999	10
\$125,000 to \$149,999	0
\$150,000 to \$174,999	0
\$175,000 to \$199,999	0
\$200,000 to \$249,999	0
\$250,000 to \$299,999	0
\$300,000 to \$399,999	0
\$400,000 to \$499,999	0
\$500,000 or more	0

GROSS RENT

Universe: Specified Renter-Occupied Housing Units

With cash rent:	0
Less than \$100	97
\$100 to \$149	127
\$150 to \$199	119
\$200 to \$249	139
\$250 to \$299	367
\$300 to \$349	474
\$350 to \$399	640
\$400 to \$449	647
\$450 to \$499	417
\$500 to \$549	331
\$550 to \$599	190
\$600 to \$649	147
\$650 to \$699	98
\$700 to \$749	49
\$750 to \$999	47
\$1,000 or more	12
No cash rent	82

UNITS IN STRUCTURE

Universe: Housing units

1, detached	943
1, attached	3,860
2	2,494
3 or 4	1,814
5 to 9	442
10 to 19	497

EXHIBIT 2 - LEGAL DESCRIPTION

THAT PART OF THE WEST ½ OF THE SOUTHWEST ¼ OF SECTION 14 AND SOUTH ½ OF SECTIONS 15 AND 16 AND THE EAST ½ OF THE SOUTHEAST ¼ OF SECTION 17 AND THE NORTHWEST ¼ AND THE WEST ½ OF THE SOUTHEAST ¼ AND THE EAST ½ OF THE SOUTHWEST ¼ OF SECTION 22, ALL IN TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF MENARD AVENUE AND THE CENTERLINE OF ROOSEVELT ROAD; THENCE NORTHERLY ALONG SAID CENTERLINE OF MENARD AVENUE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF CHICAGO AND GREAT WESTERN RAILROAD; THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE TO THE CENTERLINE OF CENTRAL AVENUE; THENCE NORTHERLY ALONG SAID CENTERLINE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF VACATED 5TH STREET; THENCE EASTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY EXTENSION OF THE WESTERLY RIGHT-OF-WAY LINE OF VACATED LONG AVENUE; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF LEXINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF LOCKWOOD AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE CENTERLINE OF POLK STREET; THENCE EASTERLY ALONG SAID CENTERLINE TO THE WESTERLY RIGHT-OF-WAY LINE OF LEAMINGTON AVENUE; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 189 IN SCHOOL TRUSTEES SUBDIVISION OF PART OF SAID SECTION 16; THENCE EASTERLY ALONG SAID WESTERLY EXTENSION AND NORTHERLY LINE TO THE NORTHEAST CORNER OF SAID LOT 189; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT TO THE NORTHERLY RIGHT-OF-WAY LINE OF LEXINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF LAVERGNE AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY TO THE NORTHERLY RIGHT-OF-WAY LINE OF ARTHINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF CICERO AVENUE; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID LEXINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KOLMAR AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE EASTERLY EXTENSION OF THE NORTHERLY RIGHT-OF-WAY LINE OF POLK STREET; THENCE WESTERLY ALONG SAID EXTENSION AND NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF BELT LINE RAILWAY; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF 5TH AVENUE; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KILDARE AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF TAYLOR STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF PULASKI ROAD; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 2 OF W.J. & D.F. ANDERSON'S SUBDIVISION; THENCE EASTERLY ALONG SAID NORTHERLY ALLEY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF SPRINGFIELD AVENUE; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY ABUTTING LOTS 1 THROUGH 24(INCLUSIVE) OF L.E. INGALL'S SUBDIVISION; THENCE WESTERLY ALONG SAID SOUTHERLY ALLEY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF PULASKI ROAD; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 8 OF 12TH STREET LAND ASSOCIATION SUBDIVISION; THENCE WESTERLY ALONG SAID SOUTHERLY

EXHIBIT 3 - BUILDING PERMIT REQUESTS

NEW CONSTRUCTION/INVESTMENT PERMITS

PERMIT #	DATE	ADDRESS	INVESTMENT
766775	3/22/93	1643 S. Kilbourn Ave.	\$320,360
766776	3/22/93	1645 S. Kilbourn Ave.	\$45,000
766949	3/26/93	1645 S. Kilbourn Ave.	\$185,200
766979	3/26/93	4800 W. Roosevelt Rd.	\$300,000
767568	4/8/93	5410 W. Roosevelt Rd.	\$13,000
770621	6/11/93	1645 S. Kilbourn Ave.	\$200,000
772642	7/26/93	4501 W. 16th St.	\$23,000
778350	11/15/93	1821 S. Kilbourn Ave.	\$1,900,000
792815	9/20/94	4510 W. 16th St.	\$8,700
799314	2/2/95	4508 W. 16th St.	\$7,026
805494	6/7/95	4526 W. Grenshaw St.	\$6,200
829884	8/19/96	1431 S. Kilbourn Ave.	\$8,500
830907	9/4/96	4422 W. Roosevelt Rd.	\$2,000
836222	11/20/96	1840 S. Kilbourn Ave.	\$95,000
837846	12/17/96	734 S. Springfield Ave.	\$6,700
851405	7/14/97	1645 S. Kilbourn Ave.	\$80,000
		TOTAL (16 permits)	\$3,200,868

DEMOLITION PERMITS

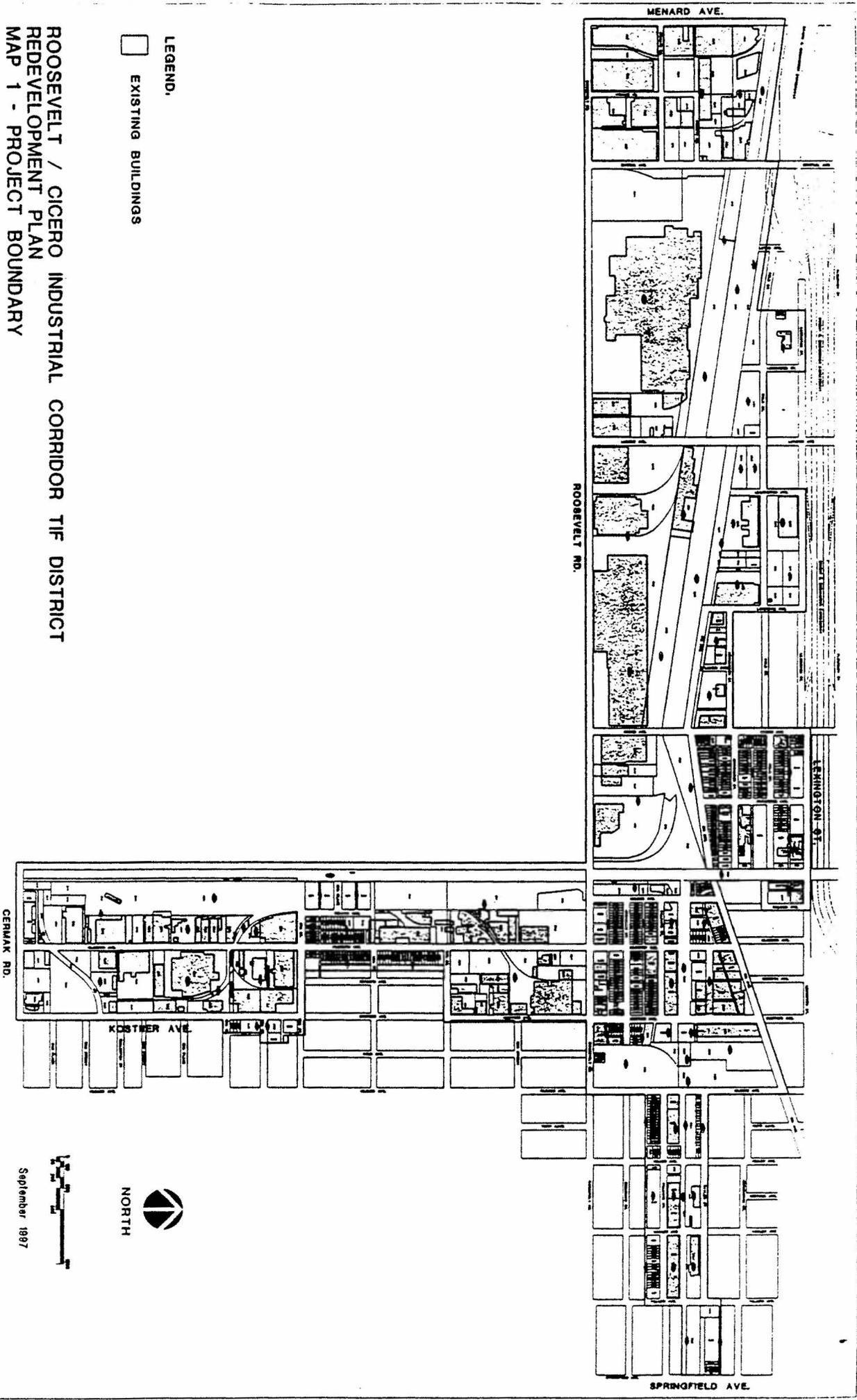
PERMIT #	DATE	ADDRESS	INVESTMENT
764447	01/13/93	4652 W. Polk St	\$0
771231	6/24/93	4347 W. Fifth Ave.	\$0
777484	10/27/93	1821 S. Kilbourn Ave.	\$0

EXHIBIT 4 - MAP LEGEND

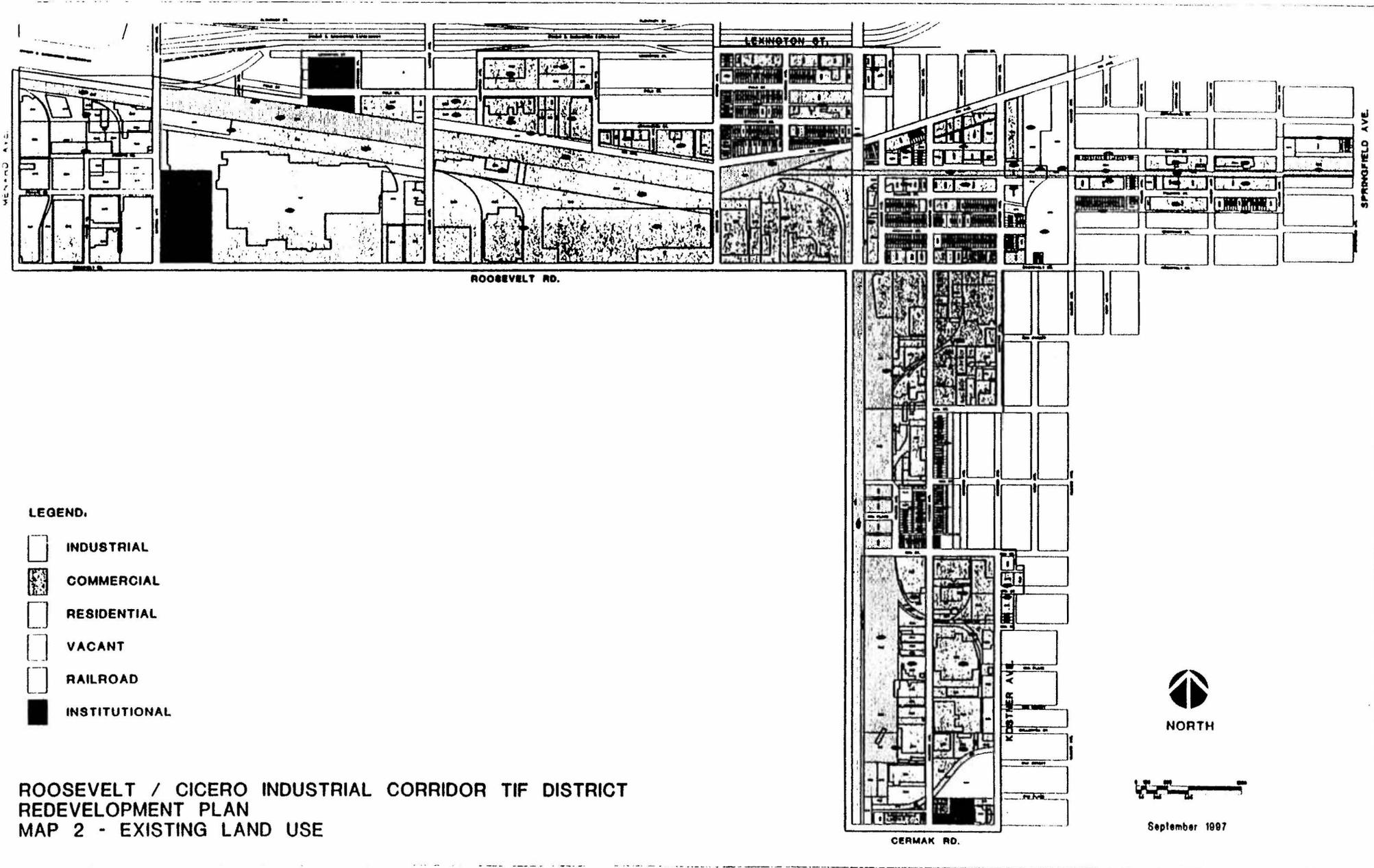
MAP 1	REDEVELOPMENT PROJECT BOUNDARY
MAP 2	EXISTING LAND USE
MAP 3	ROOSEVELT-KOSTNER REDEVELOPMENT AREA
Map 4	PROPOSED LAND USE

