

CITY OF CHICAGO

35TH/HALSTED REDEVELOPMENT PROJECT AREA

TAX INCREMENT FINANCE PROGRAM

REDEVELOPMENT PLAN AND PROJECT

*Passed
City Council
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**CITY OF CHICAGO
RICHARD M. DALEY
MAYOR**

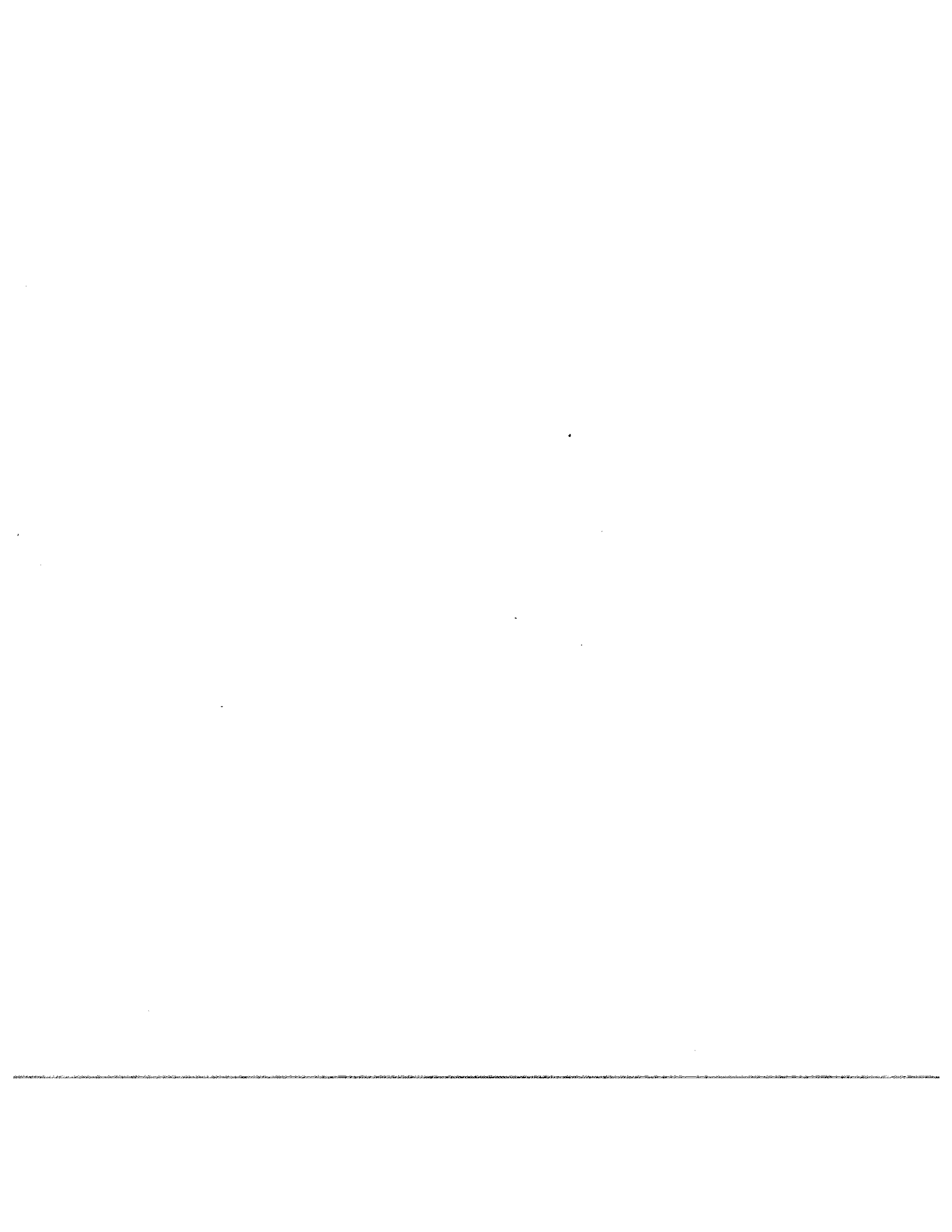
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MAP 3

PROPOSED LAND USE

1. Halsted Street Subarea
2. Morgan Street - Residential Subarea
3. Sangamon Subarea
4. Morgan Street - Industrial Subarea
5. Benson Street Subarea
6. 35th and Ashland Subarea
7. 37th and Iron Subarea
8. Pershing Road Subarea



**REDEVELOPMENT PLAN AND PROJECT FOR
35TH/HALSTED REDEVELOPMENT PROJECT AREA
TAX INCREMENT FINANCING PROGRAM**

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I. INTRODUCTION

The 35th/Halsted Redevelopment Project Area (hereafter referred to as the "Redevelopment Project Area") is located on the near southwest side of the city of Chicago, approximately three to four miles from the central business district; much of it is encompassed by the Stockyards Industrial Corridor. The Redevelopment Project Area comprises approximately 518 acres and includes 63 (full and partial) city blocks. It is generally bounded by 31st and 35th Streets on the north; property fronting Morgan Street and Halsted Street, and the alley between Halsted and Emerald Streets on the east; Pershing Road on the south; and Ashland and Damen Avenues on the west. The boundaries of the Redevelopment Project Area are shown on Map 1, *Redevelopment Project Boundary*.

The Redevelopment Project Area is located within a larger community that was once a major industrial center that included the Union Stock Yards and the Central Manufacturing District (CMD). Its development patterns reflect these earlier land uses. Today, the Redevelopment Project Area still contains primarily industrial, residential, commercial, and institutional land uses. It continues to be well suited for these types of land applications.

The Redevelopment Project Area is well situated within the broader community. It is located near the city's central business district and in proximity to an excellent regional surface transportation network. The Dan Ryan Expressway (Interstate 90/94) is located less than a mile east of the Redevelopment Project Area with access points at both 35th Street and Pershing Road. Through the use of Pershing Road, 31st Street, 35th Street, Ashland Avenue, and Damen Avenue, the Stevenson (Interstate 55) and the Eisenhower (Interstate 290) expressways are located within two to four miles, respectively, from the Redevelopment Project Area.

The major local access routes serving the Redevelopment Project Area include Pershing Road, 31st Street, 35th Street, Halsted Street, and Ashland Avenue. Additionally, the Redevelopment Project Area is well served by public transportation making the site easily accessible to the local work force. The CTA maintains a station nearby at 35th Street on the rapid transit line that runs along the Dan Ryan Expressway, and at Archer Avenue and Halsted Street along the southwest rapid transit line. Also, public transportation is available via CTA buses along Pershing Road, 31st Street, 35th Street, Halsted Street, and Ashland Avenue.

While the Redevelopment Project Area has certain assets, its liabilities are significant and have inhibited the area's overall redevelopment (Exhibit 1). Much of the Redevelopment Project Area is characterized by:

- vacant land;
- vacant buildings, many of which are obsolete due to their old age and design (i.e., multi-story/single-user);
- outmoded platting;
- excessive building bulk and density on some parcels;

- incompatible land uses;
- underutilized property;
- inadequate infrastructure;
- poor property maintenance; and/or
- unused or abandoned railroad rights-of-way.

Consequently, much of the Redevelopment Project Area is in need of redevelopment and/or revitalization. Through the assembly of property and the use of public incentives, large-scale redevelopment and revitalization can be achieved.

Recognizing the redevelopment potential of the Redevelopment Project Area, the City of Chicago is taking action to facilitate its revitalization. The City recognizes that the trend of physical deterioration, obsolescence, depreciation and other blighting influences will continue to weaken the Redevelopment Project Area unless the City itself becomes a leader and a partner with the private sector in the revitalization process. Consequently, the City wishes to encourage private development activity by using tax increment financing as a prime implementation tool.

The purpose of this Redevelopment Plan is to create a mechanism to allow for the development of new residential, industrial, commercial, and mixed-use facilities on existing vacant or underutilized land; the redevelopment and/or expansion of existing viable businesses and industries; and the rehabilitation of existing property. The redevelopment of the Redevelopment Project Area is expected to encourage economic revitalization within the community and the surrounding area.

A. AREA HISTORY

The Redevelopment Project Area is situated within two of Chicago's 77 community areas. The portion east of the Chicago River is located within Bridgeport which is bounded by the Chicago River on the north, the C. & W.I. railroad right-of-way on the east, Pershing Road on the south, and the Chicago River on the west. The portion located west of the Chicago River is part of the McKinley Park community area which is bounded by the Stevenson Expressway (Interstate 55) on the north, the Chicago River on the east, Pershing Road on the south, and the B. & O.C.T. railroad right-of-way on the west.

The early development of both of these communities was influenced primarily by the completion of the Illinois and Michigan Canal in 1848, the Union Stock Yards in 1865, and the Central Manufacturing District in 1908 and 1916. The industrial, residential, commercial, and institutional land use patterns currently reflected within the Redevelopment Project Area are representative of the development patterns that were established early on.

The industrial uses are still concentrated south of 35th Street between Halsted and Ashland in the area of the original CMD which was bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland Avenue on the west. Commercial uses are still

centered along Halsted Street in the vicinity of 35th Street, and the residential community is still located north of 35th Street.

Bridgeport

According to the 1980 *Local Community Fact Book*, Bridgeport became a boomtown in 1848 as a result of the completion of the Illinois and Michigan Canal which linked the City of Chicago with the Mississippi River. Canal-related industries and businesses flocked to the area which was conveniently located near this water transportation route. As stated in the *Local Community Fact Book*, "The chief industry was meat-slaughtering which utilized the ready supply of water in the slaughtering process."

According to *Chicago's Pride: The Stockyards, Packingtown, and Environs in the Nineteenth Century*, "The vast majority of the packinghouses in the late 1860's were located on the southern bank of the South Branch and they dominated life in Bridgeport." With the advent of the Union Stock Yards, the meat packers moved south and west of the yards, encouraged by improved railroad facilities in these locations.

As a result of these early developments, residential and commercial areas grew within the Bridgeport community. By the late 1800's, a small shopping district emerged at the intersection of 35th and Halsted. By the end of the 19th century, according to the *Local Community Fact Book*, ". . . an electric trolley system was introduced in the area, streets were paved, and other public improvements made."

By the early 1900's, the Bridgeport community's industrial base expanded to include part of the CMD which was the first planned industrial development in the United States. According to the Urban Land Institute's *Industrial Development Handbook*, the development was spearheaded by representatives of the Union Stock Yard and Transit Company to attract additional freight for the company's belt rail line which served the Union Stock Yards.

The author of *Chicago: City of Neighborhoods* states that "In 1902, a group of investors headed by Frederick H. Prince began to buy up land north of the Union Stock Yards. The Prince interests had earlier purchased the Union Stock Yard & Transit Company and its belt line railroad, the Chicago Junction Railway . . . In 1905 he announced plans for a new Central Manufacturing District (CMD) . . . The new real estate development proved to be a pioneering effort. The Original East District, along 35th Street and east of Ashland Avenue, was an immediate success. In 1912, the William Wrigley Company moved its chewing gum factory to 35th and Ashland Avenue in the CMD . . . By 1915 other thriving industries had filled the original 265-acre development. A former cabbage patch and lumber yard had been turned into a major industrial complex by the time World War I broke out in the summer of 1914."

The Union Stock Yards, packing houses, and the CMD were an important source of employment for Bridgeport, Back of the Yards and other south side residents. The railroads which served the

various factories and packing houses also employed many community residents. However, by the late sixties and early seventies, this once strong industrial center was in decline. To revitalize the area, the City of Chicago initiated many public improvements to support revitalization in the former Union Stock Yards Area creating the Stockyards Industrial Park. Those city efforts included the use of tax increment financing to facilitate redevelopment.

McKinley Park

McKinley Park is located directly west of Bridgeport and is situated northwest of the old Union Stock Yards site. McKinley Park was originally settled by laborers working on the Illinois and Michigan Canal. The author of *Chicago: City of Neighborhoods* states that "The area quickly developed from a small farming community to an industrial center as Chicago reached out from its origins at the mouth of the river to transform its immediate hinterland."

According to the 1980 *Local Community Fact Book*, significant development of McKinley Park did not occur until 1863 when it was incorporated into the limits of the City of Chicago. Once the Union Stock Yards opened in 1865, workers were attracted to the community. However, the community did not experience rapid growth until the 1880's and 1890's.

By the turn of the century, most McKinley Park residents were employed in the meatpacking industry. Later employment opportunities were available as a result of the development of the CMD bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and Ashland Avenue on the west.

Because of the success of the original CMD development site (the East District), a new area was developed (the Pershing Road District) in 1916 along the south side of Pershing Road between Ashland and Western Avenues. According to *Chicago: City of Neighborhoods*, "The new buildings stood on land bordering the Chicago Junction Railway's classification yards. This was crucial because all CMD tenants agreed to use the railroad for their products. One of the major tenants of the development along Pershing Road . . . was the United States Army, which took up residence in October 1921 . . . [and] remained at this site until 1961."

By the 1920's, McKinley Park had a stable industrial and residential base. However, like the rest of the Stock Yards area, McKinley Park suffered from the loss of jobs in the meatpacking industry and the general decline of the CMD.