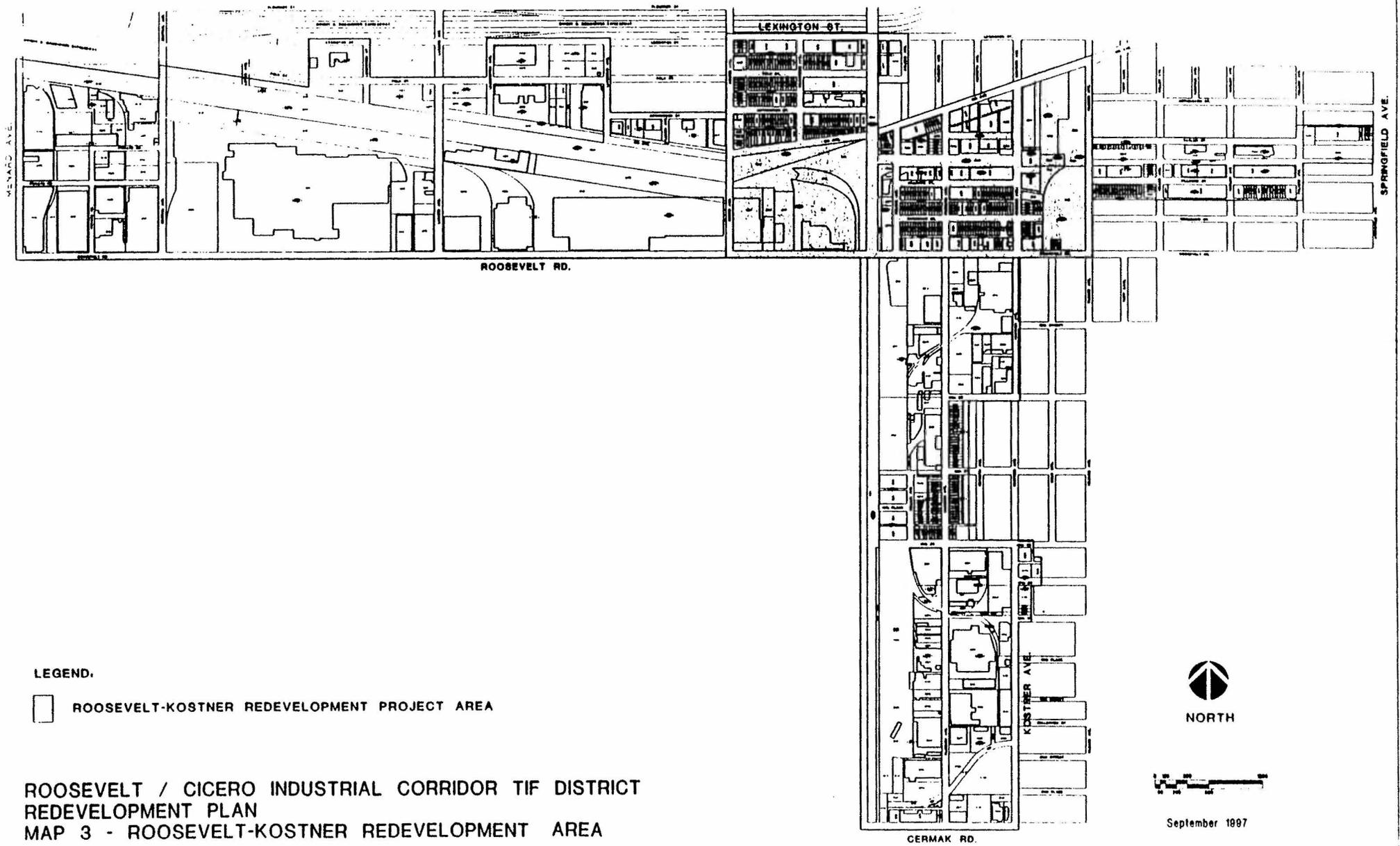
ROOSEVELT / CIGERO INDUSTRIAL CORRIDOR TIF DISTRICT
REDEVELOPMENT PLAN
MAP 1 - PROJECT BOUNDARY

- LEGEND.
- EXISTING BUILDINGS



September 1997

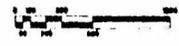




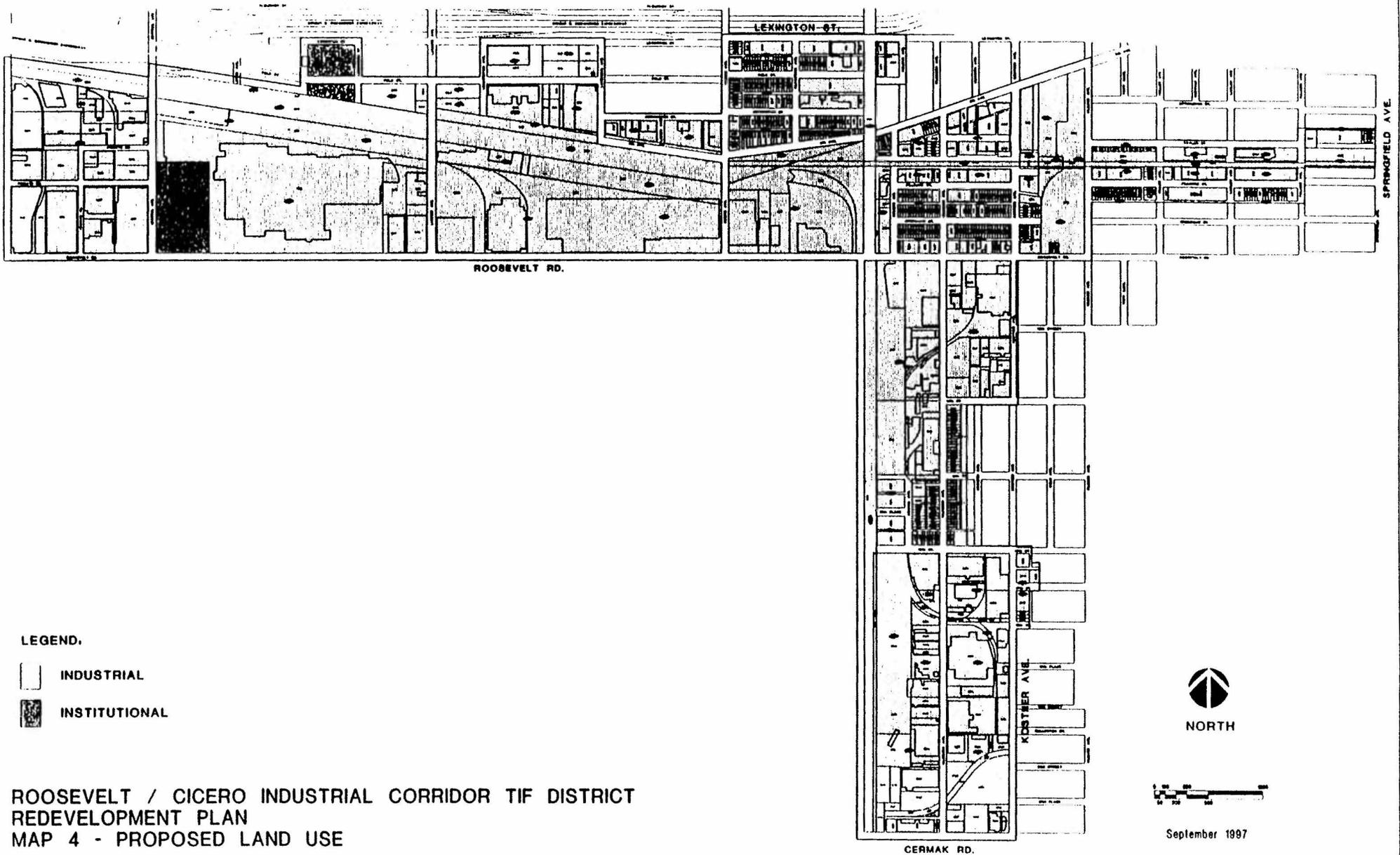
LEGEND.

ROOSEVELT-KOSTNER REDEVELOPMENT PROJECT AREA

ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 REDEVELOPMENT PLAN
 MAP 3 - ROOSEVELT-KOSTNER REDEVELOPMENT AREA



September 1997



LEGEND.

-  INDUSTRIAL
-  INSTITUTIONAL

ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 REDEVELOPMENT PLAN
 MAP 4 - PROPOSED LAND USE



NORTH



September 1997

EXHIBIT 5 - ELIGIBILITY STUDY

CITY OF CHICAGO

ROOSEVELT/CICERO

TAX INCREMENT FINANCE PROGRAM

ELIGIBILITY STUDY

**CITY OF CHICAGO
RICHARD M. DALEY
MAYOR**

OCTOBER 1997

PREPARED BY

LOUIK/SCHNEIDER & ASSOCIATES, INC.

THE LAMBERT GROUP, INC.

PACIFIC CONSTRUCTION SERVICES

ELIGIBILITY STUDY

ROOSEVELT/CICERO

TAX INCREMENT FINANCE PROGRAM

TABLE OF CONTENTS

I. INTRODUCTION	3
II. BACKGROUND INFORMATION	4
A. LOCATION	4
B. DESCRIPTION OF CURRENT CONDITIONS	4
C. AREA HISTORY AND PROFILE	5
D. EXISTING LAND USE AND ZONING CHARACTERISTICS	6
III. QUALIFICATION AS A BLIGHTED AREA	8
A. ILLINOIS TAX INCREMENT ACT	8
B. SURVEY, ANALYSIS AND DISTRIBUTION OF ELIGIBILITY FACTORS	9
C. BUILDING EVALUATION PROCEDURE	9
D. VACANT BLIGHTED AREA ELIGIBILITY FACTORS	11
E. IMPROVED BLIGHTED AREA ELIGIBILITY FACTORS	13
IV. SUMMARY AND CONCLUSION	23
APPENDIX	26
EXHIBIT 1- LEGAL DESCRIPTION	27
EXHIBIT 2 - BUILDING PERMIT REQUESTS	29
EXHIBIT 3 - BUILDING CODE VIOLATIONS	31
EXHIBIT 4 - DISTRIBUTION OF CRITERIA MATRIX	32
EXHIBIT 5 - DISTRIBUTION OF BLIGHTED FACTORS	35

I. INTRODUCTION

Louik/Schneider and Associates, Inc. has been retained by the City of Chicago to conduct an independent initial study and survey of the proposed redevelopment area known as the Roosevelt/Cicero Area, Chicago, Illinois (the "Study Area"). The purpose of the study is to determine whether the 56 blocks in the Study Area qualify for designation as a "Blighted Area" for the purpose of establishing a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 *et seq.*, as amended ("the Act"). This report summarizes the analyses and findings of the consultants' work, which is the responsibility of Louik/Schneider and Associates, Inc. Louik/Schneider and Associates, Inc. has prepared this report with the understanding that the City would rely 1) on the findings and conclusions of this report in proceeding with the designation of the Study Area as a redevelopment project area under the Act, and 2) on the fact that Louik/Schneider and Associates, Inc. has obtained the necessary information to conclude that the Study Area can be designated as a redevelopment project area in compliance with the Act.

Following this introduction, Section II presents background information of the Study Area including the area location, description of current conditions and site history. Section III explains the Building Condition Assessment and documents the qualifications of the Study Area as a Blighted Area under the Act. Section IV, Summary and Conclusions, presents the findings.

This report was jointly prepared by Louik/Schneider and Associates, Inc., The Lambert Group, Inc. and Pacific Construction Services.

- Additionally, there were 25 demolition permits issued for the Study Area. The number of demolition permits has increased on a yearly basis except for 1994; in 1993 - four (4), 1994 - one (1), 1995 - five (5), 1996 - eight (8). As of June of 1997, seven (7) demolition permits were already issued.
- The Study Area is comprised primarily of industrial, residential uses and vacant land with some commercial. The EAV for all property in the City of Chicago increased from \$27,964,127,826 in 1992 to \$30,773,301,521 in 1996, a total of 10.05% or an average of 2.51% per year. Over the last four years, from 1992 to 1996, the Study Area has experienced an overall increase of 6.25%, from \$45,438,587 in 1992 to \$48,279,419 in 1996, an average increase of 1.56% per year.

It is clear from the study of this area that private investment in revitalization and redevelopment has not occurred to overcome the Blighted Area conditions that currently exist. The Study Area is not reasonably expected to be developed without the efforts and leadership of the City, including the adoption of the Redevelopment Plan and Project.

C. AREA HISTORY AND PROFILE

The Study Area is located within the broader area of the West Side Industrial Corridor which is one of Chicago's oldest, largest and most diverse industrial corridors according to City plans. Historically, much of the Study Area has been occupied by industrial and industrial-related uses which had located on the west side for a variety of reasons.

In 1981, a small section of the Redevelopment Project Area located between B.O.C.T. Railroad, Roosevelt Road, Kostner Avenue, and the Belt Line Railroad was designated as a Blighted Commercial Area (see Map 4 - Roosevelt/Kostner Redevelopment Project Area). In 1991, that original area was expanded to include Lexington Avenue and West Fifth Street on the north, Roosevelt Road on the south, The Belt Line Railroad and Kildare Avenue on the east and Cicero Avenue on the west. The expanded area was designated as the Roosevelt Kostner Redevelopment Project Area by the Community Development Commission. In 1981, a small section of the Redevelopment Project Area located between B.O.C.T. Railroad, Roosevelt Road, Kostner Avenue, and the Belt Line Railroad was designated as a Blighted Commercial Area. In 1991, that original area was expanded to include Lexington Avenue and West Fifth Street on the north, Roosevelt Road on the south, The Belt Line Railroad and Kildare Avenue on the east and Cicero Avenue on the west. The expanded area was designated as the Roosevelt Kostner Redevelopment Project Area by the Community Development Commission.

According to the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side*, "The industrial activity of the corridor developed as Chicago's central business district became too costly and congested for wholesale and warehousing operations. As a result, at the turn of the century, industry began to locate along the Belt Railway. Simultaneously, 5th Avenue

industrial uses (M1-1, M1-2, M2-2, M2-3, M2-4, M3-3). There are small sections of the following zoning districts within the Study Area: commercial (C1-2) at the southeast corner of 16th and Kostner Avenue, business (B2-1) south of Taylor between Pulaski Road and Springfield Avenue and two residential (R3 - R4) districts one on the south side of Fillmore between Kildare and Keeler and another on Kilbourn between 14th and 15th on the west side of the street and on both the east and west sides between 15th and 16th Street. (see Map 2 - Existing Land Uses)

B. SURVEY, ANALYSIS AND DISTRIBUTION OF ELIGIBILITY FACTORS

Exterior surveys were conducted of all of the 632 parcels located within the Study Area. An analysis was made of each of the Blighted Area eligibility factors contained in the Act to determine their presence in the Study Area. This exterior survey examined not only the condition and use of buildings but also included conditions of streets, sidewalks, curbs, gutters, lighting, vacant land, underutilized land, parking facilities, landscaping, fences and walls, and general maintenance. In addition, an analysis was conducted of existing site coverage and parking, land uses, zoning and their relationship to the surrounding area.

It was determined that the Study Area would be qualified in two (2) ways. Twenty-nine (29) of the 632 parcels are referred to as the vacant portion of the Study Area and will be qualified as a vacant Blighted Area. The remaining 603 parcels in the Study Area will be referred to as the improved portion of the Study Area and will be qualified as a improved Blighted Area.

A block-by-block analysis of the 56 blocks was conducted to identify the eligibility factors (see Exhibit 4-Distribution of Criteria Matrix). Each of the factors is present to a varying degree. The following three levels are identified:

- **Not present** - indicates that either the condition did not exist or that no evidence could be found or documented during the survey or analyses.
- **Present to a minor extent** - indicates that the condition did exist, but its distribution or impact was limited.
- **Present to a major extent** - indicates that the condition did exist and was present throughout the area (block-by-block basis) and was at a level to influence the Study Area and adjacent and nearby parcels of property.

C. BUILDING EVALUATION PROCEDURE

This section will identify how the buildings within the Study Area are evaluated.

HOW BUILDING COMPONENTS AND IMPROVEMENTS ARE EVALUATED

During the field survey, all components of and improvements to the subject buildings were examined to determine whether they were in sound condition or had minor, major or critical defects. These examinations were completed to determine whether conditions existed to evidence the presence of any of the following related factors: dilapidation, deterioration or depreciation of physical maintenance.

Building components and improvements examined were of two types:

4. CRITICAL – DILAPIDATED

Building components and improvements which contain major defects (bowing, sagging, or settling to any or all exterior components, for example) causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area so extensive that the cost of repair would be excessive.

D. VACANT BLIGHTED AREA ELIGIBILITY FACTORS

The vacant portion of the Study Area contains four vacant tracts of land, representing 29 parcels (see Map 3).

Tract #1, the largest of the four (4) tracts is approximately 14.5 acres and is located between 5th Avenue on the north, Roosevelt Road on the south, Kostner Avenue on the west and Kildare Avenue on the east. This tract contains 13 vacant contiguous parcels.

Tract #2 is the smallest tract, approximately 2.3 acres. It is located immediately to the east of Tract #1 and is bounded by Taylor Street on the north, the Burlington railroad to the south, Kildare Avenue to the west and Keeler to the east. Tract #2 contains 12 vacant contiguous parcels.

Tract #3 is located near the south end of the Study Area between the CTA rail line on the north, Cermak Road on the south, Kilbourn Avenue on the west and Kostner on the east and is approximately 3.75 acres. This tract contains a single vacant parcel.

Tract #4 is approximately 6.5 acres and is located near the western boundary of the project area between Filmore Street on the north, Roosevelt on the south, Waller Avenue on the west and Central Avenue on the east. This tract contains 3 vacant contiguous parcels.

Each of the four tracts within the Study Area qualifies as a vacant Blighted Area based on the following criteria from the Act which are set forth below in bold type:

TRACT #1

16 15 415 002	16 15 415 019	16 15 425 010	16 15 501 003
16 15 415 003	16 15 415 020	16 15 425 015	
16 15 415 012	16 15 415 021	16 15 501 001	
16 15 415 013	16 15 415 022	16 15 501 002	

THE AREA CONSISTS OF UNUSED DISPOSAL SITE CONTAINING DEBRIS FROM CONSTRUCTION, DEMOLITION, EXCAVATION, OR DREDGE SITES.

Tract #1 is covered with debris and construction materials, and is engulfed with waste resulting from fly-dumping. This first tract is the location highly publicized 'Silver Shovel' scandal. It contained approximately 600,000 cubic yards of abandoned debris. A Phase I and Phase II

A COMBINATION OF TWO OR MORE OF THE FOLLOWING FACTORS: OBSOLETE PLATTING OF THE VACANT LAND; DIVERSITY OF OWNERSHIP OF SUCH LAND; TAX AND SPECIAL ASSESSMENT DELINQUENCIES ON SUCH LAND; FLOODING ON ALL OR PART OF SUCH VACANT LAND; DETERIORATION OF STRUCTURES OR SITE IMPROVEMENTS IN NEIGHBORING AREAS ADJACENT TO THE VACANT LAND.

1. OBSOLETE PLATTING OF VACANT LAND

In Tract #2, obsolete platting is present. Of the 12 parcels, ten (10) are of insufficient size for contemporary industrial users.

2. DIVERSITY OF OWNERSHIP OF VACANT LAND

In each tract, diversity of ownership is present. Of the 12 parcels in Tract #2, there are four (4) property owners. Of the three (3) parcels in Tract #4, each property is owned by a separate entity. The number of different owners would impede the ability of a developer to assemble the land for development meeting contemporary development standards.

3. DETERIORATION OF STRUCTURES OR SITE IMPROVEMENTS IN NEIGHBORING AREAS ADJACENT TO THE VACANT LAND

Tract #2 is located adjacent to the previously mentioned tract that includes the highly publicized "Silver Shovel" dumping site. In addition, this tract is generally surrounded by poorly maintained properties. Tract #4 is located immediately east of several dilapidated and partially demolished buildings fronting on Roosevelt Road and Menard Avenue and is generally surrounded by poorly maintained facilities. In each case, these conditions adversely affect the marketability of the property.

CONCLUSION

Each of the four vacant portions of the Study Area exhibits one or more of the criteria which would allow for a finding of a vacant Blighted Area as defined in the Act.

E. IMPROVED BLIGHTED AREA ELIGIBILITY FACTORS

A finding may be made that the improved portion of the Study Area is a Blighted Area based on the fact that the area exhibits the presence of five (5) or more of the blighted area eligibility factors listed in Section A. This section examines each of the blighted area eligibility factors. The improved portion of the Study Area contains the remaining 603 parcels.

1. AGE

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures over a period of years. Since building deterioration and related structural problems are a function of time, temperature and moisture, structures that are 35 years or older typically exhibit more problems than more recently constructed buildings.

There are 196 of the 233 (84.1%) buildings in the Study Area that are at least 35 years or older. Age is present to a major extent in 42 of the 56 blocks.

a given time. Buildings and improvements become obsolete when they contain characteristics or deficiencies which limit the use and marketability of such buildings and improvements after the original use ceases. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, the improper orientation of the building on its site, etc., which detracts from the overall usefulness or desirability of a property.

• **ECONOMIC OBSOLESCENCE**

Economic obsolescence is normally a result of adverse conditions which cause some degree of market rejection and, hence, depreciation in market values. Typically, buildings classified as dilapidated and buildings that contain vacant space are characterized by problem conditions which may not be economically curable, resulting in net rental losses and/or depreciation in market value.

Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of obsolescence may include inadequate utility capacities, outdated designs, etc.

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

OBSOLETE BUILDING TYPES

Obsolete buildings contain characteristics or deficiencies which limit their long-term sound use or reuse for the purpose for which they were built. Obsolescence in such buildings is typically difficult and expensive to correct. Obsolete building types have an adverse effect on nearby and surrounding developments and detract from the physical, functional and economic vitality of the area.

These structures are characterized by conditions indicating that they are incapable of efficient or economic use according to contemporary standards. These conditions include:

- Multistory industrial buildings with large floor plates and antiquated building systems
- An inefficient exterior configuration of the structures, including insufficient width, low ceiling heights and small size;
- Inadequate access for contemporary systems of delivery and service, including both exterior building access and interior vertical systems; or
- Single-purpose industrial use.

- Deterioration which is not easily correctable and cannot be repaired in the course of normal maintenance may be evident in buildings. Such buildings and improvements may be classified as requiring major or many minor repairs, depending upon the degree or extent of defects. This would include buildings with defects in the secondary building components (e.g., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and defects in primary building components (e.g., foundations, frames, roofs, etc.), respectively.
- All buildings and site improvements classified as dilapidated are also deteriorated.

DETERIORATION OF BUILDINGS

The analysis of building deterioration is based on the survey methodology and criteria described in the preceding section on "How Building Components and Improvements Are Evaluated." There are 176 of the 233 (75.5%) buildings in the Study Area that are deteriorated.

The deteriorated buildings in the Study Area exhibit defects in both their primary and secondary components. For example, the primary components exhibiting defects include walls, roofs and foundations with loose or missing materials (mortar, shingles), and holes and/or cracks in these components. The defects of secondary components include damage to windows, doors, stairs and/or porches; missing or cracked tuckpointing and/or masonry on the facade, chimneys, and others; missing parapets, gutters and/or downspouts; foundation cracks or settling; and other missing structural components.

Deteriorated buildings exist throughout the district. Many structures appear to be in reasonable condition upon first glance. However, further study (particularly of the portions not readily visible from the street front) reveals deteriorated building components (primary and secondary) are commonplace. Deterioration of windows, frames, doors, porch structures and brick is especially apparent in the area. The deterioration of a few properties was so extensive that we marveled that the building was occupied.

DETERIORATION OF PARKING AND SURFACE AREAS

Field surveys were also conducted to identify the condition of the parcels without structures, of which 214 contain improved lots with no buildings (parking and outside storage), alleys and vacant lots. Of the 214 parcels, 49 (22.9%) were classified as deteriorated. These parcels are characterized by uneven surfaces with insufficient gravel, vegetation growing through the parking surface, depressions and standing water, absence of curbs or guardrails, falling or broken fences and extensive debris. Furthermore, street and sidewalk deterioration is widespread. Street deterioration is very evident in the vicinity of the illegal dumpsites, presumably due to the repeated traffic of heavy trucks.

Deterioration can be found in 327 of the 603 (54.2%) parcels. It is found to be present to a major extent in 36 of the 56 blocks and present to a minor extent in seven (7) blocks of the Study Area.

CONCLUSION

Excessive vacancies are **present to a minor extent** in the Study Area. Excessive vacancies can be found in 26 of the 233 (11.2%) buildings and 31 of the 56 blocks see Map 9..

8. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES

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

CONCLUSION

Overcrowding of structures and community facilities was not found in the Study Area.

9. LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES

Lack of ventilation, light or sanitary facilities refers to substandard conditions which adversely affect the health and welfare of building occupants, e.g., residents, employees or visitors. Typical requirements for ventilation, light and sanitary facilities include:

- Adequate mechanical ventilation for air circulation in spaces/rooms without windows, i.e., bathrooms, and dust, odor or smoke-producing activity areas;
- Adequate natural light and ventilation by means of skylights or windows or interior rooms/spaces, and proper window sizes and amounts by room area to window area ratios; and
- Adequate sanitary facilities, i.e., garbage storage/enclosure, bathroom facilities, hot water, and kitchens.