Central Manufacturing District

In addition to the Union Stock Yards, the CMD greatly influenced the development of the Bridgeport and McKinley Park communities as well as that of the Redevelopment Project Area. As stated previously, the original East District and the Pershing Road District of the CMD were located within the boundaries of the Redevelopment Project Area. Like the Union Stock Yards, the CMD was an

Original East District, [the] Pershing Road District opened in 1916. Although considerably smaller than the 260-acre Original East District, the Pershing Road District had several unique features:

- a central power unit to provide steam and electric current for light, heat, and power to serve the entire tract;
- a central sprinkler system to protect all structures in the tract and to avoid unsightly tanks;
- a centrally located freight station for convenience of LCL [less than carload] freight originated, or consigned to industries, in the district;
- standardized structural design based on the minimum height of six stories and basement, complete with plumbing, light heat, and sprinkler systems, and high-speed elevators;
- underground traffic system with concrete tunnels which supplemented surface facilities by connecting all buildings with each other and with the central freight station, and which provided fast, safe transport of goods and materials; and
- underground utility system of concrete tunnels which conveyed utilities from the central power unit to all plants, to avoid unsightly surface accessories."

In addition to these unique features, the Pershing Road District included a mile of frontage on Pershing Road with the buildings oriented toward the roadway, and it overlooked beautiful McKinley Park. According to the *Industrial Development Handbook*, these locational characteristics were forerunners of trends developed several decades later in the site planning of modern industrial parks.

D. AREA PROFILE

The Study Area continues to reflect the development and economic influences of the Union Stock Yards and the CMD as evidenced by its current land uses and demographics.

Land Use and Zoning Characteristics

Currently, the primary land uses within the Study Area includes industrial, residential, commercial, institutional, vacant land, and railroad rights-of-way. Generally, the property in the Study Area located north of 35th Street is characterized by lower intensity residential, limited commercial and scattered industrial uses, while the property south of 35th Street is distinguished by higher intensity industrial uses.

According to historical accounts, the area north of 35th Street generally included residential and commercial uses with some industrial activity concentrated along the riverfront. The commercial

Land Use and Zoning Characteristics

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According to historical accounts, the area north of 35th Street generally included residential and commercial uses with some industrial activity concentrated along the riverfront. The commercial uses were concentrated along Halsted Street, in the vicinity of 35th Street. The residential uses were scattered about the area. Generally, this same type of land use pattern still exists today.

As mentioned previously, most of the southern portion of the Redevelopment Project Area was the site of the CMD including the Original East District and the Pershing Road District. This portion is still traversed by railroad spurs as in the early 1900's, some of which are situated in the same locations. Some of the original users attracted to the CMD are still present today.

Given the size and diversity of the Redevelopment Project Area, its zoning is varied. The predominantly industrial and institutional areas are generally zoned for general manufacturing to heavy manufacturing uses (M2-3, M2-4, M3-5) or motor freight terminal uses (C-4). The residential areas are generally zoned for multiple family housing (R3, R4). The zoning for the commercial areas is varied and includes restricted service districts (B4-2), general service districts (B5-3), restricted retail districts (B2-1), local retail districts (B1-1, B1-2), general retail districts (B3-2, B3-3), restricted commercial districts (C1-2, C1-4), and general commercial districts (C2-2, C2-3).

Demographic and Statistical Characteristics

A variety of demographic and other statistical data were collected for the general area in which the Redevelopment Project Area is located. The Census of Population and Housing data for 1980 and 1990 were compiled by the Chicago Area Geographic Information Study (CAGIS) of the University of Illinois at Chicago (Exhibits 2 and 3), and only reflect the census tracts which comprise the sections of the Redevelopment Project Area that contain residents. These census tracts include 6008, 6009, 6013, 6014 in the Bridgeport community area which is bounded by the Chicago River on the north, the C.&W.I. railroad right-of-way on the east, Pershing Road on the south, and the Chicago River on the west; and 5907 which is part of the McKinley Park community area that is bounded by the Stevenson Expressway on the north, the Chicago River on the east, Pershing Road on the south, and the B. & O. railroad right-of-way on the west.

In addition to the population and housing data, selected economic data were collected for the community areas in which the Redevelopment Project Area lies, and primarily reflect information compiled by the Woodstock Institute in its *Focusing In* report published in 1993.

Population and Housing Characteristics

- According to the census tract data, the population within the selected area declined slightly by 0.3% from 11,614 persons in 1980 to 11,582 persons in 1990. The Bridgeport community area experienced a greater population decline of 3.4% while the McKinley Park community area's population increased slightly by 0.4%.
- The total number of housing units within these census tracts decreased by 1.1% from 4,914 units in 1980 to 4,858 units in 1990. During this time period, the Bridgeport community area experienced a decline of 2.5% while the McKinley Park community area's housing decreased by 2.0%.
- Most of the population residing within these census tracts in 1980 (63.7%) and 1990 (62.2%) were renters rather than owners. In 1980, 63.7% of the occupied housing units were rented rather than owned. In 1990, this figure was 62.2%. This trend was reflected in the Bridgeport community area where 57.4% of the occupied housing units were rented in comparison to 60.8% in 1980. The McKinley Park community experienced a higher percentage of owner occupancy. In 1980, only 51.2% of the occupied housing units were rented. By 1990, this percentage decreased to 49.2%.
- Of the vacant buildings identified within these census tracts, 71.0% of them were identified as unused in 1990. In 1980, this figure was only 32.4%. The vacancy rate for these census tracts has increased from 9.2% in 1980 to 10.2% in 1990. This is higher than the vacancy rates for the broader community areas. For Bridgeport, the vacancy rate increased from 7.7% in 1980 to 8.8% in 1990. In the McKinley Park community area, the vacancy rate increased from 7.0% in 1980 to 8.6% in 1990.
- In 1990, almost half of the population (44.8%) residing in these census tracts were either unemployed or not in the labor force. In 1980, the percentage figure was 46.4%. Of the employed persons identified in 1990, the majority of them were employed in administrative support, service, or operator/fabricator/laborer occupations in the retail trade and manufacturing industries.

Economic Characteristics

- According to residential lending data, the Bridgeport and McKinley Park community areas experienced a decrease in home improvement and FHAVA loans during the period of time from 1983 and 1984 to 1991 and 1992. Bridgeport experienced a decrease of 24.9% and 25.8%, respectively, during this time period while McKinley Park exhibited a decline of 17.6% and 21.1%. Both

community areas experienced increases in conventional and multifamily residential loans for this time period.

- In addition to the decrease in certain types of residential lending, residential building permits for repairs and improvements declined within Bridgeport and McKinley Park from the period of time from 1977 and 1981 to 1988 and 1992. Bridgeport experienced a 9.6% decline while McKinley Park exhibited a decrease of 6.8%. However, residential building permits for new construction increased within both community areas, from 67 to 155 in (131.3%) in Bridgeport and from three to 16 (433.3%) in McKinley Park for this same time period.
- While new residential construction increased in Bridgeport and McKinley Park during the period from 1977 and 1981 to 1988 and 1992, the new construction of commercial and industrial buildings declined in both community areas. Bridgeport experienced a decline of 11.1% while McKinley Park experienced a decrease of 50.0% for this time period.
- Commercial lending by municipal depositories decreased in the Bridgeport community area from 0.2% in 1987 to 0.15% in 1991 with the Bridgeport community area dropping in rank, by total funds lent, from 30 to 37. For this same time period, commercial lending in McKinley Park by municipal depositories generally remained constant at approximately 0.1% although the McKinley Park community area decreased in rank, by total funds lent, from 41 in 1987 to 43 in 1991.
- According to employment data tabulated by zip code from 1975 to 1990, the Pilsen zip code area (60608) which is bounded by Roosevelt Road on the north, Halsted Street on the east, 35th Street on the south, California Avenue on the west, and encompasses most of the Redevelopment Project Area, experienced a decline in total employment of 15.7% which was greater than that of the City as a whole which experienced a decline of only 4.4%. During this time period, manufacturing employment decreased by 19.8% in the 60608 zip code area. Retail employment increased slightly by 5.0% for this zip code area which includes commercial districts outside of the Redevelopment Project Area such as Roosevelt Road and 26th Street. For all other employment, zip code 60608 exhibited a decrease of 16.1% which parallels the City's experience of a 16.8% decline.

Summary

According to the demographic data collected, the census tracts in which the Redevelopment Project Area is located are characterized by a static population and housing base with little change having occurred between 1980 and 1990. During this time period, the housing vacancy rate has increased as has the number of vacant properties that were identified as unused. Additionally, almost half

(44.8%) of the work-age population residing within these census tracts were unemployed or not in the labor force in 1990; a condition that has remained static as evidenced by the 1980 figure of 46.4%. The broader area in which the Redevelopment Project Area lies also evidenced corresponding characteristics as reflected by decreases in population, housing, certain types of residential lending, the construction of new commercial and industrial buildings, and employment during the 1980s.

C. TAX INCREMENT ALLOCATION REDEVELOPMENT ACT

An analysis of conditions within this area indicates that it is appropriate for designation as a Redevelopment Project Area, under the State of Illinois Tax Increment Financing legislation. The Redevelopment Project Area is characterized by conditions which warrant its designation as a vacant and an improved "Blighted Area" within the definitions set forth in the Tax Increment Allocation Redevelopment Act (hereafter referred to as the "Act"). The Act is found in 65 ILCS 5/11-74.4-1 et seq., as amended.

The Act provides a means for municipalities, after the approval of a "Redevelopment Plan and Project," to redevelop a blighted conservation area and industrial park of at least 1.5 acres by pledging the increase in tax revenues generated by public and private redevelopment. This increase in tax revenues is used to pay for up-front public costs which are required to stimulate the private investment in new redevelopment and rehabilitation. Municipalities may issue obligations to be repaid from the stream of real property tax increments that occur 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 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 35th/Halsted Redevelopment Project Area Tax Increment Finance Redevelopment Plan and Project (the "Redevelopment 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 Redevelopment Plan sets forth the overall program to be undertaken to accomplish these objectives. This program is the Redevelopment Plan and Project.

This Redevelopment Plan also specifically describes the Redevelopment Project Area. This area meets the eligibility requirements of the Act (see 35th/Halsted Tax Increment Finance Program - Eligibility Study). The Redevelopment Project Area boundaries are described in the Introduction of the Redevelopment Plan and shown in Map 1, *Redevelopment Project Boundary*.

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

The purpose of this Redevelopment 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 blighting 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.

The City of Chicago by the approval of this Redevelopment Plan finds that the Redevelopment Plan conforms to the Comprehensive Plan or that as a city with a population of 100,000 or more, regardless of when the Redevelopment Plan and Project was adopted, the Redevelopment Plan and Project either: (i) conforms to the strategic economic development or redevelopment plan issued by the designated planning authority of the municipality, or (ii) includes land uses that have been approved by the planning commission of the municipality.

There has been no major investment in the Redevelopment Project Area for at least the last five years. The adoption of the Redevelopment Plan will make possible the implementation of a logical program to stimulate redevelopment in the Redevelopment Project Area, an area which cannot reasonably be anticipated to be developed without the adoption of this Redevelopment Plan. Public investments will create the appropriate environment to attract the investment required for the rebuilding of the area. But for the investment of seed funds by the City, the proposed developments would not be financially feasible and would not go forward.

Successful implementation of the Redevelopment Plan and Project requires that the City of Chicago take full advantage of the real estate tax increments attributed to the Redevelopment Project Area as provided in accordance with the Act.

II. REDEVELOPMENT PROJECT AREA DESCRIPTION

The Redevelopment Project Area is located on the southwest side of the City of Chicago, Illinois located approximately four miles south of the City's Central Business District. The Redevelopment Project Area contains approximately 518 acres. The Redevelopment Project Area is generally bounded by 31st and 35th Streets on the north; property fronting Morgan Street and Halsted Street, and the alley between Halsted and Emerald Streets on the east; Pershing Road on the south; and Ashland Avenue on the west.

The boundaries of the Redevelopment Project Area are shown on Map 1, *Redevelopment Project Boundary*; the current land uses are shown on Map 2, *Existing Land Uses*. 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 4.

III. REDEVELOPMENT PROJECT AREA GOALS AND OBJECTIVES

OVERALL GOALS AND OBJECTIVES

Overall goals and objectives are included in this Redevelopment Plan to guide the decisions and activities that will be undertaken to facilitate the redevelopment of the Redevelopment Project Area. They are consistent with the City's *Corridors of Industrial Opportunity* plan adopted by the Chicago Plan Commission in March 1995. A subsequent section of this Redevelopment Plan identifies more detailed objectives for the redevelopment of specific portions of the Redevelopment Project Area. Many of these goals and objectives can be achieved through the effective use of local, state, and federal mechanisms.

GENERAL GOALS

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

- Improve the quality of life in Chicago by improving the economic vitality of the Redevelopment Project Area.
- Provide sound economic development in the Redevelopment Project Area.
- Create an environment within the Redevelopment Project Area that will contribute to the health, safety and general welfare of the city, and preserve or enhance the value of properties in the area.
- Create a suitable location for housing, business, and industry.
- Provide an accessible and attractive physical environment that is conducive to new development.
- Redevelop underutilized properties.
- Develop vacant land.
- Assemble properties to create an environment for furthering private investment.
- Attract new businesses, and retain and encourage the expansion of and/or modernization of existing viable businesses.

- Create and preserve quality job opportunities.
- Encourage a diversified economy which provides an array of employment opportunities.
- Create a secure, functional, and attractive environment for businesses, employees, and residents.
- Achieve desirable changes of land use through a coordinated public/private effort.