Lack of ventilation, light or sanitary facilities was found in eight buildings in the Study Area. It was present to a major extent in one (1) block and to present a minor extent in five (5) blocks.

CONCLUSION

Based on the exterior surveys and analyses undertaken within the Study Area, lack of ventilation, light or sanitary facilities was identified in a very limited number of parcels and therefore is present to a limited extent.

parcels of inadequate size or shape to meet contemporary development standards. It also includes evidence of poor layout of buildings on parcels and in relation to other buildings.

In the Study Area, deleterious land use or layout is identified in 395 of the 603 (65.5%) parcels. The district has many areas wherein busy industries are adjacent to groups of residences. The truck traffic and inadequate off-street car parking make these streets congested and hazardous. Furthermore, these residences are in noisy, littered, hectic settings. There are 138 parcels that exhibit this inappropriate use, such as residential next to industrial or residential on heavily traveled streets.

Deleterious land use and layout can be found is present to a major extent in 34 of the 56 blocks and to a minor extent in ten (10) blocks.

CONCLUSION

Deleterious land use and layout is **present to a major extent** in the Study Area. Deleterious land use and layout is present in 395 of the 603 (65.5%) parcels, and in 44 of the 56 blocks. The results of the deleterious land use and layout analysis are presented in Map 11.

13. DEPRECIATION OF PHYSICAL MAINTENANCE

Depreciation of physical maintenance refers to the effects of deferred maintenance and the lack of maintenance of buildings, parking areas and public improvements, including alleys, walks, streets and utility structures. The analysis of depreciation of physical maintenance is based on survey methodology and criteria described in the preceding section "How Building Components and Improvements Are Evaluated."

The entire Study Area is affected by lack of physical maintenance. Five hundred and twelve (512) of the 603 (84.9%) parcels, representing buildings, parking/storage areas and vacant land, evidence the presence of this factor.

The buildings (commercial, industrial, residential and mixed use) that evidence depreciation of physical maintenance exhibit problems such as unpainted or unfinished surfaces, peeling paint, loose or missing materials, broken windows, loose or missing gutters or downspouts, loose or missing shingles, overgrown vegetation and general lack of maintenance, etc. There are 208 of the 233 (89.3%) buildings in the Study Area that are affected by depreciation of physical maintenance.

Depreciation of physical maintenance is widespread. This condition is noticeable on buildings, in parking lots, driveways, and yards. The areas of illegal dumping especially demonstrate this condition. Many streets and public sidewalks are poorly maintained.

Depreciation of physical maintenance is present to a major extent in 48 of the 56 blocks and to a minor extent in one (1) block of the Study Area.

IV. SUMMARY AND CONCLUSION

The conclusion of the consultant team is that the number, degree and distribution of Blighted Area eligibility factors as documented in this report warrant the designation of the Study Area as a vacant and improved Blighted Area as set forth in the Act. Specifically:

- Of the seven (7) blighting factors set forth in the Act for vacant land of which one (1) is required for a finding of blight, two (2) are present in the vacant portion of the Study Area.
- Of the 14 blighting factors set forth in the Act for improved land, of which five (5) are required for a finding of Blight, nine (9) are present, six (6) to a major extent and three (3) to a minor extent.
- The Blighted Area factors that are present are reasonably distributed throughout the Area.
- All the blocks except for blocks that have active rail lines (16 15 501, 16 15 502, 16 17 500, 16 22 500, 16 22 501, and 16 22 502) within the Study Area exhibit the presence of vacant and improved Blighted Area eligibility factors.

While it may be concluded that the mere presence of the stated eligibility factors in Section III may be sufficient to make a finding of qualification as a Blighted Area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of Blighted Area eligibility factors throughout the Study Area must be reasonable so that a basically good area is not arbitrarily found to be a Blighted Area simply because of proximity to an area which exhibits Blighted Area factors. All blocks (except for the previously mentioned blocks that active rail lines) in the Study Area evidence the presence of some of the eligibility factors.

Additional research indicates that the area on the whole has not been subject to growth and development as a result of investments by private enterprise, and will not be developed without action by the City. Specifically:

- Exhibit 2 - Building Permit Requests, contains a summary of the building permit requests for new construction and major renovation from the City of Chicago. Building permit requests for new construction and renovation for the Study Area from 1993-1997 totaled \$3,200,686. On an annual basis from 1993 - 1996, this represents only 3.5% of assessed value in the Study Area. Of the 16 permits issued, one (1) permit was issued for \$1,900,000. This permit is not representative of the typical request for building permits in the Study Area. Eight of the remaining 15 (53%)

The study and survey of the Study Area indicate that requirements necessary for designation as a Blighted Area are present.

Therefore, the Study Area is qualified as a Blighted Area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act (see Exhibit 4 - Matrix of Blighted Factors).

EXHIBIT 1- LEGAL DESCRIPTION

THAT PART OF THE WEST ½ OF THE SOUTHWEST ¼ OF SECTION 14 AND SOUTH ½ OF SECTIONS 15 AND 16 AND THE EAST ½ OF THE SOUTHEAST ¼ OF SECTION 17 AND THE NORTHWEST ¼ AND THE WEST ½ OF THE SOUTHEAST ¼ AND THE EAST ½ OF THE SOUTHWEST ¼ OF SECTION 22, ALL IN TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF MENARD AVENUE AND THE CENTERLINE OF ROOSEVELT ROAD; THENCE NORTHERLY ALONG SAID CENTERLINE OF MENARD AVENUE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF CHICAGO AND GREAT WESTERN RAILROAD; THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE TO THE CENTERLINE OF CENTRAL AVENUE; THENCE NORTHERLY ALONG SAID CENTERLINE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF VACATED 5TH STREET; THENCE EASTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY EXTENSION OF THE WESTERLY RIGHT-OF-WAY LINE OF VACATED LONG AVENUE; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF LEXINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF LOCKWOOD AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE CENTERLINE OF POLK STREET; THENCE EASTERLY ALONG SAID CENTERLINE TO THE WESTERLY RIGHT-OF-WAY LINE OF LEAMINGTON AVENUE; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 189 IN SCHOOL TRUSTEES SUBDIVISION OF PART OF SAID SECTION 16; THENCE EASTERLY ALONG SAID WESTERLY EXTENSION AND NORTHERLY LINE TO THE NORTHEAST CORNER OF SAID LOT 189; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT TO THE NORTHERLY RIGHT-OF-WAY LINE OF LEXINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF LAVERGNE AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY TO THE NORTHERLY RIGHT-OF-WAY LINE OF ARTHINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF CICERO AVENUE; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID LEXINGTON STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KOLMAR AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE EASTERLY EXTENSION OF THE NORTHERLY RIGHT-OF-WAY LINE OF POLK STREET; THENCE WESTERLY ALONG SAID EXTENSION AND NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF BELT LINE RAILWAY; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF 5TH AVENUE; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KILDARE AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF TAYLOR STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF PULASKI ROAD; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 2 OF W.J. & D.F. ANDERSON'S SUBDIVISION; THENCE EASTERLY ALONG SAID NORTHERLY ALLEY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF SPRINGFIELD AVENUE; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY ABUTTING LOTS 1 THROUGH 24(INCLUSIVE) OF L.E. INGALL'S SUBDIVISION; THENCE WESTERLY ALONG SAID SOUTHERLY ALLEY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF PULASKI ROAD; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 8 OF 12TH STREET LAND ASSOCIATION SUBDIVISION; THENCE WESTERLY ALONG SAID SOUTHERLY ALLEY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KARLOV AVENUE; THENCE WESTERLY TO

EXHIBIT 2 - BUILDING PERMIT REQUESTS

NEW CONSTRUCTION/INVESTMENT PERMITS

PERMIT #	DATE	ADDRESS	INVESTMENT
766775	3/22/93	1643 S. Kilbourn Ave.	\$320,360
766776	3/22/93	1645 S. Kilbourn Ave.	\$45,000
766949	3/26/93	1645 S. Kilbourn Ave.	\$185,200
766979	3/26/93	4800 W. Roosevelt Rd.	\$300,000
767568	4/8/93	5410 W. Roosevelt Rd.	\$13,000
770621	6/11/93	1645 S. Kilbourn Ave.	\$200,000
772642	7/26/93	4501 W. 16th St.	\$23,000
778350	11/15/93	1821 S. Kilbourn Ave.	\$1,900,000
792815	9/20/94	4510 W. 16th St.	\$8,700
799314	2/2/95	4508 W. 16th St.	\$7,026
805494	6/7/95	4526 W. Grenshaw St.	\$6,200
829884	8/19/96	1431 S. Kilbourn Ave.	\$8,500
830907	9/4/96	4422 W. Roosevelt Rd.	\$2,000
836222	11/20/96	1840 S. Kilbourn Ave.	\$95,000
837846	12/17/96	734 S. Springfield Ave.	\$6,700
851405	7/14/97	1645 S. Kilbourn Ave.	\$80,000
		TOTAL (16 permits)	\$3,200,868

DEMOLITION PERMITS

PERMIT #	DATE	ADDRESS	INVESTMENT
764447	01/13/93	4652 W. Polk St	\$0
771231	6/24/93	4347 W. Fifth Ave.	\$0
777484	10/27/93	1821 S. Kilbourn Ave.	\$0
779739	12/17/93	916 S. Springfield	\$0

EXHIBIT 3 - BUILDING CODE VIOLATIONS

4641 W. Arthington St.	1300 S. Kilbourn Ave.	4340 W. Roosevelt Rd.
4653 W. Arthington St.	1318 S. Kilbourn Ave.	4350 W. Roosevelt Rd.
4719 W. Arthington St.	1348 S. Kilbourn Ave.	4401 W. Roosevelt Rd.
4723 W. Arthington St.	1400 S. Kilbourn Ave.	4402 W. Roosevelt Rd.
4728 W. Arthington St.	1402 S. Kilbourn Ave.	4412 W. Roosevelt Rd.
4747 W. Arthington St.	1411 S. Kilbourn Ave.	4424 W. Roosevelt Rd.
4819 W. Arthington St.	1427 S. Kilbourn Ave.	4436 W. Roosevelt Rd.
4949 W. Arthington St.	1501 S. Kilbourn Ave.	4442 W. Roosevelt Rd.
4400 W. Cermak Rd.	1508 S. Kilbourn Ave.	4516 W. Roosevelt Rd.
4450 W. Cermak Rd.	1531 S. Kilbourn Ave.	4538 W. Roosevelt Rd.
4506 W. Cermak Rd.	1534 S. Kilbourn Ave.	4718 W. Roosevelt Rd.
739 S. Cicero Ave.	1537 S. Kilbourn Ave.	4734 W. Roosevelt Rd.
759 S. Cicero Ave.	1637 S. Kilbourn Ave.	4800 W. Roosevelt Rd.
801 S. Cicero Ave.	1812 S. Kilbourn Ave.	5100 W. Roosevelt Rd.
815 S. Cicero Ave.	1820 S. Kilbourn Ave.	5140 W. Roosevelt Rd.
900 S. Cicero Ave.	1821 S. Kilbourn Ave.	5200 W. Roosevelt Rd.
901 S. Cicero Ave.	1846 S. Kilbourn Ave.	5300 W. Roosevelt Rd.
921 S. Cicero Ave.	1914 S. Kilbourn Ave.	5600 W. Roosevelt Rd.
927 S. Cicero Ave.	2001 S. Kilbourn Ave.	5626 W. Roosevelt Rd.
1030 S. Cicero Ave.	2140 S. Kilbourn Ave.	5700 W. Roosevelt Rd.
1111 S. Cicero Ave.	922 S. Kilpatrick Ave.	5750 W. Roosevelt Rd.
1142 S. Cicero Ave.	1007 S. Kolmar Ave.	4001 W. Taylor St.
4515 W. Fifth Ave.	900 S. Kostner Ave.	4131 W. Taylor St.
4724 W. Fifth Ave.	1000 S. Kostner Ave.	4501 W. 16th St.
4746 W. Fifth Ave.	1034 S. Kostner Ave.	4508 W. 16th St.
4100 W. Fillmore St.	1100 S. Kostner Ave.	4510 W. 16th St.
4108 W. Fillmore St.	1125 S. Kostner Ave.	4512 W. 16th St.
4112 W. Fillmore St.	1157 S. Kostner Ave.	
4225 W. Fillmore St.	1200 S. Kostner Ave.	
4227 W. Fillmore St.	1330 S. Kostner Ave.	
4235 W. Fillmore St.	1338 S. Kostner Ave.	
4242 W. Fillmore St.	1350 S. Kostner Ave.	
4247 W. Fillmore St.	1850 S. Kostner Ave.	
4249 W. Fillmore St.	4535 W. Lexington St.	
4251 W. Fillmore St.	4553 W. Lexington St.	
4413 W. Fillmore St.	4701 W. Lexington St.	
4425 W. Fillmore St.	5055 W. Lexington St.	
4444 W. Fillmore St.	5109 W. Lexington St.	
4455 W. Fillmore St.	5117 W. Lexington St.	
4506 W. Fillmore St.	4600 W. Polk St.	
4510 W. Fillmore St.	4640 W. Polk St.	
4426 W. Grenshaw St.	4706 W. Polk St.	
1001 S. Keeler Ave.	4713 W. Polk St.	
1102 S. Keeler Ave.	4738 W. Polk St.	
1024 S. Kilbourn Ave.	4739 W. Polk St.	
1101 S. Kilbourn Ave.	4740 W. Polk St.	
1235 S. Kilbourn Ave.	4742 W. Polk St.	
1242 S. Kilbourn Ave.	5059 W. Polk St.	
1246 S. Kilbourn Ave.	5263 W. Polk St.	

Total: 125 building code violations

EXHIBIT 4 - DISTRIBUTION OF CRITERIA MATRIX (CONT.)

BLOCK	1	2	3	4	5	6	7	8	9	10	11	12	13	14
16 15 329	X	P	X	X			P			P	P	P	X	
16 15 415	X	P	X	X								X	X	
16 15 419	X	X	X			X				P	P	X	X	
16 15 420	X	X	X	P							X	X	X	
16 15 421	X	X	X	P					P		X		X	
16 15 422	X	P	X	X			P					X	X	
16 15 423			X									X	X	
16 15 424	X		P	P		P					P	P	P	
16 15 425	X	P	X	P			P					X	X	
16 15 501														
16 15 502														
16 16 307	X	X			P								X	
16 16 308							X						X	
16 16 309							X					X	X	
16 16 310	X	X	X	X			P				X	P	X	
16 16 400				X			P					X	X	
16 16 406	X	X	X	X			X				X	X	X	
16 16 408	X		X	X								X	X	
16 16 410	X		X	X			P				X	X	X	

Key

- X Present to a Major Extent
- P Present
- Not Present

Criteria

- | | |
|---|---|
| 1 AGE | 8 OVERCROWDING |
| 2 DILAPIDATION | 9 LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES |
| 3 OBSOLESCENCE | 10 INADEQUATE UTILITIES |
| 4 DETERIORATION | 11 EXCESSIVE LAND COVERAGE |
| 5 ILLEGAL USE OF INDIVIDUAL STRUCTURES | 12 DELETERIOUS LAND USE OR LAYOUT |
| 6 PRESENCE OF STRUCTURES BELOW MINIMUM CODE | 13 DEPRECIATION OF PHYSICAL MAINTENANCE |
| 7 EXCESSIVE VACANCIES | 14 LACK OF COMMUNITY PLANNING |

EXHIBIT 5 - DISTRIBUTION OF BLIGHTED FACTORS

A. Block Number	317	319	308	309	310	311	312	313	314	319
B. Number of Buildings	2	2	12	1	22	1	15	2	3	2
C. Number of Parcels	8	5	23	15	34	3	35	36	3	3
1. Number of buildings 35 years or older	2	2	12	1	22	1	15	2	3	2
2. A. Number of buildings showing decline of physical maintenance	2	2	9	1	22	1	15	2	3	2
2. B. Number of parcels with site improvements exhibiting decline of physical maintenance	5	1	4	14	1	2	25	34	N/A	1
3. A. Number of deteriorated buildings	2	1	9	1	16	1	15	2	3	1
3. B. Number of parcels with site improvement that are deteriorated	4	0	4	14	1	2	7	34	N/A	0
4. A. Number of dilapidated buildings	0	1	4	1	5	1	11	2	3	1
5. A. Number of obsolete buildings	2	2	6	1	22	1	14	2	3	2
5. B. Number of parcels with site improvements that are obsolete	5	0	5	14	8	2	20	34	N/A	0
6. Number of buildings below minimum code										
7. Number of buildings lacking ventilation, light, or sanitation facilities	0	0	0	0	1	0	0	0	2	0
8. Number of buildings with illegal uses	0	0	0	0	0	0	0	0	0	0
9. Number of buildings with excessive vacancies	0	0	5	0	1	1	8	0	1	1
10. Number of parcels with excessive vacancies	5	1	3	0	6	2	12	2	N/A	0
11. Total number of eligibility factors represented in block	8	8	8	7	9	7	8	8	9	8

MATRIX OF BLIGHTED FACTORS (CONT.)

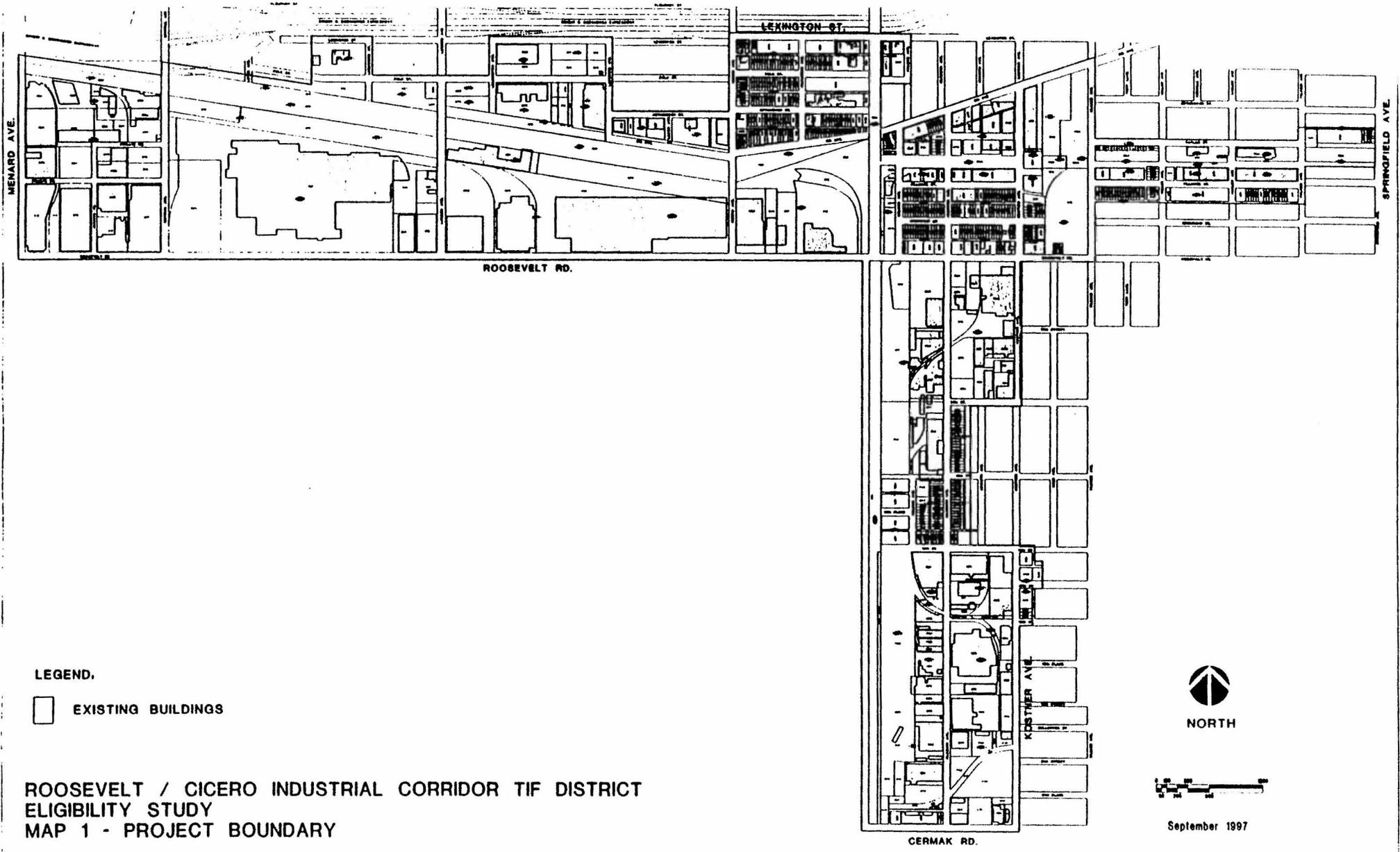
A. Block Number	419	420	421	422	423	424	425	501	502	307
B. Number of Buildings	1	3	2	15	0	1	6	0	0	2
C. Number of Parcels	18	5	3	20	2	17	10	4	1	2
1. Number of buildings 35 years or older	1	3	2	15	N/A	0	6	N/A	N/A	2
2. A. Number of buildings showing decline of physical maintenance	1	3	2	14	N/A	0	6	N/A	N/A	2
2. B. Number of parcels with site improvements exhibiting decline of physical maintenance	14	0	0	2	1	4	3	0	0	0
3. A. Number of deteriorated buildings	0	2	2	13	N/A	0	4	N/A	N/A	1
3. B. Number of parcels with site improvements that are deteriorated	9	0	0	0	0	4	0	0	0	0
4. A. Number of dilapidated buildings	1	1	2	2	N/A	0	1	N/A	N/A	0
5. A. Number of obsolete buildings	1	3	1	15	N/A	2	6	N/A	N/A	0
5. B. Number of parcels with site improvements that are obsolete	16	0	0	2	2	0	4	0	0	0
6. Number of buildings below minimum code										
7. Number of buildings lacking ventilation, light, or sanitation facilities	0	0	0	0	N/A	0	0	N/A	N/A	0
8. Number of buildings with illegal uses	0	0	0	0	N/A	0	0	N/A	N/A	0
9. Number of buildings with excessive vacancies	0	0	0	1	N/A	0	2	N/A	N/A	0
10. Number of parcels with excessive vacancies	1	0	2	0	0	0	0	0	0	0
11. Total number of eligibility factors represented in block	10	7	7	7	3	3	7	0	0	4

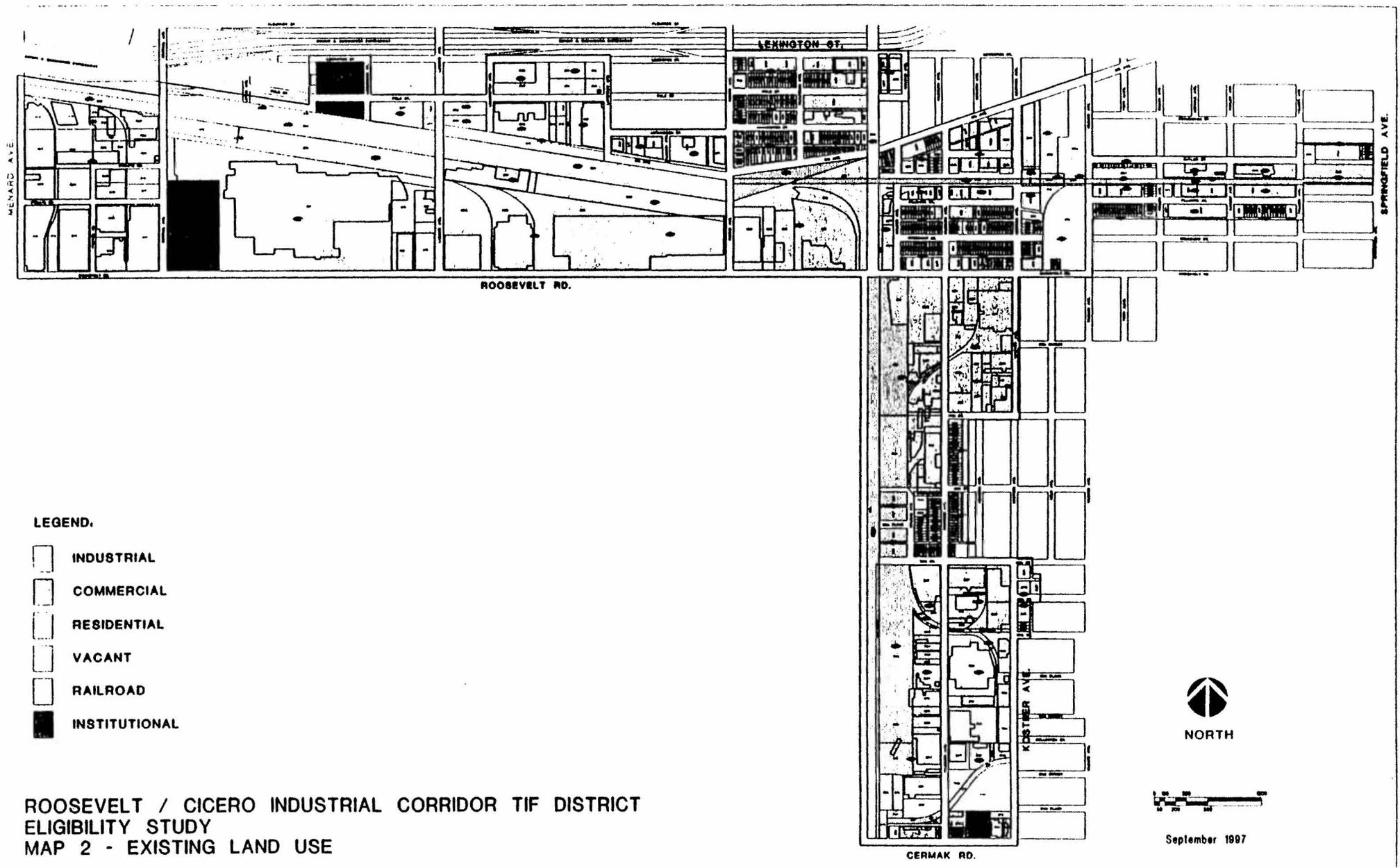
MATRIX OF BLIGHTED FACTORS (CONT.)