REDEVELOPMENT OBJECTIVES

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

- Reduce or eliminate those conditions which qualify the Redevelopment Project Area as a blighted area.
- Enhance the tax base of the City of Chicago and of the other taxing districts which extend into the Redevelopment Project Area by encouraging private investment in new development, and by facilitating the redevelopment of underutilized property.
- Strengthen the economic well being of the Redevelopment Project Area and the City by increasing business activity, taxable values, and job opportunities.
- Enhance the business, industrial, and residential activity in the Redevelopment Project Area by providing additional public and private infrastructure improvements and other relevant and available assistance necessary to achieve successful new development and redevelopment.
- Provide needed incentives to encourage a broad range of improvements for both new development and the rehabilitation of existing buildings.
- Enhance the marketability of the Redevelopment Project Area through the use of City programs.
- Establish a mechanism, with an appropriate level of resources, to effectively market the Redevelopment Project Area, particularly the industrial and commercial components, to suitable entities and/or users.

- Improve local and state roadways to enhance circulation within and around the Redevelopment Project Area and to strengthen its visual appeal along heavily traveled routes.
- Eliminate unnecessary streets, alleys, and railroad rights-of-way to increase the amount of land available for private investment and redevelopment.
- Eliminate any existing environmental contamination through the remediation of affected sites.
- Encourage the participation of minorities and women in the development of the Redevelopment Project Area.

DESIGN OBJECTIVES

Although overall goals and redevelopment objectives are important in the process of redeveloping such a large area, the inclusion of design guidelines is necessary to ensure that redevelopment activities result in the development of an attractive and functional environment. The following design objectives give a generalized and directive approach to the development of specific redevelopment projects.

- Establish a pattern of land use activities arranged in compact and compatible groupings to increase efficiency of operation and economic relationships.
- Encourage the coordinated development of parcels and structures in order to achieve attractive and efficient building design, unified off street parking, adequate truck and service facilities, and appropriate access to nearby arterial streets.
- Achieve development which is integrated both functionally and aesthetically with adjacent and nearby existing development.
- Ensure a safe and functional 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 establish identifiable subareas within the Redevelopment Project Area to facilitate the marketability of property.

IV. BLIGHTED AREA CONDITIONS EXISTING IN THE REDEVELOPMENT PROJECT AREA

The Act states that a "blighted area" means any improved or vacant area within the boundaries of a Redevelopment Area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of five or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning, are detrimental to the public safety, health, morals or welfare; or, if vacant, the sound growth of the taxing districts is impaired by (1) a combination of 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; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused rail yards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least five years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which was removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within five years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) above, and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

Based upon surveys, site inspections, research and analysis by Louik/Schneider & Associates, Inc., the Redevelopment Project Area qualifies as a vacant and improved Blighted Area as defined by the Act; it contains areas that are both vacant and improved. Vacant land exists throughout the Redevelopment Project Area in small parcels or groups of parcels. These parcels because of their dispersed nature and small size were considered part of the improved portion of the Redevelopment Project Area. However, large tracts of vacant land and unused land also exist. These tracts of land were reviewed under the vacant land provisions of the Act.

A separate report entitled "City of Chicago 35th/Halsted Tax Increment Financing Program Eligibility Study," dated July 9, 1996, describes in detail the surveys and analyses undertaken and the basis for the finding that the Redevelopment Project Area qualifies as a vacant and improved Blighted Area as defined by the Act. The majority of the Redevelopment Project Area is characterized by the

presence of vacant or improved area blighted eligibility factors listed in the Act for a Blighted Area. Summarized below are the findings of the Eligibility Report.

SUMMARY OF VACANT BLIGHTED AREA ELIGIBILITY FACTORS

The largest single tract of vacant land within the Redevelopment Project Area is located between 31st Place on the north, just north of 34th Place on the south, Benson Street/33rd Street/Racine Avenue on the west and the South Fork of the South Branch of the Chicago River on the east. This portion of the Redevelopment Project Area contains 21 vacant contiguous parcels covering four full and partial blocks and containing 29 acres of vacant land.

This part of the Redevelopment Project Area qualifies as a vacant Blighted Area because it evidences a combination of two or more of the following vacant blighted area eligibility 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

Of these factors, the vacant portion of the Redevelopment Project Area exhibits: 1) obsolete platting; and 2) diversity of ownership.

1. OBSOLETE PLATTING OF VACANT LAND

The vacant portion of the Study Area consists of 21 tax parcels which contain a total of 21 lots. Only one parcel is of sufficient size for contemporary industrial uses; however it is of trapezoidal shaped. The second parcel is a very small and almost square parcel of approximately 10,000 square feet. The last parcel is an L-shaped parcel which makes industrial development extremely unlikely to occur. Therefore, obsolete platting is a factor within the vacant portion of the Study Area.

2. DIVERSITY OF OWNERSHIP OF VACANT LAND

Diversity of ownership is present in the vacant area. Of the 21 parcels, there are seven multiple property owners. The number of different owners would impeded the ability of a developer to assemble the land for development meeting contemporary development standards.

In addition to these vacant blighted area eligibility criteria, the vacant portion of the Redevelopment Project Area also qualifies as a vacant blighted area under the criteria that 1) the area consists of unused rail yards, rail tracks or railroad rights-of-way, and 2) the area consists of an unused disposal site containing debris from construction demolition, excavation or dredge sites. Of these criteria, only one needs to be significantly present in the vacant area to qualify as a vacant blighted area.

1. **THE AREA CONSISTS OF UNUSED RAIL YARDS, RAIL TRACKS OR RAILROAD RIGHTS-OF-WAY.**
The vacant portion of the Study Area is a former railyard. There are numerous rail rights-of-way that run through the center of the vacant area.
2. **THE AREA CONSISTS OF UNUSED DISPOSAL SITE CONTAINING DEBRIS FROM CONSTRUCTION DEMOLITION, EXCAVATION, OR DREDGE SITES.**
The vacant area of the Study Area is covered with debris and construction materials, and is engulfed with waste resulting from fly-dumping.

SUMMARY OF IMPROVED BLIGHTED AREA ELIGIBILITY FACTORS

Ten improved blighted area eligibility criteria are present in a varying degree throughout the Redevelopment Project Area.

The conclusions of each of the factors that are present within the Redevelopment Project Area are summarized below.

1. **AGE**
Age, as reflected by buildings 35 years or older, is present throughout the Study Area. Of the 720 buildings located within the Study Area, 642 of them or 89% are 35 years or older. Age is present to a major extent in 59 of the 61 blocks, and present to a minor extent in 1 of the 61 blocks.
2. **DILAPIDATION**
Dilapidation, an advanced state of disrepair of buildings and improvements, is present throughout the Study Area. This factor is present to a major extent in 53 of the 61 blocks, present to a minor extent in 10 of the 61 blocks, and exhibited in 297 of the 720 buildings located within the Study Area.
3. **OBSOLESCENCE**
Obsolescence, both functional and economic, is present throughout the Study Area. This factor is present to a major extent in 34 of the 61 blocks, and present to a minor extent in 17 of the 61 blocks. Within the Study Area, many parcels are of inappropriate size or shape, public improvements such as alleys and street widths are inadequate, and structures are incapable of efficient or economic use according to contemporary standards.
4. **DETERIORATION**
Deterioration is present in structures with physical deficiencies or site improvements requiring major treatment or repair. This factor is present to a major extent in 57 of the 61 blocks, present to a minor extent in 3 of the 61 blocks, and exhibited in 635 of the 720 structures located within the Study Area.

5. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards are present to a limited extent in 16 of the 61 blocks within the Study Area. Of the 720 buildings located in the Study Area, 26 of them were identified as being below minimum code standards.

6. EXCESSIVE VACANCIES

Excessive vacancy is a factor throughout the Study Area. Excessive vacancies, including completely and partially vacant structures, are present to a major extent in 22 of the 61 blocks, and present to a minor extent in 26 of the 61 blocks.

7. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES

Overcrowding of structures and community facilities is present to a very limited extent in the Study Area; it is present in 1 of the 61 blocks.

8. LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES

Structures in the Study Area exhibiting inadequate ventilation or light are those with no windows or having boarded-up windows. This factor is present to a major extent in 15 of the 61 blocks, and present to a minor extent in 22 of the 61 blocks. Based on exterior building surveys, 178 of the 720 buildings in the Study Area were identified as having inadequate ventilation or light.

9. INADEQUATE UTILITIES

Evidence of inadequate utilities is present to a minor extent in 16 of the 61 blocks located within the Study Area.

10. EXCESSIVE LAND COVERAGE

Excessive land coverage, manifested by the over-intensive use of property and the crowding of buildings and accessory facilities onto a site, is present throughout the Study Area. The factor is exhibited to a major extent in 32 of the 61 blocks, and present to a minor extent in 20 of the 61 blocks. Of the 720 buildings located within the Study Area, 349 exhibited this factor.

11. DELETERIOUS LAND USE OF LAYOUT

Deleterious land uses include all instances of incompatible land use relationships, buildings occupied by inappropriate mixed uses, or uses which may be considered noxious, offensive, or environmentally unsuitable. Deleterious layout is evidenced by the improper or obsolete platting of land, inadequate street layout, and parcels of inadequate size or shape to meet contemporary development standards. This factor is present to a major extent in 45 of the 61 blocks, and present to a minor extent in 8 of the 61 blocks within the Study Area.

12. DEPRECIATION OF PHYSICAL MAINTENANCE

Depreciation of physical maintenance, manifested by substantial deferred maintenance and lack of maintenance of buildings, parking areas and streets, is present to a major extent in all of the

61 blocks within the Study Area. Of the 1040 parcels in the Study Area, 938 of them exhibit this factor.

13. LACK OF COMMUNITY PLANNING

Given that the proposed Redevelopment Project Area was developed prior to or without the guidance of a community plan, lack of community planning is present to a major extent in 39 of the 61 blocks in the Study Area.

Of the 61 blocks located within the Redevelopment Project Area, the following improved blighted area eligibility factors are present to major and minor extent.

FACTORS	PRESENT TO A MAJOR EXTENT	PRESENT TO A MINOR EXTENT
1. Age	59	1
2. Dilapidation	53	10
3. Obsolescence	34	17
4. Deterioration	57	3
5. Illegal use of individual structures	0	0
6. Presence of structures below minimum code standards	0	16
7. Excessive vacancies	22	26
8. Overcrowding of structures and community facilities	0	1
9. Lack of ventilation, light, or sanitary facilities	15	22
10. Inadequate utilities	0	16
11. Excessive land coverage	32	20
12. Deleterious land-use or layout	45	8
13. Depreciation of physical maintenance	61	0
14. Lack of community planning	39	0

CONCLUSION

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

- Of the seven factors set forth in the law for vacant land, two are present in the vacant portions of the Redevelopment Project Area.

- All portions of the vacant area of the Redevelopment Project Area are impacted by one or the other of the three blighting factors for vacant land.
- Of the 14 factors for an improved Blighted Area set forth in the law, 10 are present in the Redevelopment Project Area and only five are necessary for designation as a Blighted Area.
- The improved blighted area factors which are present are reasonably distributed throughout the improved portion of the Redevelopment Project Area.
- All improved areas within the Redevelopment Project Area show the presence of improved blighted area factors.

All blocks in the Redevelopment Project Area evidence the presence of some eligibility factors. The eligibility findings indicate that the Redevelopment Area is blighted and in need of revitalization and that designation as a redevelopment area will contribute to the long-term well being of the City. All factors indicate that the area on the whole has not been subject to growth and development through investments by private enterprise, and will not be developed without action by the City.

The analysis above was based upon data assembled by Louik/Schneider & Associates, Inc., Macando Corp., and Cityworks Planning Group, Inc. The surveys, research and analysis conducted include:

1. Exterior surveys of the condition 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 use 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 requested from the Department of Buildings for all structures in the Study Area over the last ten years;

8. Evaluate the Equalized Assessed Valuation for the last five years;
9. Collect and compile the Census of Population and Housing data through the Chicago Area Geographic Information Study of the University of Illinois at Chicago; and
10. Assemble historical economic data compiled by the Woodstock Institute.

Based upon the findings of the Eligibility Study for the 35th/Halsted Study Area, the Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of this Redevelopment Plan. But for the participation of investment of seed funds by the City, the proposed developments would not be financially feasible and would not go forward.

V. 35TH/HALSTED REDEVELOPMENT PLAN AND PROJECT

A. GENERAL LAND USE PLAN

The Land Use Plan identifies the proposed land uses that will be in effect upon adoption of this Redevelopment Plan (Map 3). The major land use categories for the Redevelopment Project Area include commercial, residential, industrial, and mixed-uses. The location of all major thoroughfares and major street rights-of-way are subject to change and modification as specific redevelopment projects are undertaken.

This Redevelopment Plan and the proposed projects described herein will be approved by the Chicago Plan Commission prior to the adoption of this Redevelopment Plan, and are consistent with the City's *Corridors of Opportunity: A Plan for Industry in Chicago's South Side*. The general land uses proposed for the Redevelopment Project Area are described by subarea.

HALSTED STREET SUBAREA

The Halsted Street subarea is bounded by 31st Street on the north, the alley between Halsted Street and Emerald Avenue on the east, 37th Street on the south, and the alley between Halsted and Green Streets and on the west (Map 3). It encompasses a long-established neighborhood shopping district that originally developed in the late 1800's. The predominant land uses within this subarea are ground floor commercial and upper floor residential. It is characterized by vacant storefronts, scattered vacant buildings and parcels, small lots, limited off-street parking, and the lack of commercial continuity among the ground floor uses. Additionally, the volume and speed of traffic along Halsted Street impacts a shopper's ability to easily cross the street.

While this subarea reflects certain blighting characteristics, it continues to be well suited for commercial and residential development based on existing land use patterns, the availability of vacant and underutilized properties suitable for commercial/residential rehabilitation, and its adjacency to a stable neighborhood. Consequently, this subarea is designated to accommodate primarily convenience-type commercial and upper floor residential uses.

MORGAN STREET SUBAREA

The Morgan Street subarea includes all property fronting on Morgan Street between 31st Street on the north and 35th Street on the south, and all property fronting the south side of 35th Street between Morgan Street on the west and the alley between Lituanica Avenue and Halsted Street on the east (Map 3).

Currently, the primary land use along Morgan Street is residential although, in the past, it was dominated by commercial uses. Like the Halsted Street shopping district, Morgan Street's commercial base has shrunk as a result of the overall area's changing economic base. This section of the subarea is characterized by scattered vacant buildings, and aging infrastructure. Additionally, the use of Morgan Street as a vehicular bypass to the Halsted Street commercial area results in high speed through traffic that presents a conflict with residential uses. The primary land uses along 35th Street within the subarea include a mix of industrial and residential. Consequently, this portion of the subarea is characterized by incompatible land uses.

While this subarea is in need of certain improvements to stimulate redevelopment, it continues to be suited to predominantly residential uses. It is envisioned that Morgan Street will be transformed into a residential street, and the industrial uses along 35th Street will be replaced by residential.

SANGAMON STREET SUBAREA

The Sangamon Street subarea is generally bounded by 37th Place on the north, the alley between Halsted Street and Emerald Avenue on the east, Pershing Road on the south, and Morgan Street on the west; and includes the properties fronting on Halsted Street between 37th Street and 37th Place as well as the properties fronting on the east side of Morgan Street from the alley between 35th Street and 35th Place on the north and 37th Place on the south (Map 3).

Development within this subarea generally has been light industrial in nature with uses supporting the heavy industrial activities located in the surrounding area. This subarea has long been a transition zone buffering the commercial and residential areas on the north and east from the heavy industrial uses on the south and west. It is anticipated that the successful redevelopment of this subarea will occur relative to the successful redevelopment of the surrounding heavy industrial areas. Consequently, redevelopment is anticipated to be targeted toward industrial-support uses.

MORGAN STREET INDUSTRIAL SUBAREA

The Morgan Street Industrial subarea is bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and the Chicago River on the west (Map 3). Historically, this subarea has consisted of industrial land uses, and was originally developed, beginning in 1905, as an industrial district. Its boundaries reflect the boundaries of the eastern half of the Original East District of the CMD. Currently, this subarea is characterized by inadequate roadway infrastructure, a lack of identity, buildings unsuitable for redevelopment for modern industrial uses, and the poor condition of some buildings.

The Morgan Street Industrial subarea continues to be well suited to industrial development given its history as an industrial area, the surrounding land use patterns, its proximity to an excellent surface transportation network, and the presence of vacant and underutilized property suitable for

industrial development. It is envisioned that this subarea will be transformed into a cohesive, modern industrial park.

BENSON PARK SUBAREA

The Benson Park subarea is bounded by 31st Place, Benson Street, 33rd Street, and 34th Place on the north; Racine Avenue and the alley between Carpenter and Morgan Streets on the east; 35th Street on the south; and the Chicago River on the west (Map 3). Historically, this subarea has been dominated by industrial land uses. However, its current primary land uses include vacant land, vacant industrial buildings, underutilized parking lots which used to serve the industrial uses, and scattered commercial uses.

New industrial development within this subarea is unlikely to occur in the future given the subarea's constraints which include: 1) the limited amount of vacant land available for development in comparison to the surrounding area which offers an abundance of opportunities that are better suited to modern industrial development, and 2) its adjacency to an established residential neighborhood. Consequently, this subarea has been designated for residential development to take advantage of its access along the Chicago River and its adjacency to a stable residential neighborhood.

35TH AND ASHLAND SUBAREA

The 35th and Ashland subarea is bounded by 33rd Street on the north, the Chicago River on the east, 35th Street on the south, and Ashland Avenue on the west (Map 3). The predominant land uses within this subarea have always been industrial, and included warehouse, trucking, and other industrial-oriented uses. Currently, this subarea is characterized by vacant and underutilized properties, and incompatible residential development on a limited scale.

While this subarea exhibits certain blighting characteristics, it has the potential for large-scale redevelopment, with the assistance of public improvements or incentives. Given its internal land use patterns and its adjacency to other industrial subareas, this subarea has been designated for industrial uses.

37TH AND IRON SUBAREA

The 37th and Iron subarea is bounded by 35th Street on the north, the Chicago River on the east, Pershing Road on the south, and Ashland Avenue on the west (Map 3). This subarea was part of the Original East District of the Central Manufacturing District development, and has consistently accommodated industrial uses. Currently, this subarea is characterized by inadequate infrastructure in some portions; scattered multistory, old industrial buildings unsuitable for modern industrial uses; and scattered vacant land. Given that this subarea is still well suited for industrial development, it

has been designated for industrial uses. It is envisioned that this subarea will be transformed into a modern industrial park.

PERSHING ROAD SUBAREA

The Pershing Road subarea is bounded by Pershing Road on the north, private property on the south, the vacated channel of the Chicago River on the south, and private property on the west (Map 3). This subarea was the site of the Pershing Road District of the CMD, and has always been industrial in nature. Currently, this subarea is characterized by several vacant, multistory old industrial buildings which may be unsuitable for modern industrial uses, and it lacks parking. While this area has redevelopment potential given the amount of existing vacant and underutilized property, it is not easily developable due to the costs associated with rehabilitating or demolishing the structures. Its chances of being developed for new industrial uses are unknown without further study. Consequently, this subarea has been designated for industrial and compatible mixed-uses.

B. REDEVELOPMENT PLAN AND PROJECT STRATEGIES BY SUBAREA

For planning and programming purposes, the Redevelopment Project Area is divided into subareas based on the similarity and the character of the existing and/or proposed land uses and development activities. For each subarea, specific redevelopment objectives addressing private actions and public improvements have been identified. Implementation of the Redevelopment Plan and Project will be undertaken on a phased basis.

Within the Redevelopment Project Area, there are eight distinct subareas, each characterized by a predominant type of land use. The following table summarizes the subareas by the existing and proposed primary land uses.

SUBAREA	EXISTING PRIMARY LAND USES	PROPOSED PRIMARY LAND USES
Halsted Street	Ground Floor Commercial Upper Floor Residential	Ground Floor Commercial Upper Floor Residential
Morgan Street	Residential Commercial	Residential Limited Commercial
Sangamon Street	Industrial	Industrial
Morgan Street Industrial	Industrial	Industrial

Benson Park	Industrial Vacant Land	Residential
35th and Ashland	Industrial	Industrial
37th and Iron	Industrial	Industrial
Pershing Road	Industrial Institutional	Mixed-Use

HALSTED STREET SUBAREA

The Halsted Street subarea is bounded by 31st Street on the north, the alley between Halsted Street and Emerald Avenue on the east, 37th Street on the south, and the alley between Halsted and Green Streets and on the west (Map 2). It is designated primarily for convenience-type commercial and upper floor residential uses which is a continuation of the existing dominant land uses.

This subarea is characterized by vacant storefronts, scattered vacant buildings and parcels, small lots, limited off-street parking, and the lack of commercial continuity among the ground floor uses. Additionally, the volume and speed of traffic along Halsted Street impacts a shopper's ability to easily cross the street. With the advent of nearby shopping malls, this neighborhood commercial district has declined and its geographic area has decreased. To achieve successful redevelopment, improvement of the subarea is necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the development of convenience-type commercial uses along Halsted Street by promoting the characteristics of this neighborhood shopping district that are well suited to such development.
- Encourage the development of live/work space along Halsted Street by promoting the shopping district's abundance of structures offering ground floor commercial and upper floor residential space.
- Improve the continuity of ground floor uses and the convenience of shoppers by encouraging the consolidation of commercial activities within a compact area.
- Facilitate the unification of signage along the commercial corridor.
- Improve the safety and security of shoppers and residents along the commercial corridor.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the development of a long-term program to market and promote the commercial area to smaller, independent commercial establishments.
- Facilitate the assembly of vacant land and underutilized properties to create redevelopment sites for commercial users.
- Limit ground floor activities to commercial uses and upper floor activities to residential uses through appropriate governmental tools.
- Provide a mechanism to facilitate the redevelopment of existing structures for ground floor commercial and upper floor residential uses.
- Create financing programs that encourage the rehabilitation and/or reuse of vacant buildings.
- Facilitate safer pedestrian crossings and accessibility to both sides of Halsted Street through sidewalk and other physical improvements within the right-of-way.
- Redesign the Halsted Street right-of-way to accommodate streetscaping amenities.
- Install appropriate streetscaping amenities to enhance and unify the shopping district.
- Use existing public programs to facilitate the rehabilitation of facades and improve commercial signage.
- Identify all possible methods and available opportunities to increase consumer and employee parking within the shopping district, and facilitate the development of additional parking (i.e., shared lots between different users, angle parking on side streets with wide rights-of-way, new parking areas).

MORGAN STREET SUBAREA

The Morgan Street subarea includes all property fronting on Morgan Street between 31st Street on the north and 35th Street on the south, and all property fronting the south side of 35th Street between Morgan Street on the west and the alley between Litanica Avenue and Halsted Street on the east (Map 2). It is designated for residential development, promoting the area's changeover from commercial uses.

Along Morgan Street, this subarea is characterized by scattered vacant buildings, and aging infrastructure. Additionally, the use of Morgan Street as a vehicular bypass to the Halsted Street commercial area results in high speed through traffic that presents a conflict with residential uses. The 35th Street portion of this subarea is characterized by incompatible uses with residential and industrial land uses mixed together. To facilitate the redevelopment of the Morgan Street subarea as residential, certain improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Support residential redevelopment of commercial land uses, where appropriate.
- Encourage the retention of the strong, compatible commercial uses existing along Morgan Street by promoting their presence as amenities to existing and new residents.
- Encourage the rehabilitation of existing structures, and the development of existing vacant lots, for residential uses.
- Create a physical environment that is conducive to residential development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for residential redevelopment.
- Create a financing program that encourages the rehabilitation and/or reuse of vacant and underutilized buildings.
- Increase the sidewalk area of the Morgan Street right-of-way to accommodate streetscaping such as pedestrian-scale lighting and appropriate vegetation, and to reduce the speed and volume of traffic.
- Encourage the preservation of the existing architectural character, and discourage new commercial development, through the use of governmental mechanisms.
- Encourage the continuation of multifamily residential development along 35th Street.

SANGAMON STREET SUBAREA

The Sangamon Street subarea is generally bounded by 37th Place on the north, the alley between Halsted Street and Emerald Avenue on the east, Pershing Road on the south, and Morgan Street on the west; and includes the properties fronting on Halsted Street between 37th Street and 37th Place as well as the properties fronting on the east side of Morgan Street from the alley between 35th Street and 35th Place on the north and 37th Place on the south (Map 2). Most of this subarea is included within the Stockyards Industrial Corridor. Redevelopment is anticipated to be targeted toward industrial-support uses consistent with existing development and the policy recommendations presented in the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*; taking into account the dramatic change in land uses from commercial and residential on the north to heavy industrial on the south.

Development within the Sangamon Street subarea generally has been light industrial in nature with uses supporting the heavy industrial activities located in the surrounding area. This subarea has long been a transition zone buffering the commercial and residential areas on the north and east from the heavy industrial uses on the south and west. It is anticipated that the successful redevelopment of this subarea will occur relative to the successful redevelopment of the surrounding heavy industrial areas. The recommended public improvements for this area target its unattractiveness and incompatible uses.

Specific Redevelopment Objectives: Private Actions

- Encourage the rehabilitation of existing structures, and the development of vacant lots, for new industrial-support uses or the expansion of existing viable industries.
- Encourage the retention of existing viable industrial uses.
- Create a physical environment that is conducive to the development of industrial-support uses.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial-support uses.
- Buffer adjacent residential properties to screen on-site industrial activities from new development or redevelopment.

- Encourage the screening and buffering of outside storage uses along Halsted Street using governmental tools.
- Facilitate the elimination of environmental contaminants if present.

MORGAN STREET INDUSTRIAL SUBAREA

The Morgan Street Industrial Subarea is bounded by 35th Street on the north, Morgan Street on the east, Pershing Road on the south, and the Chicago River on the west (Map 2), and is completely incorporated in the Stockyards Industrial Corridor. This subarea is designated for industrial uses consistent with existing development patterns and the policy recommendations presented in the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*.

The Morgan Street subarea was part of the Original East District of the CMD development. It is characterized by inadequate roadway infrastructure, a lack of identity, buildings unsuitable for redevelopment for modern industrial uses, and the poor condition of some buildings. To achieve successful redevelopment, improvement of this subarea is necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the redevelopment of underutilized and vacant parcels through the expansion of existing viable industrial uses and the construction of new industrial uses.
- Promote the amenities of the subarea that make it attractive for industrial development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial uses.
- Facilitate the rehabilitation and expansion of existing buildings and businesses through the use of established public programs and other relevant assistance.
- Establish an identifiable gateway, using signage, landscaping, and other mediums, in the vicinity of the key intersections of Racine Avenue and 35th Street, and Racine Avenue and Pershing Road, which defines the area as a cohesive industrial unit.

- Reconstruct and remove unused railroad crossings along Racine Avenue between 37th Street and Pershing Road.
- Conduct a street-by-street inspection of the subarea to determine existing conditions, and develop a timetable for improvements.
- Improve roadways that are substandard or in poor condition.
- Install applicable streetscaping improvements throughout the subarea to help define the area as a cohesive industrial unit and to improve its visual appeal.
- Facilitate the elimination of environmental contaminants if present.