A. Block Number	413	500	501	106	107	109	113	114	115	116	312
B. Number of Buildings	11	0	0	3	8	8	0	0	14	8	12
C. Number of Parcels	21	1	1	12	15	21	1	1	37	17	28
1. Number of buildings 35 years or older	11	N/A	N/A	3	7	8	N/A	N/A	10	8	12
2. A. Number of buildings showing decline of physical maintenance	11	N/A	N/A	3	7	8	N/A	N/A	11	8	12
2. B. Number of parcels with site improvements exhibiting decline of physical maintenance	4	0	1	3	6	3	1	1	13	3	5
3. A. Number of deteriorated buildings	11	N/A	N/A	3	7	5	N/A	N/A	14	7	10
3. B. Number of parcels with site improvements that are deteriorated	3	0	0	0	0	0	1	1	0	1	0
4. A. Number of dilapidated buildings	7	N/A	N/A	2	0	4	N/A	N/A	3	1	4
5. A. Number of obsolete buildings	11	N/A	N/A	3	7	8	N/A	N/A	12	8	9
5. B. Number of parcels with site improvements that are obsolete	2	0	0	2	2	10	1	1	12	5	2
6. Number of buildings below minimum code											
7. Number of buildings lacking ventilation, light, or sanitation facilities	0	N/A	N/A	0	0	0	0	0	0	0	0
8. Number of buildings with illegal uses	0	N/A	N/A	0	0	0	0	0	0	0	0
9. Number of buildings with excessive vacancies	4	N/A	N/A	1	2	0	0	0	1	0	2
10. Number of parcels with excessive vacancies	10	0	0	0	0	2	0	0	2	0	0
11. Total number of eligibility factors represented in block	8	1	1	8	7	7	4	4	8	7	11

EXHIBIT 6 - MAP LEGEND

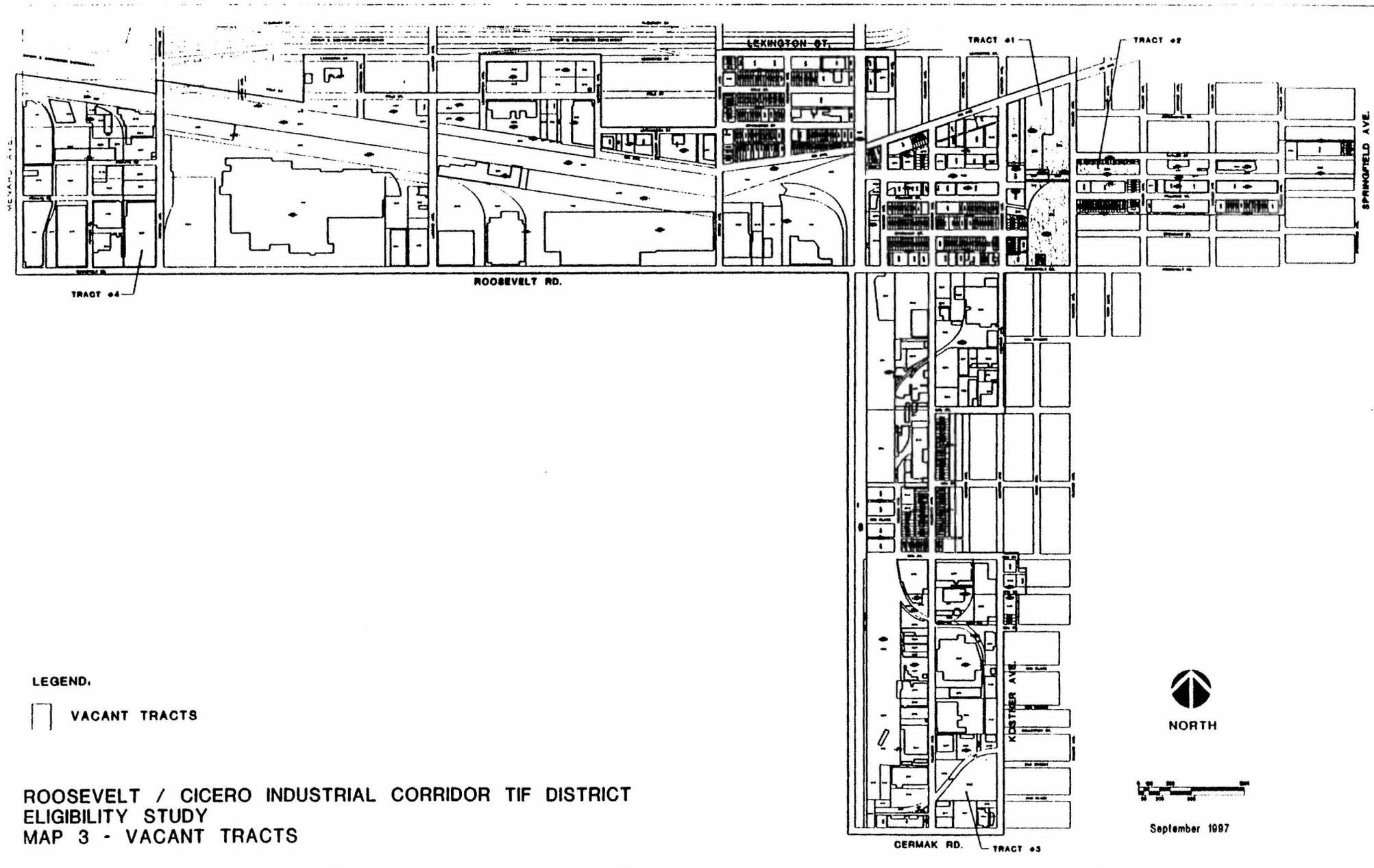
MAP 1	PROJECT BOUNDARY
MAP 2	EXISTING LAND USE
MAP 3	VACANT TRACTS
MAP 4	AGE
MAP 5	DILAPIDATION
MAP 6	OBSOLESCENCE
MAP 7	DETERIORATION
MAP 8	STRUCTURES BELOW MINIMUM CODE
MAP 9	EXCESSIVE VACANCIES
MAP 10	EXCESSIVE LAND COVERAGE
MAP 11	DELETERIOUS LAND USE/LAYOUT
MAP 12	DEPRECIATION OF PHYSICAL MAINTENANCE





ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 ELIGIBILITY STUDY
 MAP 2 - EXISTING LAND USE

September 1997



LEGEND.

□ VACANT TRACTS

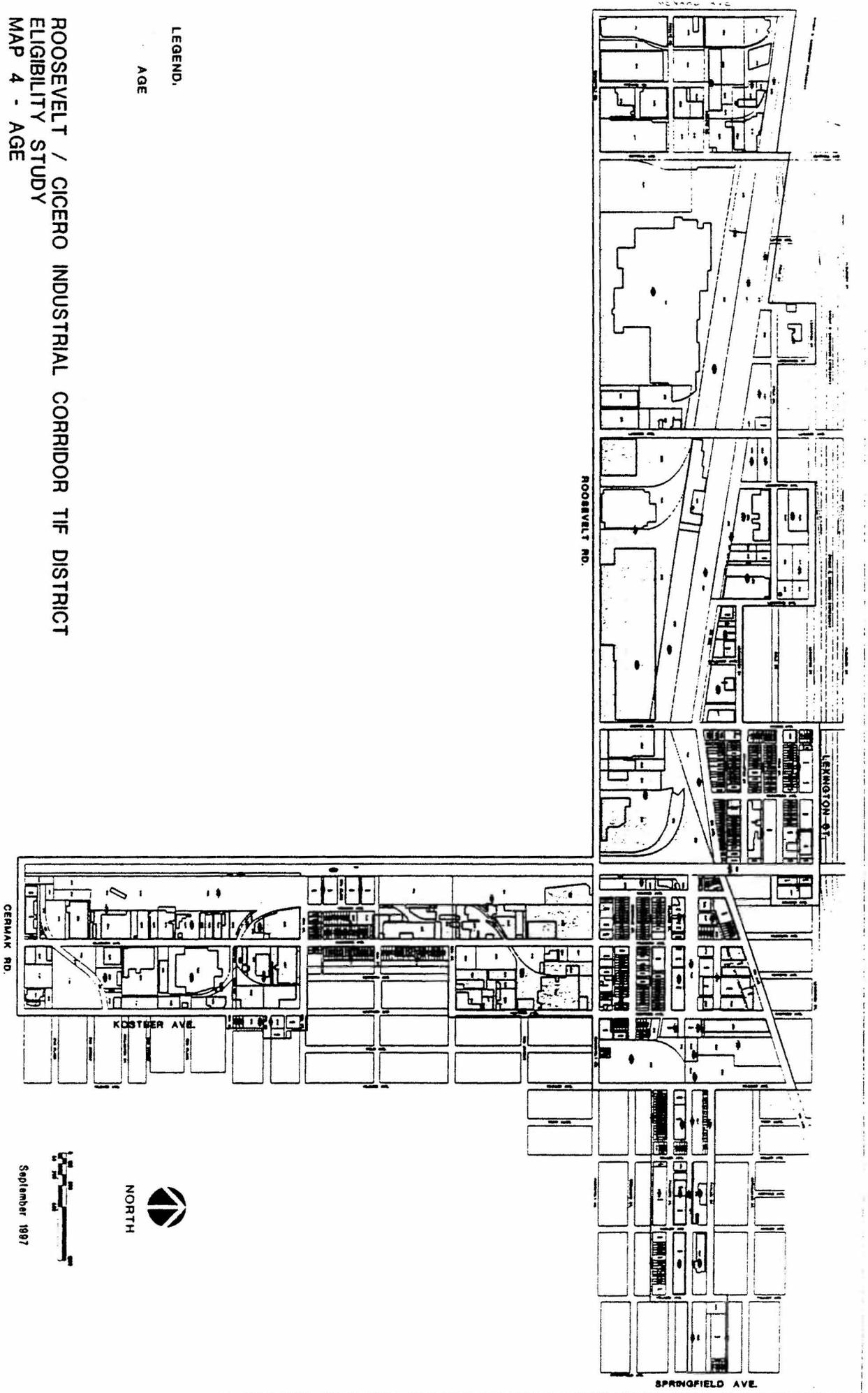
**ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
ELIGIBILITY STUDY
MAP 3 - VACANT TRACTS**