BENSON PARK SUBAREA

The Benson Park subarea is bounded by 31st Place, Benson Street, 33rd Street, and 34th Place on the north; Racine Avenue and the alley between Carpenter and Morgan Streets on the east; 35th Street on the south; and the Chicago River on the west (Map 2), and includes more than 30 acres of land. It has been designated for residential uses.

Most of this subarea consists of vacant land in odd configurations, surrounded by piecemeal residential development to the north and established residential uses to the east. The 35th Street portion of this subarea is characterized by vacant buildings including single-user, multistory industrial structures; scattered commercial uses; and underutilized parking lots interspersed with residential uses.

Given the amount of existing vacant land and riverfront access, this subarea has large-scale redevelopment potential as a new residential community. However, to facilitate its successful redevelopment, public improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the development of a single-family residential environment similar in scale to the surrounding residential uses.
- Promote the subarea's amenities which make it attractive for new residential development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the assembly of vacant land and underutilized properties for redevelopment as residential uses.
- Ensure that private development occurs in a planned and cohesive manner through the use of governmental tools.
- Ensure the development of a comprehensive roadway system within this subarea, using governmental tools, as redevelopment occurs.
- Facilitate the development of the riverfront for passive recreational uses in accordance with the City's riverfront design guidelines.
- Buffer new residential development within this subarea from the active industrial uses directly south of 35th Street.
- Encourage the adaptive reuse of property along 35th Street within the subarea that is compatible with both the low-intensity residential uses to the north and the high-intensity industrial uses to the south.
- Facilitate the remediation of the environment if contaminants are present.

35TH AND ASHLAND SUBAREA

The 35th and Ashland subarea is bounded by 33rd Street on the north, the Chicago River on the east, 35th Street on the south, and Ashland Avenue on the west (Map 2). It is designated for industrial uses in keeping with existing land uses.

This subarea is characterized by vacant and underutilized properties, and incompatible residential development on a limited scale. Given these characteristics, it has the potential for large-scale redevelopment. However, to achieve its successful redevelopment, public improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage the redevelopment of underutilized and vacant property for modern industrial uses in order to take advantage of the area's highly visible location along 35th Street, Ashland Avenue, and the Chicago River.

- Promote the subarea's amenities that make it attractive for industrial development such as its frontage along 35th Street, Ashland Avenue, and the Chicago River.
- Provide an environment that is conducive to modern industrial development.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Use governmental tools to discourage new residential development, and eliminate, over time, existing incompatible residential uses.
- Provide a mechanism to facilitate the redevelopment of incompatible residential uses to accommodate modern industrial uses.
- Eliminate unnecessary streets, alleys, and other rights-of-way to increase the amount of land available for private investment.
- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial uses.
- Facilitate the remediation of the environment if contaminants are present.
- Encourage the improvement of the riverfront, as redevelopment occurs over time, in accordance with the City's riverfront design guidelines.
- Establish an identifiable gateway, using signage and other mediums, in the vicinity of the key intersection of 35th Street and Ashland Avenue to promote the Redevelopment Project Area as a unified industrial unit.
- Improve the attractiveness of the 35th Street and Ashland Avenue frontages through the use of appropriate streetscaping amenities consistent with the treatment of the Redevelopment Project Area as a whole.
- Conduct a street-by-street inspection of the subarea to determine existing conditions, and develop a timetable for improvements.
- Improve roadways that are substandard or in poor condition.
- Install applicable streetscaping improvements throughout the subarea to help define the area as a cohesive industrial unit and to improve its visual appeal.

37TH AND IRON SUBAREA

The 37th and Iron subarea is bounded by 35th Street on the north, the Chicago River on the east, Pershing Road on the south, and Ashland Avenue on the west (Map 2); and is completely incorporated within the Stockyards Industrial Corridor. It is designated for industrial uses in keeping with existing uses and the policy recommendations presented in the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*.

This subarea was part of the Original East District of the CMD development. It is characterized by inadequate infrastructure in some portions; scattered multistory, old industrial buildings unsuitable for modern industrial uses; and scattered vacant land. To facilitate its successful redevelopment, public improvements are necessary.

Specific Redevelopment Objectives: Private Actions

- Encourage an environment that is conducive to modern industrial development.
- Promote the subarea's amenities that make it attractive for industrial development.
- Establish a unified, industrial identity.
- Buffer unsightly areas through the use of aesthetic screening.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Establish identifiable gateways, using signage and other mediums, in the vicinity of key intersections such as 35th and Iron Streets to promote the Redevelopment Project Area as a unified industrial unit.
- Ensure that large-scale vacant and underutilized parcels throughout the subarea are reserved for industrial uses through the use of appropriate governmental land use controls.
- Improve the appearance of City-owned property at 39th and Iron.
- Upgrade inadequate infrastructure.
- Facilitate the remediation of the environment, if contaminants are present.
- Facilitate the assembly of vacant land and underutilized properties for redevelopment as industrial uses.

- Demolish existing buildings that are unsuitable or infeasible for redevelopment.
- Facilitate the rehabilitation or expansion of existing viable industries.
- Conduct a street-by-street inspection of the subarea to determine existing conditions, and develop a timetable for improvements.
- Restrict parallel parking where it interferes with loading docks on 37th Street between Ashland Avenue and Iron Street.
- Improve roadways that are substandard or in poor condition.
- Install applicable streetscaping improvements throughout the subarea to help define the area as a cohesive industrial unit and to improve its visual appeal.

PERSHING ROAD SUBAREA

The Pershing Road subarea is bounded by Pershing Road on the north, private property on the south, the vacated channel of the Chicago River on the south, and private property on the west (Map 2), and is completely incorporated within the Stockyards Industrial Corridor. It is designated for mixed-uses which is acceptable in designated industrial corridors, in limited circumstances, under the City's *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's South Side*. In keeping with the *Corridors of Opportunity* plan, the development of industrial and compatible mixed-uses will be undertaken through the planned development process.

This subarea was the site of the Pershing Road District of the CMD. It is characterized by several vacant, multistory old industrial buildings which may be unsuitable for modern industrial uses, and it lacks parking. While this area has redevelopment potential given the amount of existing vacant and underutilized property, it is not easily developable due to the costs associated with rehabilitating or demolishing the structures. To facilitate its redevelopment, certain public improvements may be necessary.

Specific Redevelopment Objectives: Private Actions

- Promote the amenities of this subarea that make it attractive for new users such as accessibility to the regional highway system, frontage on Pershing Road, the view of McKinley Park, and the surrounding employment base.

Specific Redevelopment Objectives: Public Improvements and Incentives

- Facilitate the undertaking of a combination market/feasibility study to determine whether a market exists for the reuse of existing structures, and to identify the feasibility of rehabilitating some or all of the existing structures and/or redeveloping the site.
- Demolish buildings that have environmental problems.
- Explore what other cities are doing with similar multistory industrial space.
- Improve access to the site.
- Facilitate the remediation of the environment, if contaminants are present.
- Explore public incentives to facilitate the rehabilitation of structures (i.e., flexibility on building code interpretations)
- Facilitate the rehabilitation of existing structures or the redevelopment of the site, determined to be feasible.

C. DESIGN CRITERIA

To create a unified redevelopment project with an identifiable image, design criteria are incorporated into this Redevelopment Plan. They address such elements as the relationship of new development to existing development, landscaping, streetscaping, open space, site design, off-street parking, signage, pedestrian and vehicular circulation, and more. Implementation of the design criteria will occur at the time that specific redevelopment projects are undertaken.

The design criteria for the Redevelopment Project Area are as follows:

OVERALL REDEVELOPMENT PROJECT AREA

- Encourage the implementation of new development, and the expansion or renovation of existing uses, through the planned development process where appropriate.
- Ensure that new development and redevelopment activities are physically and visually integrated with adjacent uses and amenities.
- Establish and execute specific design criteria in accordance with this Redevelopment Plan as redevelopment projects are undertaken.

- Encourage architectural and site design that addresses the exterior appearance of buildings, setbacks, loading areas, off-street parking, building coverage, building height, building orientation and placement, platting, screening of outdoor storage areas, and other site issues.
- Encourage the vacation of unnecessary streets, alleys, and other rights-of-way to increase the amount of property available for private investment.
- Improve the main arterial leading to the Redevelopment Project Area in order to efficiently accommodate automobile and truck traffic traveling to and from the site.
- Install upgraded or new utilities in an aesthetically pleasing manner as redevelopment occurs.
- Ensure the adequate separation of vehicular and pedestrian traffic along the roadways adjacent to and throughout the Redevelopment Project Area.
- Require off-street parking for new developments and the expansion or renovation of existing uses.
- Ensure that off-street parking is appropriately screened, landscaped, and surfaced.
- Encourage the development of public and/or private open space within the Redevelopment Project Area.
- Encourage the addition of special features within the Redevelopment Project Area, where appropriate, such as public art, plazas, etc. to increase the area's attractiveness and desirability as a place to locate.
- Establish a coordinated and consistent landscaping / streetscaping theme along the public rights-of-way throughout the Redevelopment Project Area to foster a cohesive and unified environment appropriate to the primary land uses within each subarea.
- Ensure the adequate maintenance of public and private landscaping, focal points, and open spaces.
- Ensure the adequate and attractive screening, or restriction, of outdoor storage areas.
- Ensure that security fencing is attractive and aesthetically pleasing.
- Encourage the orientation of buildings on lots fronting high visibility transportation routes toward rather than away from the roadway and ensure that such development is attractively designed and landscaped to favorably promote the Redevelopment Project Area.

RESIDENTIAL

- Require planned development process for the implementation of new, large-scale residential developments.
- Preserve the character of existing residential neighborhoods in the residentially oriented subareas as new development and redevelopment occurs.
- Ensure that new residential development is compatible with adjacent existing residential uses in terms of building and site design, landscaping, architectural styles, building materials, and other applicable factors.
- Establish specific design guidelines addressing building design, fencing, screening, landscaping, signage, setbacks, lot size, yards, and other applicable items as new residential development occurs.

COMMERCIAL

- Encourage consistency and uniformity in the design, scale, size, and placement of exterior commercial signage.
- Create an identifiable image for commercial areas through the use of signage and unified streetscaping elements.
- Ensure that commercial areas are well-lighted, including pedestrian-scale lighting, for the safety of shoppers and pedestrians.
- Ensure that new and existing parking areas are well-designed, well-lighted, identifiable, and easily accessed.
- Preserve the character of existing, viable commercial districts as new development and redevelopment occurs.
- Ensure that new commercial development is compatible with adjacent uses in terms of building and site design, landscaping, architectural styles, building materials, and other applicable factors.
- Establish specific design guidelines addressing building design, building massing, fencing, screening, landscaping, signage, setbacks, lot size, and other applicable items as new commercial development and redevelopment occurs.

INDUSTRIAL

- Establish a campus-like industrial park setting for the industrial subareas within the Redevelopment Project Area.
- Create a unique and consistent focal point using signage, landscaping, or other mediums at the major access points into the industrial subareas that identify the subareas as cohesive industrial park areas.
- Discourage unrelated traffic traveling through the industrial subareas and provide a secure environment by limiting the access points into such industrial subareas.
- Improve existing roadways and design new roadways to the standards required by modern industrial development and truck traffic, including truck lengths and weights.
- Remove the circulation impediments throughout the Redevelopment Project Area such as inadequate turning radii at key intersections and low viaducts.
- Establish consistent and understandable locational signage throughout the industrial subareas to reduce confusion and traffic problems.
- Encourage the orientation of buildings on lots fronting residential areas away rather than toward the residential uses, and ensure that the residential areas are adequately protected from the industrial uses through screening, buffering, and site design.
- Locate higher intensity and high traffic uses away from adjacent residential areas.

MIXED-USE

- Require the implementation of mixed-use developments through the planned development process.
- Ensure that each separate land use is designed and positioned so as to accomplish its maximum potential in the mixed environment.
- Promote the combination of mixed-uses so that they perform as a whole and benefit from their proximity to each other.
- Ensure the provision of efficiently functioning infrastructure capable of servicing the differing demands of the mixed-uses.

- Encourage the provision of easy and effective pedestrian access throughout the mixed environment in addition to the surrounding area.
- Ensure that the creation of a harmonious, cohesive, and integrated development results from the mixture of uses.
- Ensure that mixed-use developments are compatible with the surrounding land uses, and fit in with the existing urban fabric.
- Encourage consistency and uniformity in the design, scale, size, and placement of locational and directional signage.
- Encourage the creation of an identifiable image for mixed-use developments through the use of signage and unified streetscaping elements.
- Establish specific design guidelines as new development and redevelopment occurs.

D. ESTIMATED REDEVELOPMENT PROJECT ACTIVITIES AND COSTS

The City proposes to realize its goals and objectives of redevelopment through public finance techniques, including but not limited to tax increment financing, and by undertaking certain activities and incurring certain costs. Such activities may include some or all of the following:

1. **ASSEMBLAGE OF SITES.** To achieve the renewal of the Redevelopment Project Area, the City of Chicago is authorized to acquire property identified in Map 4 - Property Authorized To Be Acquired attached hereto and made a part hereof, and clear property of all improvements, if any, and either (a) sell, lease or convey for private redevelopment, or (b) sell, lease or dedicate for construction of public improvements or facilities. The City pay for a private developer's cost of acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land. The City may determine that to meet the renewal objectives of this Redevelopment Plan and Project, other properties in the Redevelopment Project Area not scheduled for acquisition should be acquired or certain property currently listed for acquisition should not be acquired. Acquisition of land for public rights-of-way will also be necessary for the portions of said rights-of-way that the City does not own.