September 1997

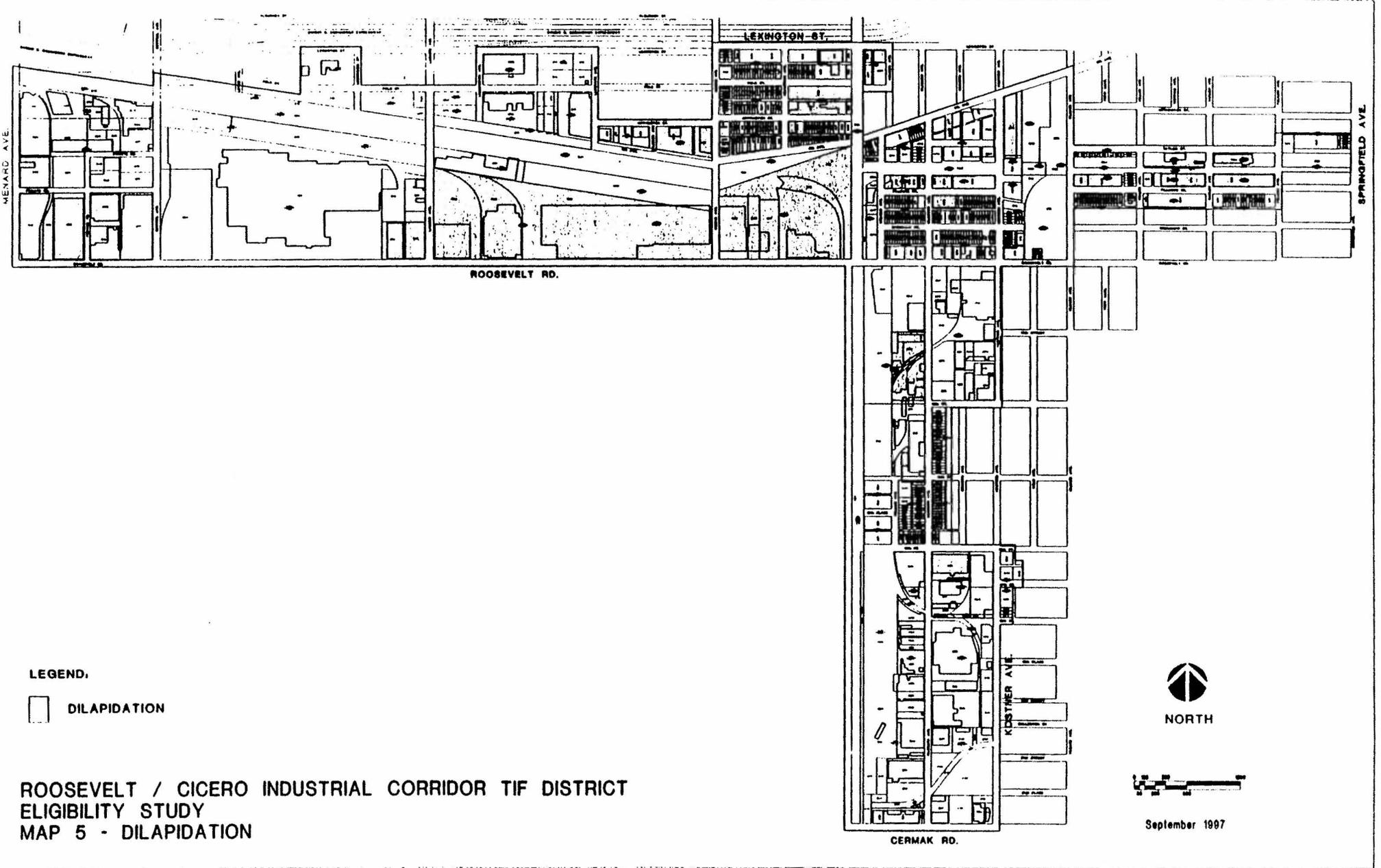
ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
ELIGIBILITY STUDY
MAP 4 - AGE

LEGEND.
AGE



September 1997





LEGEND:

 DILAPIDATION

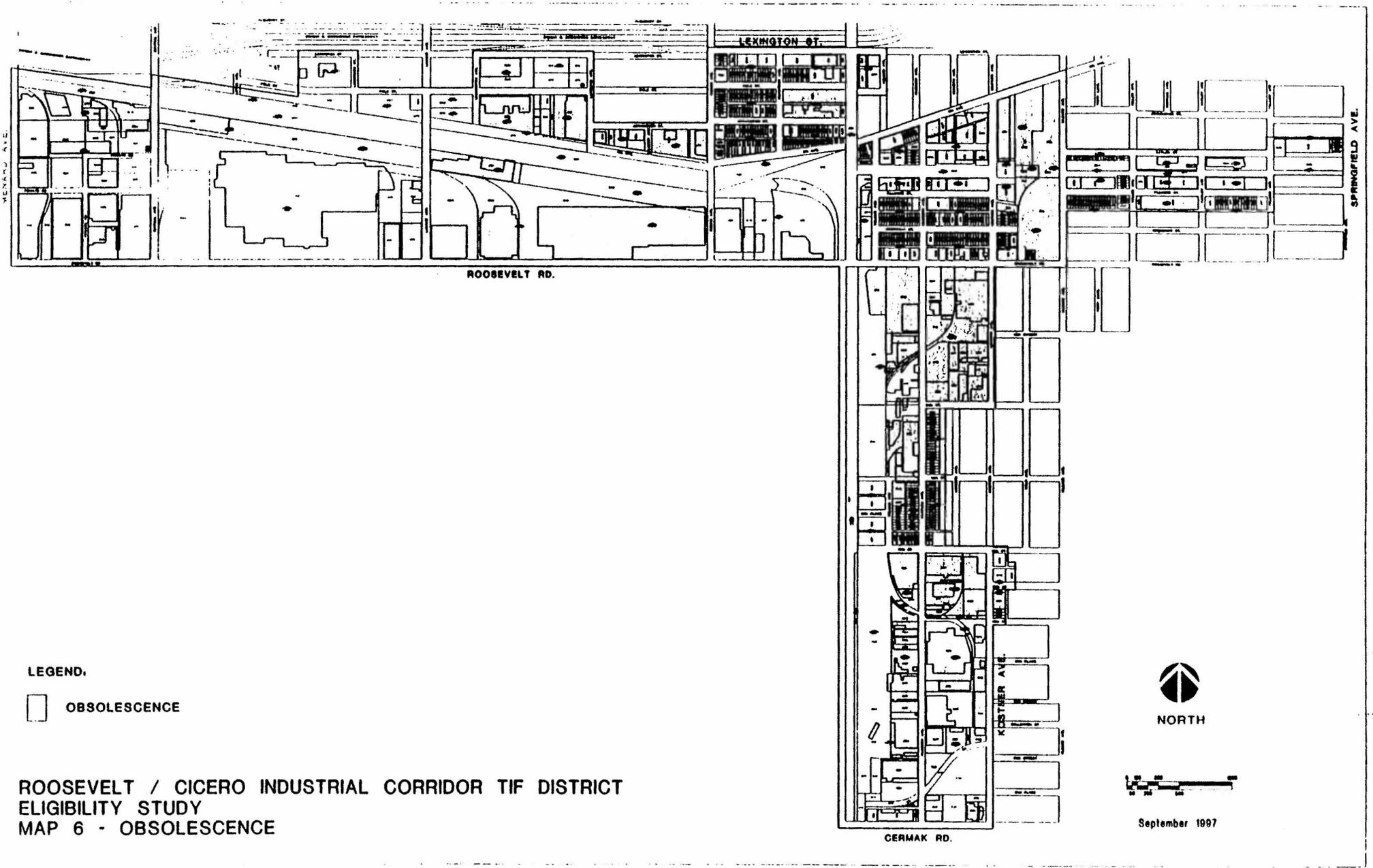
ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 ELIGIBILITY STUDY
 MAP 5 - DILAPIDATION



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LEGEND:


 OBSOLESCENCE

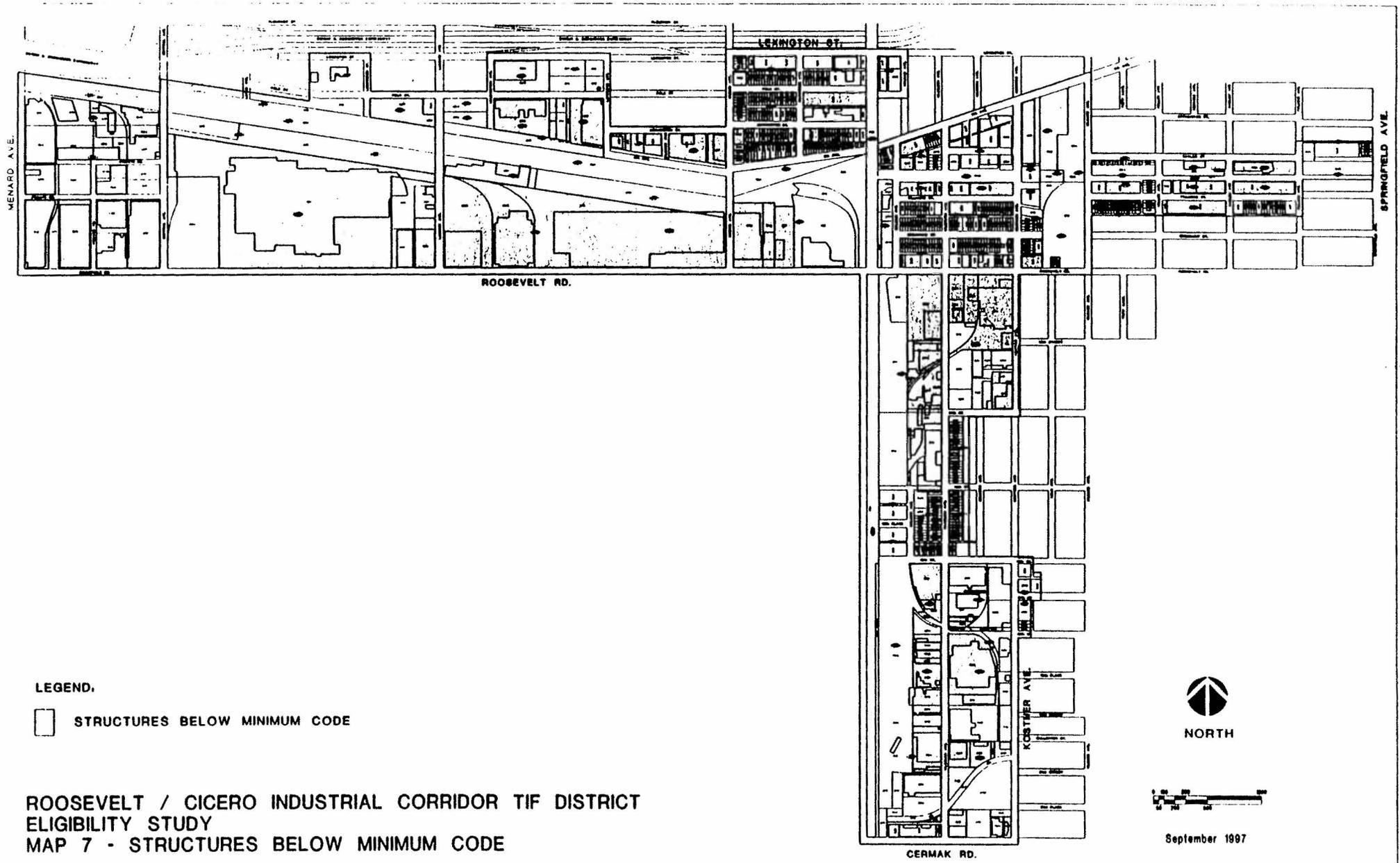
ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 ELIGIBILITY STUDY
 MAP 6 - OBSOLESCENCE

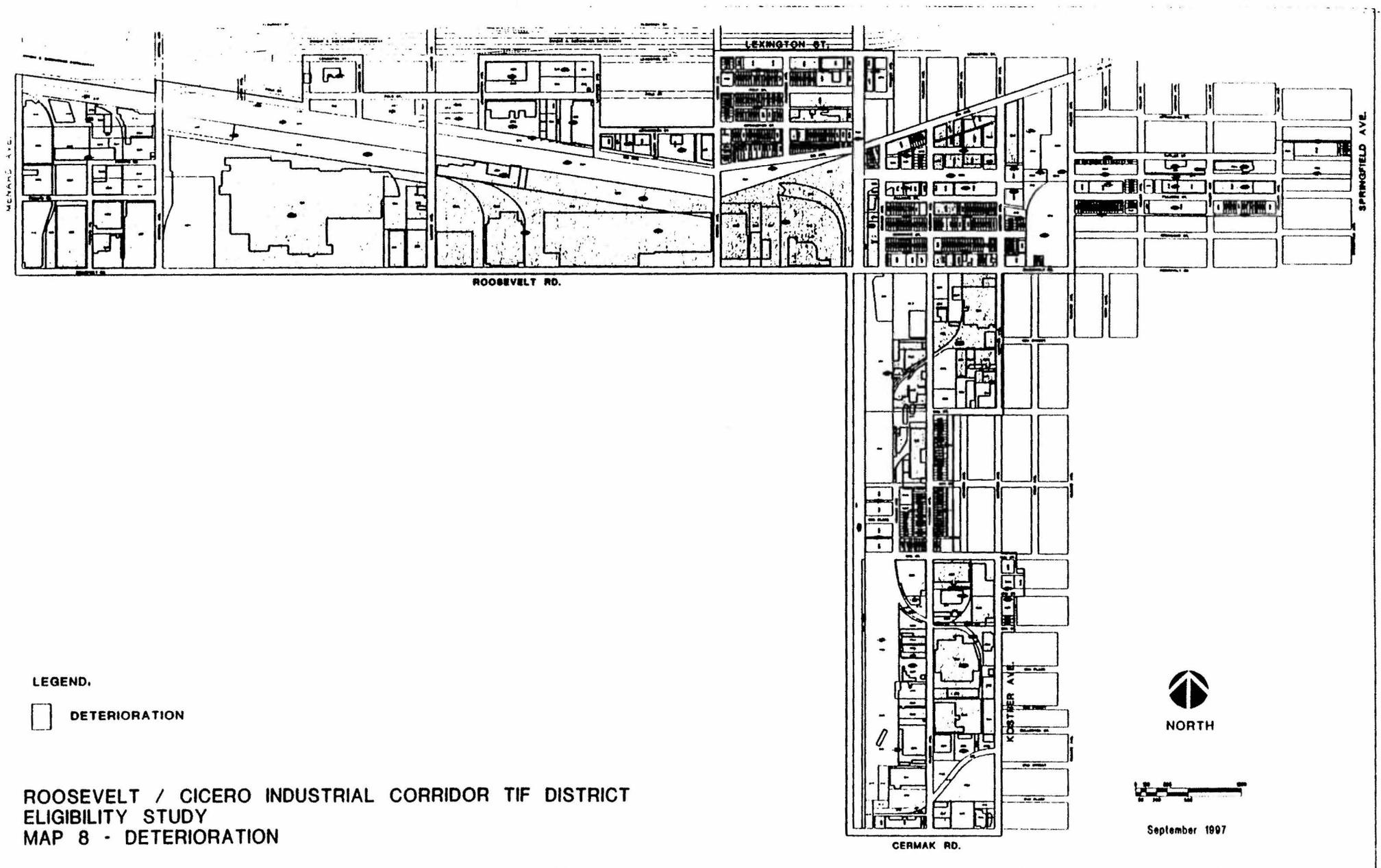


NORTH



September 1997





LEGEND.