As a necessary part of the redevelopment process, the City may hold and secure property which it has acquired and place it in temporary use until such property is scheduled for disposition and redevelopment. Such uses may include, but are not limited to, project office facilities, parking or other uses the City may deem appropriate.

2. **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 and public rights-of-ways
 - b. Provision of utilities necessary to serve the redevelopment
 - c. Public landscaping
 - d. Public landscape/buffer improvements, street lighting and general beautification improvements in connection with public improvements
 - e. Public open space

3. **PROVISION FOR SOIL AND SITE IMPROVEMENTS.** Funds may be made available for improvements to properties for the purpose of making land suitable for development. These improvements may include, but are not limited to:
 - a. Environmental remediation necessary for redevelopment of the Redevelopment Project Area
 - b. Site Preparation - Utilities
 - c. Demolition
 - d. Investigations

4. **JOB TRAINING AND RELATED EDUCATIONAL PROGRAMS.** Funds may be made available for programs to be created for employees so that they may take advantage of the employment opportunities in the Redevelopment Project Area.

5. **ANALYSIS, ADMINISTRATION, STUDIES, LEGAL, ET AL.** Funds may be provided for activities including the long-term management of the Redevelopment Plan and Project as well as the costs of establishing the program and designing its components. Costs of studies, surveys, development of plans, and specifications, implementation and administration of the redevelopment plan, including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services, provided, however, that no charges for professional services may be based on a percentage of the tax increment collected.

6. **INTEREST SUBSIDIES.** Funds may be provided to developers or user for a portion of interest costs incurred in the construction of a redevelopment project. Interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project may be provided that:
 - a. such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;
 - b. such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

- c. if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (6) then the amount so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 - d. the total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total of (i) costs paid or incurred by the redeveloper for the redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to the Act.
7. **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.
8. **PROVISION FOR RELOCATION COSTS.** Funds may be made available for the relocation expenses of public facilities and for private property owners and tenants of properties relocated or acquired by the City for redevelopment purposes.
9. **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 hereunder 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.
10. **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.
11. **PAYMENT IN LIEU OF TAXES.**
12. **COSTS OF JOB TRAINING.** Funds may be provided for costs of job training, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college

districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of The School Code.

- 13. REDEVELOPMENT AGREEMENTS.** The City may enter into redevelopment agreements with private developers which may include, but not be limited to, terms of sale, lease or conveyance of land, requirements for site improvements, public improvements, job training and interest subsidies. In the event that the City determines 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 mean the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Redevelopment Plan and Project pursuant to the Act.

The estimated redevelopment project costs are shown in Table 1. To the extent that municipal obligations have been issued to pay for such redevelopment project costs incurred prior to, but in anticipation of, the adoption of tax increment financing, the City shall be reimbursed for such redevelopment project costs. 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 Redevelopment Plan and Project. The costs represent estimated amounts and do not represent actual City commitments or expenditures. Additional funding in the form of State and Federal grants, and private developer contributions will be pursued by the City as a means of financing improvements and facilities which are of a general community benefit.

Table 1 Estimated Redevelopment Project Costs represent those eligible project costs of 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 TIF revenues generated and the City's willingness to fund proposed projects on a project by project basis.

TABLE 1
ESTIMATED REDEVELOPMENT PROJECT COSTS

<u>Program Action/Improvements</u>	<u>Costs</u>
Land Acquisition	\$ 14,000,000
Site Preparation/Environmental	\$ 12,000,000
Demolition/ Remediation	\$ 11,000,000
Rehabilitation	\$ 1,500,000
Public Improvements	\$ 12,000,000
Job Training	\$ 2,000,000
Interest Subsidy	\$ 1,200,000
Relocation Costs	\$ 1,000,000
Planning, Legal, Professional	\$ 300,000
TOTAL REDEVELOPMENT PROJECT COSTS*	\$ 55,000,000*

*Exclusive of capitalized interest, issuance costs and other financing costs

(1). All costs are 1996 dollars. In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs for redevelopment costs. All capitalized interest estimates are in 1996 dollars and include current market rates.

(2). Adjustments to these cost items may be made without amendment to the Redevelopment Plan. Also these costs are estimates and do not represent actual City of Chicago commitments or expenditures. They are in fact ceiling amounts of possible expenditures of TIF funds proposed in the Redevelopment Project Area. The Total Estimated Costs Amount summary does not include private redevelopment costs.

E. 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 the adjacent TIF Districts. There may be other sources of funds which the City may elect to use to pay for Redevelopment Project costs or obligations issued, the proceeds of which will be used to pay for such costs, including but not limited to state and federal grants and land disposition proceeds generated from the district.

The tax increment revenue which 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 Stockyards Southeast Quadrant TIF District and the Stockyards Commercial/Industrial TIF District and the proposed Stockyards Annex Redevelopment Project Area and the proposed 35th/Halsted Study Area are all contiguous to one another, and the City finds the goals, objectives and financial success of such redevelopment project areas to be interdependent. The City further finds 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 are made available to support the other. The City therefore proposes to utilize net incremental revenues received from one redevelopment project area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in the other redevelopment project areas, and vice versa. The amount of revenue from the Redevelopment Project Area made available to support such contiguous redevelopment project areas, when added to all amounts used to pay eligible redevelopment projects costs within the Redevelopment Project Area, shall not at any time exceed the total Redevelopment Eligible Project Costs described on Table 1 (unless otherwise amended).

ISSUANCE OF OBLIGATIONS

To finance Redevelopment Project costs a municipality may issue general obligation bonds or obligations secured by the anticipated tax increment revenue generated within the Redevelopment Project Area or the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers to secure such obligations. In addition, a municipality may pledge toward payment of such obligations any part or any combination of the following: (a) net revenues of all or part of any redevelopment project; (b) taxes levied and collected on any or all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the Redevelopment Project Area; or (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within 23 years (by the year 2019) from the adoption of the ordinance approving the Redevelopment Project Area. Also, the final maturity date of any such obligations which are issued may not be later than 20 years from their respective dates of issue. One or more series of obligations may be sold at one or more times in order to implement this Redevelopment Plan. The amounts payable in any year as principal and interest on all obligations issued by the City pursuant to the Redevelopment Plan and the Act shall not exceed the amounts available, or projected to be available, from tax increment revenues and from such bond sinking funds or other sources of funds (including ad valorem taxes) as may be provided by ordinance. Obligations may be of a parity or senior/junior lien natures. Obligations issued maybe serial or term maturities, and may or may not be subject to mandatory, sinking fund, or optional redemptions.

Tax increment revenues shall be used for the scheduled and/or early retirement of obligations, and for reserves, bond sinking funds and redevelopment project costs, and, to the extent that real property tax increment is not used for such purposes, shall be declared surplus and shall then become available for distribution annually to taxing districts in the Redevelopment Project Area in the manner provided by the Act.

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

The total 1995 equalized assessed valuation for the entire Redevelopment Project Area is \$80,765,158 (Table 2). After verification by the County Clerk of Cook County, this amount will serve as the "Initial Equalized Assessed Valuation."

G. ANTICIPATED EQUALIZED ASSESSED VALUATION

By the year 2019 when it is estimated that development will be completed and fully assessed, the estimated equalized assessed valuation of real property within the Redevelopment Project Area is estimated at between \$110,000,000 and \$130,000,000. These estimates are based on several key assumptions, including: 1) all industrial redevelopment will be completed in 2019; 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 2.1243 as applied to 1995 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 1995 level; and 5) growth from reassessments of existing properties at a rate of 2.0% per year with a reassessment every three years.

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

As described in the Blighted Area Conditions Section of this Redevelopment Plan and Project Report, 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 from of 1991-1995.

The EAV for the Redevelopment Project Area in 1995 and 1991 were \$80,765,158 and \$69,766,596 respectively. The EAV increase from 1991 to 1995 represents a 15.76% increase or 3.94% per year. This Redevelopment Project Area is comprised primarily of industrial uses along with a substantial number of commercial uses and a limited number of mixed commercial residential uses which are assessed as commercial property. The EAV for commercial and industrial property in the City of Chicago increased from \$7,875,611,000 in 1984 to \$16,299,068,000 in 1994 or 104.72% or 10.47% per year. It also appears that the largest increase in EAV for individual properties came from properties which were sold and which remain in the same condition as prior to their sale.

A review of the building permit requests from the City of Chicago Department of Buildings for the 518 acre Study Area found 42 permits for new construction/improvements were issued in the last 5 years totaling \$2,518,622 (see Exhibit 5 - Building Permit Requests - New Construction/Improvements). Of the 42 permits, eight permits representing six buildings totaled \$1,946,984.

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 Redevelopment Project Area is not reasonably expected to be developed without the efforts and leadership of the City, including the adoption of this Redevelopment Plan and Project.

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 Redevelopment Project Area is not reasonably expected to be developed without the efforts and leadership of the City, including the adoption of this Redevelopment Plan and Project.

I. FINANCIAL IMPACT OF THE REDEVELOPMENT PROJECT

Without the adoption of this Redevelopment Plan and Project, and tax increment financing, the Redevelopment Project Area is not reasonably expected to be redeveloped by private enterprise. There is a real prospect that the Blighted Area conditions will continue and are likely to spread, and the surrounding area will become less attractive for the maintenance and improvement of existing buildings and sites. The possibility of the erosion of the assessed value of property which would result from the lack of a concerted effort by the City to stimulate revitalization and redevelopment could lead to a reduction of real estate tax revenue to all taxing districts.

Sections A, B, & C of this Redevelopment Plan and Project describe the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Project will be staged with various developments taking place over a period of years. If the Redevelopment Project is successful, various new private projects will be undertaken that will assist in alleviating the Blighted Area conditions, which caused the Redevelopment Project Area to qualify as a Blighted Area under the Act, creating new jobs and promoting development in the Redevelopment Project Area.

The Redevelopment Project is expected to have short and long term financial impacts on the taxing districts affected by the Redevelopment Plan. During the period when tax increment financing is utilized, real estate tax increment revenues (from the increases in Equal Assessed Valuation [EAV] over and above the certified initial EAV established at the time of adoption of this Plan and Project) will be used to pay eligible redevelopment project costs for the TIF District. Incremental revenues will not be available to these taxing districts during this period. At the end of the period during which the Redevelopment Project Area may exist under the Act, 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 majority of the proposed Redevelopment Project involves industrial and commercial type projects.

Non-residential development, such as industrial, commercial, office, service, public and institutional 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. 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, City of Chicago, and the City of Chicago Police and Fire Departments. 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. Additionally, any additional cost to the City of Chicago for police, fire protection and sanitation services will be minimal since industrial developments will privately pay for the majority of the costs of these services (i.e., sanitation services).

Residential development is not likely to cause increased demand for capital improvements to be provided by the Community College District, Chicago Park District, Metropolitan Water Reclamation District and the City of Chicago. Based on the size of the proposed development and the existence of several existing neighborhood parks, for example, it is not anticipated that the Park District will require any new capital improvements. It is also expected that any minor increase in demand for treatment of sanitary and storm sewage associated with the residential development within the Redevelopment Project Area can be adequately handled by existing treatment facilities of the Metropolitan Water Reclamation District. Some additional services may be required by the Chicago Park District and the City of Chicago for police and fire protection; however, these services are not expected to be significant.

Without the adoption of this Redevelopment Plan and Project, and tax increment financing, the Redevelopment Project Area is not reasonably expected to be redeveloped by private enterprise. There is a real prospect that the Blighted Area factors will continue to exist and spread, and the area as a whole will become less attractive for the maintenance and improvement of existing buildings and sites and will become a blighted area. The possibility of the erosion of the assessed value of property which would result from the lack of a concerted effort by the City to stimulate revitalization and redevelopment could lead to a reduction of real estate tax revenue to all taxing districts.

If successful, the implementation of the Redevelopment Project may enhance the values of properties within and adjacent to the Redevelopment Project Area.

K. PROGRAM TO ADDRESS FINANCIAL AND SERVICE IMPACTS

As described in detail in prior sections of this report, 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 those taxing districts cannot be quantified at this time.

As indicated in Section D & 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. It is likely that any potential improvements 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.

L. PROVISION FOR AMENDING ACTION PLAN

The Redevelopment Project Area Tax Increment Redevelopment Plan and Project may be amended pursuant to the provisions of the Act.

M. AFFIRMATIVE ACTION PLAN

The City is committed to and will affirmatively implement the following principles with respect to the Redevelopment Project Area.

- A. The assurance of equal opportunity in all personnel and employment actions with respect to the Redevelopment Plan and Project, including but not limited to hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed, or ancestry.
- B. Redeveloper will meet City of Chicago standards for participation of Minority Business Enterprise and Woman Business Enterprises as required in any Redevelopment Agreements with the City.
- C. This commitment to affirmative action and non discrimination will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.

N. PHASING AND SCHEDULING OF REDEVELOPMENT

A phased implementation strategy will be utilized to achieve a timely and orderly redevelopment of the Redevelopment Project Area. It is expected that over the 23 years of this plan for the Redevelopment Project Area, numerous public/private improvements and developments can be expected to take place. The specific time frame and financial investment will be staged in a timely manner. Development within the Redevelopment Project Area intended to be used for industrial purposes will be staged consistently with the funding and construction of infrastructure improvements, and private sector interest in new industrial facilities. City expenditures for Redevelopment Project costs will be carefully staged on a reasonable and proportional basis to coincide with expenditures in redevelopment by private developers. The estimated date for completion of the Redevelopment Project shall be no later than 23 years from the adoption of the ordinance of the City Council of the City approving the Redevelopment Project Area.

APPENDIX

TABLE 1
ESTIMATED REDEVELOPMENT PROJECT COSTS

<u>Program Action/Improvements</u>	<u>Costs</u>
Land Acquisition	\$ 14,000,000
Site Preparation/Environmental	\$ 12,000,000
Demolition/Remediation	\$ 11,000,000
Rehabilitation	\$ 1,500,000
Public Improvements	\$ 12,000,000
Job Training	\$ 2,000,000
Interest Subsidy	\$ 1,200,000
Relocation Costs	\$ 1,000,000
Planning, Legal, Professional	\$ 300,000
TOTAL REDEVELOPMENT PROJECT COSTS*	\$ 55,000,000*

*Exclusive of capitalized interest, issuance costs and other financing costs

(1). All costs are 1996 dollars. In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs for redevelopment costs. All capitalized interest estimates are in 1996 dollars and include current market rates.

(2). Adjustments to these cost items may be made without amendment to the Redevelopment Plan. Also these costs are estimates and do not represent actual City of Chicago commitments or expenditures. They are in fact ceiling amounts of possible expenditures of TIF funds proposed in the Redevelopment Project Area. The Total Estimated Costs Amount summary does not include private redevelopment costs.

TABLE 2
1995 EQUALIZED ASSESSED VALUATION

PIN#	1994 EAV	1995 EAV
17 32 102 003	\$222,355	\$223,491
17 32 102 005	\$68,277	\$68,626
17 32 108 001	\$58,407	\$58,705
17 32 108 003	\$0	RR
17 32 109 001	\$1,498	\$1,506
17 32 109 002	\$1,429	\$1,436
17 32 109 003	\$1,913	\$1,922
17 32 109 004	\$2,386	\$2,398
17 32 109 005	\$2,344	\$2,356
17 32 109 006	\$1,807	\$1,816
17 32 109 007	\$1,809	\$1,818
17 32 111 001	\$12,476	\$12,540
17 32 111 002	\$4,043	\$4,064
17 32 111 003	\$5,300	\$5,300
17 32 111 004	\$4,043	\$4,064
17 32 111 005	\$15,371	\$15,450
17 32 111 006	\$10,421	\$10,421
17 32 111 007	\$4,043	\$4,064
17 32 111 008	\$17,842	\$17,956
17 32 111 009	\$12,195	\$12,280
17 32 111 010	\$13,983	\$18,577
17 32 111 013	\$15,067	\$15,144
17 32 111 014	\$4,091	\$4,091
17 32 111 015	\$3,880	\$3,900
17 32 111 016	\$3,880	\$3,900
17 32 111 017	\$12,960	\$13,049
17 32 111 018	\$45,244	\$45,475
17 32 111 019	\$45,244	\$45,475
17 32 111 020	\$7,645	\$7,684
17 32 111 021	\$10,392	\$10,481
17 32 111 022	\$17,770	\$13,361
17 32 111 023	\$15,707	\$15,810
17 32 111 024	\$7,750	\$7,790
17 32 111 025	\$2,910	\$2,925
17 32 111 026	\$2,600	\$2,613
17 32 111 027	\$2,600	\$1,899
17 32 111 028	\$9,430	\$9,501
17 32 111 029	\$10,314	\$14,889
17 32 111 030	\$2,600	\$2,613
17 32 111 031	\$2,600	\$2,613
17 32 111 032	\$14,270	\$14,343
17 32 111 033	\$9,982	\$10,056
17 32 111 034	\$2,494	\$2,507
17 32 111 035	\$14,323	\$18,919
17 32 111 036	\$2,494	\$2,507
17 32 111 037	\$23,459	\$23,602
17 32 111 038	\$30,551	\$30,707
17 32 111 039	\$3,992	\$3,992
17 32 111 040	\$7,775	\$12,338

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17 32 111 041	\$2,494	\$2,507
17 32 111 042	\$2,494	\$2,507
17 32 111 043	\$2,494	\$2,507
17 32 111 044	\$2,600	\$2,613
17 32 111 045	\$2,600	\$2,613
17 32 111 046	\$2,600	\$2,613
17 32 111 047	\$21,539	\$21,649
17 32 111 048	\$3,743	\$3,762
17 32 111 049	\$15,722	\$15,825
17 32 112 015	\$530,905	\$533,618
17 32 112 016	\$306,151	\$307,715
17 32 112 018	\$88,974	\$89,429
17 32 112 019	\$112,314	\$112,887
17 32 112 021	\$1,059	\$1,064
17 32 112 022	\$96,664	\$97,138
17 32 112 023	\$5,757	\$5,787
17 32 112 024	\$51	\$51
17 32 113 001	\$23,003	\$23,121
17 32 113 002	\$3,604	\$3,622
17 32 113 003	\$26,617	\$26,776
17 32 113 004	\$2,718	\$2,732
17 32 113 005	\$9,950	\$6,118
17 32 113 006	\$2,621	\$2,634
17 32 113 007	\$13,670	\$13,763
17 32 113 008	\$16,301	\$16,407
17 32 113 009	\$11,332	\$11,413
17 32 113 010	\$2,621	\$2,634
17 32 113 011	\$11,653	\$11,736
17 32 113 017	\$7,496	\$7,558
17 32 113 018	\$20,881	\$20,988
17 32 113 019	\$16,933	\$17,043
17 32 113 020	\$10,789	\$15,367
17 32 113 021	\$8,101	\$8,142
17 32 113 022	\$8,101	\$8,142
17 32 113 023	\$78,683	\$79,086
17 32 113 024	\$5,094	\$5,120
17 32 113 025	\$4,413	\$4,436
17 32 113 026	\$4,413	\$4,436
17 32 113 027	\$4,413	\$4,436
17 32 113 028	\$4,413	\$4,436
17 32 113 029	\$4,413	\$4,436
17 32 113 030	\$4,413	\$4,436
17 32 113 031	\$4,282	\$4,304
17 32 113 032	\$4,364	\$4,387
17 32 113 033	\$4,424	\$4,446
17 32 113 034	\$4,424	\$4,446
17 32 113 035	\$4,424	\$4,446
17 32 113 036	\$4,424	\$4,446
17 32 113 037	\$4,424	\$4,446
17 32 113 038	\$4,424	\$4,446
17 32 113 039	\$4,424	\$4,446
17 32 113 040	\$4,424	\$4,446
17 32 113 041	\$4,960	\$4,986
17 32 113 042	\$4,960	\$4,986
17 32 113 043	\$8,799	\$8,843
17 32 113 049	\$19,410	\$19,510

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17 32 113 050	\$89,340	\$89,796
17 32 114 027	\$2,756,283	\$2,872,498
17 32 114 028	\$413,965	\$416,080
17 32 115 001	\$752	\$756
17 32 115 003	\$14,879	\$14,955
17 32 115 004	\$320,202	\$616,223
17 32 115 005	\$45,567	\$45,800
17 32 115 006	\$487,853	\$490,346
17 32 116 006	\$473	\$476
17 32 116 007	\$36,509	\$36,695
17 32 116 008	\$594,536	\$597,568
17 32 116 009	\$318,086	\$319,711
17 32 116 015	\$0	Exempt
17 32 116 016	\$37,062	\$37,252
17 32 116 017	\$0	Exempt
17 32 116 018	\$14,744	\$14,819
17 32 116 020	\$27,894	\$28,037
17 32 116 021	\$0	RR
17 32 116 022 8001	\$0	\$0
17 32 116 022 8002	\$2	
17 32 116 023 8001	\$0	\$0
17 32 116 023 8002	\$2	
17 32 116 024 8001	\$0	\$0
17 32 116 024 8002	\$2	
17 32 202 014	\$35,183	\$35,363
17 32 202 035	\$25,726	\$25,857
17 32 202 036	\$17,320	\$17,431
17 32 202 037	\$19,218	\$7,960
17 32 202 038	\$3,327	\$3,344
17 32 202 039	\$25,770	\$25,902
17 32 203 001	\$31,850	\$32,013
17 32 203 002	\$26,526	\$26,685
17 32 203 003	\$20,408	\$20,512
17 32 203 004	\$19,892	\$20,017
17 32 203 020	\$4,935	\$4,960
17 32 203 021	\$74,365	\$91,597
17 32 206 041	\$30,608	\$30,764
17 32 206 042	\$12,007	\$12,104
17 32 206 043	\$18,894	\$19,014
17 32 206 044	\$15,895	\$15,999
17 32 206 045	\$25,024	\$25,152
17 32 206 046	\$28,670	\$28,816
17 32 206 047	\$25,060	\$25,188
17 32 206 048	\$3,012	\$3,027
17 32 206 049	\$21,604	\$21,715
17 32 206 050	\$58,328	\$58,626
17 32 207 001	\$21,949	\$17,561
17 32 207 002	\$2,817	\$2,832
17 32 207 003	\$22,621	\$22,749
17 32 207 004	\$25,884	\$28,529
17 32 207 021	\$38,299	\$38,494
17 32 207 022	\$45,555	\$39,597
17 32 208 005	\$67,421	\$67,765
17 32 208 006	\$66,036	\$66,374
17 32 208 007	\$66,036	\$66,374
17 32 208 008	\$9,371	\$9,419

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17 32 208 009	\$116,860	\$117,457
17 32 208 010	\$116,860	\$117,457
17 32 208 011	\$27,319	\$27,459
17 32 208 012	\$45,654	\$45,887
17 32 208 013	\$23,377	\$23,497
17 32 208 014	\$10,515	\$10,515
17 32 208 015	\$25,590	\$25,721
17 32 208 016	\$4,755	\$4,780
17 32 208 017	\$4,836	\$4,860
17 32 208 018	\$9,769	\$9,819
17 32 208 019	\$9,906	\$9,957
17 32 208 020	\$213,846	\$214,937
17 32 208 021	\$4,876	\$4,901
17 32 208 022	\$28,663	\$28,810
17 32 211 015	\$18,514	\$20,106
17 32 211 025	\$29,587	\$29,738
17 32 211 026	\$52,673	\$80,432
17 32 211 027	\$18,634	\$18,753
17 32 211 028	\$19,100	\$19,197
17 32 211 029	\$19,742	\$19,843
17 32 212 001	\$29,215	\$29,364
17 32 212 002	\$9,675	\$9,748
17 32 212 003	\$105,290	\$105,828
17 32 212 004	\$39,290	\$39,491
17 32 212 005	\$60,051	\$60,358
17 32 212 046	\$0	Exempt
17 32 213 001	\$39,212	\$39,412
17 32 213 002	\$36,323	\$36,508
17 32 213 003	\$24,895	\$25,022
17 32 213 004	\$22,619	\$22,734
17 32 213 005	\$19,697	\$24,321
17 32 213 006	\$19,116	\$19,237
17 32 213 007	\$20,729	\$20,858
17 32 213 008	\$33,400	\$33,570
17 32 213 034	\$15,118	\$15,195
17 32 215 023	\$55,575	\$55,872
17 32 215 024	\$19,670	\$19,770
17 32 215 025	\$48,706	\$80,296
17 32 215 026	\$60,632	\$60,942
17 32 215 027	\$9,406	\$9,406
17 32 215 028	\$27,068	\$27,206
17 32 215 029	\$12,818	\$12,950
17 32 215 030	\$20,219	\$49,243
17 32 215 031	\$171,521	\$172,398
17 32 215 032	\$30,084	\$30,237
17 32 215 033	\$19,136	\$19,233
17 32 215 034	\$10,880	\$10,959
17 32 215 035	\$39,894	\$40,098
17 32 215 036	\$9,810	\$10,980
17 32 215 037	\$28,758	\$28,905
17 32 215 038	\$4,755	\$4,780
17 32 215 039	\$45,239	\$45,471
17 32 215 040	\$45,239	\$45,471
17 32 215 041	\$56,128	\$56,415
17 32 215 042	\$0	Exempt
17 32 217 150	\$29,976	

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17 32 217 151	\$4,339	
17 32 217 152	\$28,744	\$28,890
17 32 217 153	\$28,137	\$40,194
17 32 217 154	\$10,819	\$10,897
17 32 217 155	\$29,502	\$29,653
17 32 217 156	\$24,426	\$24,551
17 32 217 157	\$24,514	\$24,787
17 32 217 158	\$23,219	\$23,213
17 32 217 159	\$14,625	\$14,736
17 32 217 160	\$7,336	\$7,336
17 32 217 161	\$39,548	\$39,750
17 32 217 162	\$3,221	\$3,237
17 32 217 163	\$3,348	\$3,365
17 32 217 164	\$29,705	\$29,857
17 32 217 165	\$21,469	\$21,579
17 32 217 167	\$12,998	\$15,531
17 32 217 168	\$15,932	\$16,013
17 32 217 169	\$15,779	\$15,860
17 32 217 170	\$20,970	\$46,206
17 32 217 171	\$16,574	\$16,714
17 32 217 172	\$22,496	\$22,611
17 32 217 173	\$22,496	\$22,611
17 32 217 174	\$0	Exempt
17 32 217 175	\$8,684	\$8,764
17 32 217 176	\$21,467	\$17,077
17 32 217 177	\$19,681	\$17,304
17 32 217 178	\$10,305	\$10,305
17 32 217 179	\$3,115	\$3,131
17 32 217 180	\$22,699	\$22,838
17 32 217 181	\$3,487	\$3,505
17 32 217 182	\$3,487	\$3,505
17 32 217 183	\$3,348	\$3,365
17 32 217 184	\$3,375	\$3,393
17 32 217 185	\$26,651	\$26,787
17 32 217 186	\$24,066	\$24,212
17 32 217 187	\$2,999	\$3,014
17 32 217 188	\$3,487	\$3,505
17 32 217 189	\$16,124	\$16,229
17 32 217 190	\$13,928	\$14,035
17 32 217 191	\$2,450	\$2,462
17 32 217 192	\$16,170	\$16,276
17 32 217 193	\$8,225	\$8,225
17 32 217 195	\$46,224	\$46,483
17 32 217 202	\$19,588	\$19,711
17 32 217 203	\$17,810	\$17,924
17 32 217 204	\$16,233	\$16,339
17 32 217 215		\$24,166
17 32 217 216		\$18,928
17 32 218 001	\$63,796	\$64,122
17 32 218 002	\$8,961	\$6,491
17 32 218 003	\$5,412	\$5,412
17 32 218 004	\$8,439	\$8,505
17 32 218 007	\$17,996	\$18,111
17 32 218 008	\$20,057	\$20,160
17 32 218 009	\$25,687	\$25,819
17 32 218 010	\$19,541	\$19,641