□ DETERIORATION

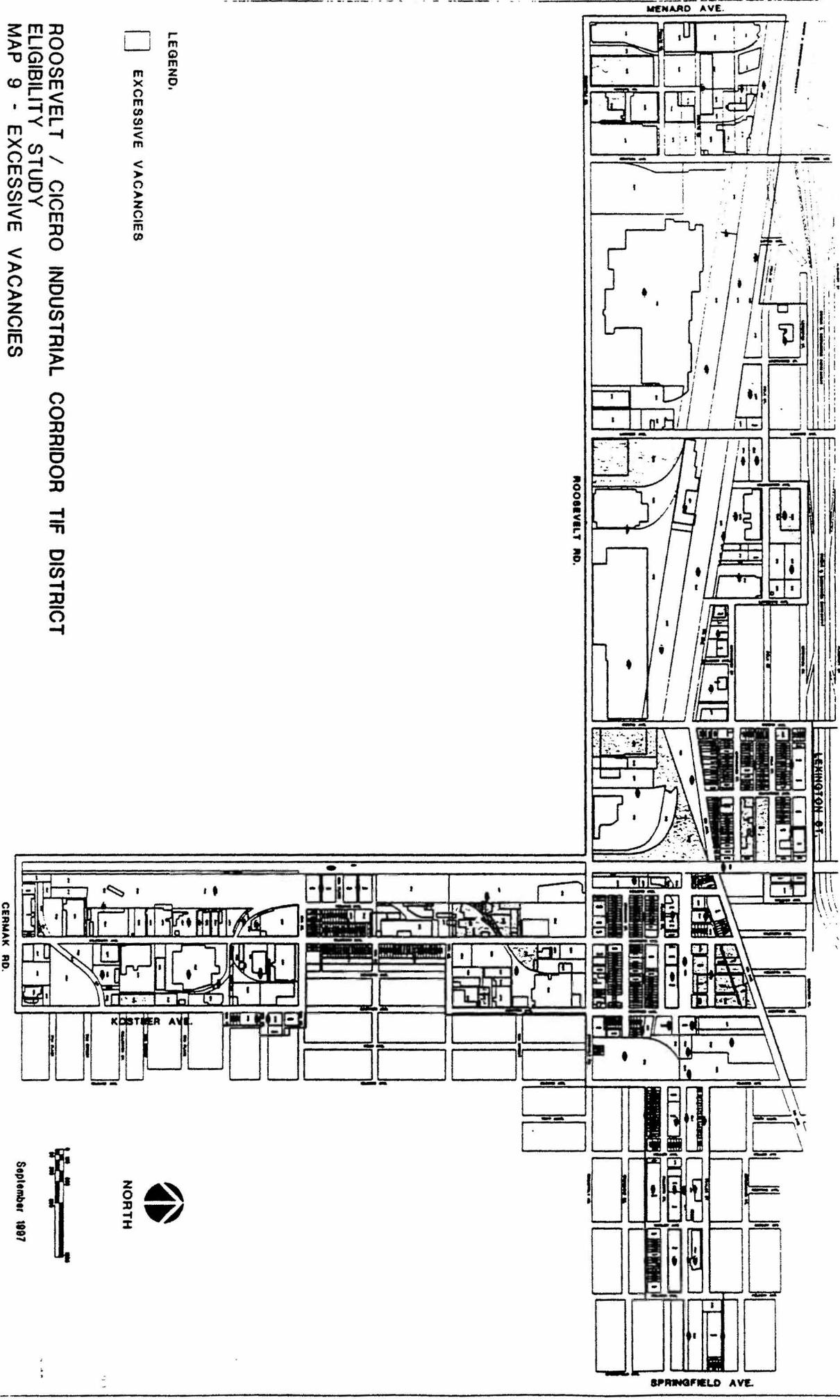
ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 ELIGIBILITY STUDY
 MAP 8 - DETERIORATION



September 1997

ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
ELIGIBILITY STUDY
MAP 9 - EXCESSIVE VACANCIES

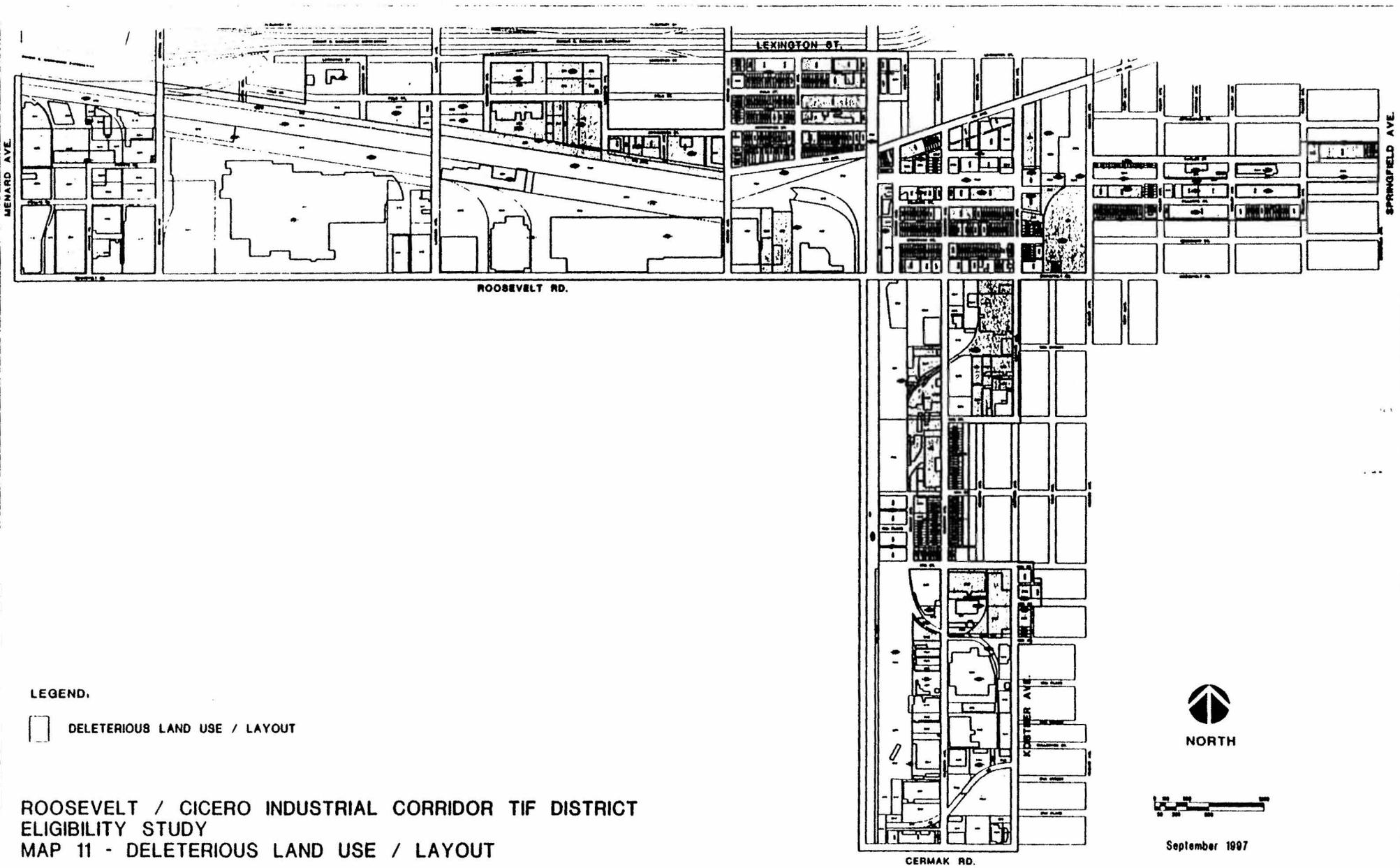
- LEGEND,
□ EXCESSIVE VACANCIES



September 1987



NORTH



LEGEND.

☐ DELETERIOUS LAND USE / LAYOUT

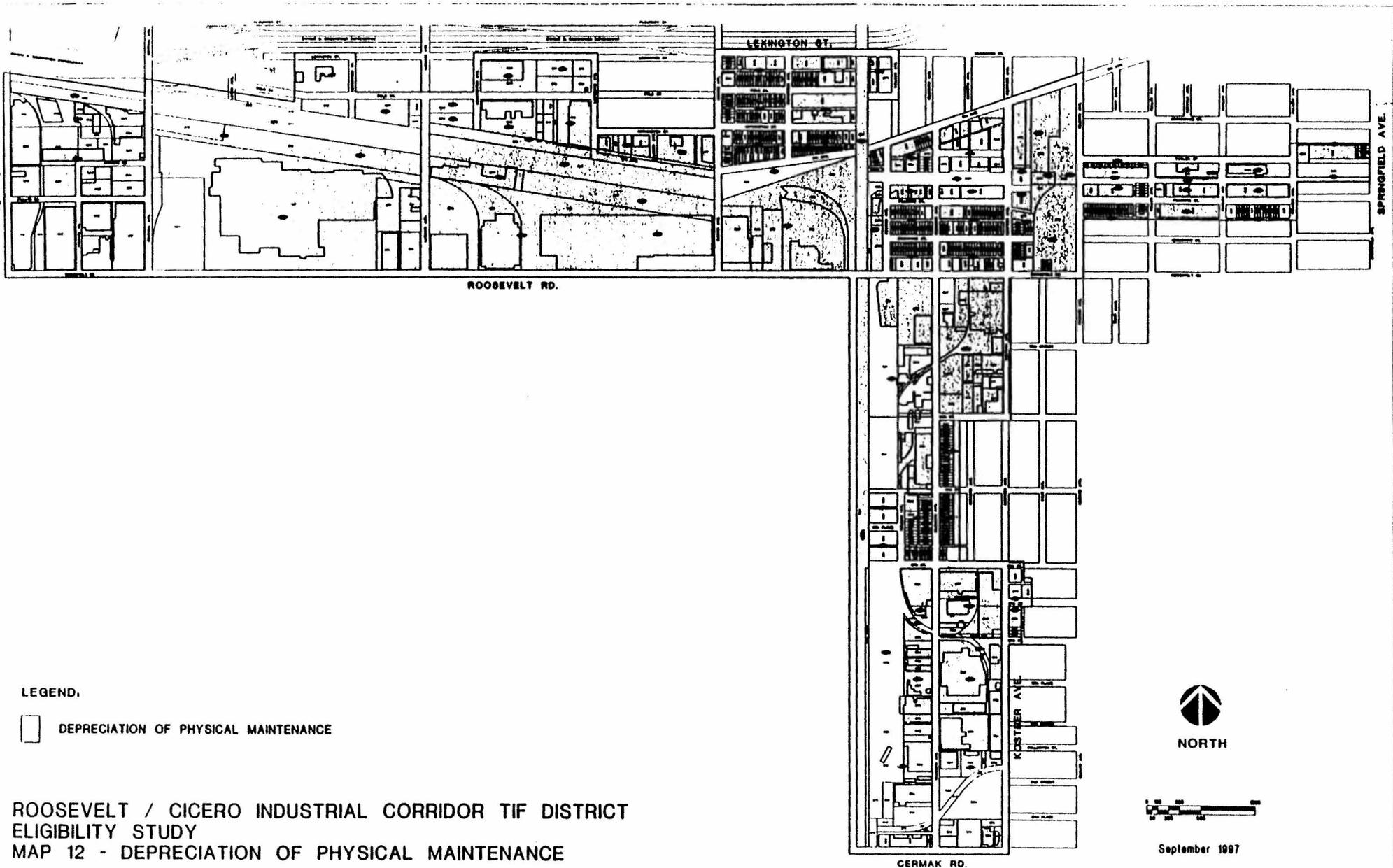
ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 ELIGIBILITY STUDY
 MAP 11 - DELETERIOUS LAND USE / LAYOUT



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September 1997



LEGEND:

DEPRECIATION OF PHYSICAL MAINTENANCE

ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT
 ELIGIBILITY STUDY
 MAP 12 - DEPRECIATION OF PHYSICAL MAINTENANCE



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September 1997