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17 32 218 011	\$3,527	\$3,545
17 32 218 012	\$23,578	\$34,125
17 32 218 035	\$9,535	\$9,535
17 32 218 036	\$27,207	\$27,346
17 32 219 038	\$43,375	\$43,597
17 32 219 039	\$43,375	\$43,597
17 32 219 040	\$23,817	\$11,819
17 32 219 041	\$68,372	\$68,721
17 32 219 042	\$45,457	\$22,142
17 32 219 043	\$63,823	\$64,150
17 32 219 044	\$142,258	\$142,985
17 32 219 045	\$20,818	\$20,924
17 32 219 046	\$55,532	\$55,816
17 32 220 001	\$31,635	\$31,832
17 32 220 002	\$15,107	\$15,207
17 32 220 003	\$15,765	\$15,845
17 32 220 004	\$9,858	\$9,920
17 32 220 005	\$9,858	\$9,920
17 32 220 006	\$27,336	\$27,498
17 32 220 007	\$3,527	\$3,545
17 32 220 008	\$21,718	\$21,852
17 32 220 009	\$13,008	\$13,098
17 32 220 010	\$22,059	\$22,171
17 32 220 011	\$20,598	\$20,703
17 32 220 012	\$4,696	\$4,720
17 32 221 036	\$65,827	\$66,163
17 32 221 037	\$22,807	\$22,923
17 32 221 040	\$9,716	\$9,765
17 32 221 041	\$9,821	\$9,872
17 32 221 042	\$9,963	\$10,596
17 32 221 043	\$22,639	\$22,778
17 32 221 044	\$62,071	\$62,389
17 32 221 045	\$62,000	\$90,011
17 32 221 046	\$42,965	\$43,208
17 32 221 049	\$28,697	\$28,844
17 32 221 050	\$0	Exempt
17 32 222 001	\$68,355	\$68,704
17 32 222 002	\$58,996	\$59,298
17 32 222 003	\$10,421	\$10,498
17 32 222 004	\$9,980	\$10,054
17 32 222 005	\$3,163	\$3,163
17 32 222 006	\$3,944	\$3,545
17 32 222 007	\$14,974	\$4,083
17 32 222 008	\$27,091	\$27,229
17 32 222 009	\$3,527	\$3,545
17 32 222 010	\$21,473	\$21,606
17 32 223 037	\$0	Exempt
17 32 223 038	\$0	Exempt
17 32 223 039	\$0	Exempt
17 32 223 040	\$262,095	\$263,434
17 32 223 046	\$132,271	\$132,947
17 32 223 047	\$329,440	\$331,123
17 32 224 001	\$133,055	\$133,735
17 32 224 002	\$5,873	\$5,903
17 32 224 003	\$4,614	\$4,637
17 32 224 004	\$4,614	\$4,637

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17 32 224 005	\$16,111	\$16,194
17 32 224 006	\$5,869	\$5,899
17 32 224 007	\$5,869	\$5,899
17 32 224 008	\$6,736	\$6,770
17 32 224 009	\$6,736	\$6,770
17 32 224 010	\$6,736	\$6,770
17 32 224 011	\$5,776	\$5,806
17 32 224 012	\$5,814	\$5,844
17 32 224 013	\$5,776	\$5,806
17 32 224 014	\$6,328	\$6,360
17 32 224 015	\$5,159	\$5,185
17 32 224 016	\$5,159	\$5,185
17 32 224 017	\$5,159	\$5,185
17 32 224 018	\$8,993	\$6,511
17 32 224 019	\$2,623	\$2,636
17 32 224 020	\$2,623	\$2,636
17 32 224 021	\$10,029	\$7,331
17 32 224 022	\$16,466	\$16,550
17 32 224 023	\$10,563	\$10,617
17 32 224 024	\$19,677	\$19,777
17 32 224 027	\$487,618	\$490,110
17 32 224 028	\$325,781	\$327,446
17 32 224 029	\$48,332	\$48,578
17 32 224 030	\$11,016	\$39,833
17 32 224 032	\$13,518	\$13,587
17 32 224 033	\$11,083	\$11,140
17 32 225 001	\$1,408	\$1,415
17 32 225 002	\$9,863	\$14,437
17 32 225 003	\$14,680	\$12,278
17 32 225 004	\$2,133	\$2,143
17 32 225 005	\$2,133	\$2,143
17 32 225 006	\$12,419	\$12,518
17 32 225 007	\$2,073	\$2,084
17 32 225 008	\$2,133	\$2,143
17 32 225 009	\$15,709	\$13,313
17 32 225 010	\$19,265	\$19,363
17 32 225 011	\$9,622	\$9,695
17 32 225 012	\$3,729	\$3,729
17 32 225 013	\$2,944	\$2,944
17 32 225 014	\$2,934	\$2,949
17 32 225 015	\$13,670	\$16,276
17 32 225 016	\$15,410	\$10,988
17 32 225 017	\$13,232	\$13,323
17 32 225 018	\$10,567	\$10,644
17 32 225 019	\$6,630	\$6,630
17 32 225 020	\$18,711	\$18,806
17 32 225 021	\$6,326	\$6,358
17 32 225 022	\$6,070	\$6,101
17 32 225 023	\$18,652	\$18,747
17 32 225 024	\$51,326	\$51,589
17 32 225 025	\$356,051	\$357,870
17 32 225 041	\$730,423	\$734,156
17 32 225 042		Exempt
17 32 225 043		Exempt
17 32 225 044	\$116,999	\$64,572
17 32 226 001	\$16,840	\$16,962

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17 32 226 002	\$2,566	\$2,579
17 32 226 003	\$37,663	\$15,546
17 32 226 004	\$14,940	\$15,017
17 32 226 005	\$10,833	\$15,412
17 32 226 006	\$16,268	\$16,351
17 32 226 007	\$60,839	\$61,150
17 32 226 008	\$7,790	\$7,830
17 32 226 009	\$7,790	\$7,830
17 32 226 010	\$20,856	\$20,963
17 32 226 011	\$42,524	\$42,741
17 32 227 032	\$166,007	\$166,855
17 32 227 033	\$61,215	\$61,528
17 32 227 034	\$61,215	\$61,528
17 32 227 035	\$64,413	\$64,742
17 32 227 036	\$44,891	\$45,120
17 32 227 037	\$44,891	\$45,120
17 32 227 038	\$46,704	\$46,943
17 32 227 039	\$152,098	\$152,875
17 32 227 040	\$122,076	\$122,700
17 32 227 041	\$75,088	\$75,472
17 32 227 042	\$68,640	\$68,991
17 32 300 001	\$1,911,145	\$1,920,911
17 32 300 002	\$7,061	\$7,097
17 32 300 006	\$65,269	\$65,603
17 32 300 007	\$510,839	\$513,450
17 32 300 008	\$19,960	\$20,062
17 32 300 009	\$75,513	\$75,899
17 32 300 010	\$33,786	\$33,959
17 32 300 011	\$10,973	\$11,029
17 32 300 012	\$419,893	\$422,039
17 32 300 013	\$43,295	\$43,516
17 32 300 014	\$101,321	\$101,839
17 32 300 015	\$59,273	\$59,576
17 32 300 017	\$4,597	\$4,620
17 32 300 018	\$113,176	\$113,754
17 32 300 021	\$16,599	\$16,684
17 32 300 022	\$12,599	RR
17 32 300 024	\$31,914	\$32,077
17 32 300 025	\$133,415	\$134,096
17 32 300 026	\$55,010	\$55,291
17 32 300 027	\$14,824	\$14,900
17 32 300 028	\$113,499	\$114,079
17 32 300 031	\$418	\$421
17 32 300 032	\$89,739	\$90,198
17 32 300 033	\$20,875	Exempt
17 32 300 034	\$22,598	\$22,713
17 32 300 035	\$6,326	RR
17 32 300 036	\$46,353	\$46,590
17 32 300 037	\$11,472	\$11,531
17 32 300 038	\$149,551	\$150,315
17 32 300 039	\$465,454	\$467,832
17 32 300 040	\$15,843	RR
17 32 300 042	\$142,695	\$143,424
17 32 300 045	\$469,421	\$471,820
17 32 300 046	\$25,108	\$25,237
17 32 300 047	\$79,816	\$80,224

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17 32 300 048	\$33,873	\$34,046
17 32 300 049	\$241,715	\$242,950
17 32 300 050	\$15,589	\$15,669
17 32 300 051	\$390,013	\$392,006
17 32 300 052	\$324,312	\$318,265
17 32 300 055	\$25,662	\$25,793
17 32 300 056	\$94,913	\$95,398
17 32 300 057	\$123,912	\$124,546
17 32 300 058	\$217,967	\$219,081
17 32 300 059	\$103,154	\$103,681
17 32 300 060	\$134,184	\$134,870
17 32 300 061	\$102,946	\$103,473
17 32 300 062	\$17,198	RR
17 32 300 063	\$0	RR
17 32 300 064	\$38,231	\$38,426
17 32 300 065	\$70,399	\$70,758
17 32 300 066	\$100,810	\$101,325
17 32 300 067	\$17,967	\$18,059
17 32 300 069	\$28,205	\$28,349
17 32 300 070	\$55,862	\$56,147
17 32 300 071	\$21,332	\$21,441
17 32 300 072	\$573,843	\$576,775
17 32 300 073	\$55,845	\$56,130
17 32 300 074	\$331,900	\$333,596
17 32 300 075	\$8,718	\$8,763
17 32 300 076	\$172,223	\$173,103
17 32 300 077	\$143,137	\$143,868
17 32 300 078	\$296,773	\$298,290
17 32 300 079	\$1,127,332	\$1,133,093
17 32 300 080	\$3,096	\$3,112
17 32 300 081	\$121,450	\$304,404
17 32 300 082	\$171,859	\$172,737
17 32 300 084	\$9,568	\$9,617
17 32 300 087	\$184,684	\$155,989
17 32 300 090	\$0	Exempt
17 32 300 091	\$21,357	\$21,466
17 32 300 092	\$153,005	\$122,389
17 32 300 095	\$479,559	\$482,010
17 32 300 096	\$39,592	\$39,795
17 32 300 097	\$139,626	\$140,340
17 32 300 098	\$38,041	\$38,235
17 32 300 099	\$108,228	\$108,781
17 32 300 100	\$104,618	\$105,153
17 32 300 101	\$31,895	\$32,149
17 32 300 103	\$3,284	\$3,301
17 32 300 105	\$372	\$374
17 32 300 106	\$40,810	\$41,018
17 32 300 107	\$280,142	\$281,574
17 32 300 114	\$0	RR
17 32 300 115	\$0	Exempt
17 32 300 116	\$574,449	\$577,385
17 32 300 120	\$4,102	\$4,123
17 32 300 121	\$17,121	\$17,209
17 32 300 124	\$418,095	\$420,231
17 32 300 125	\$533,657	\$536,384
17 32 300 126	\$35,336	\$35,516

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17 32 300 130	\$3,481	\$3,499
17 32 300 131	\$207,892	\$208,955
17 32 300 133	\$130,141	\$130,806
17 32 300 134	\$152,927	\$153,708
17 32 300 135	\$501,851	\$504,415
17 32 300 136	\$20,142	\$20,245
17 32 300 137	\$9,750	\$9,799
17 32 300 138	\$12,102	\$12,164
17 32 300 141	\$1,963	\$1,873
17 32 300 142	\$17,894	\$18,086
17 32 300 145	\$21,687	\$21,797
17 32 300 148	\$1,749,963	\$1,758,906
17 32 300 149	\$24,333	\$24,457
17 32 300 150	\$839	\$843
17 32 300 151	\$2,891	\$2,906
17 32 300 152	\$125,341	\$125,982
17 32 300 153	\$336,254	\$333,260
17 32 300 154	\$3,069	\$3,084
17 32 300 156	\$47,349	\$47,591
17 32 300 158	\$7,446	\$7,484
17 32 300 159	\$3,348	\$3,365
17 32 300 160	\$41,429	\$41,641
17 32 300 161	\$3,982	\$4,002
17 32 300 162	\$0	Exempt
17 32 300 163	\$0	Exempt
17 32 300 164	\$0	Exempt
17 32 300 165	\$38,199	\$38,395
17 32 300 167	\$0	RR
17 32 300 168	\$537,302	\$540,048
17 32 300 170	\$10,170	\$10,222
17 32 300 171	\$25,677	\$25,808
17 32 300 172	\$4,409	\$4,431
17 32 300 173	\$155,325	\$156,631
17 32 300 174	\$111,760	\$112,331
17 32 300 175	\$140,436	\$141,153
17 32 300 176	\$2,999	\$3,014
17 32 300 177	\$1,087,383	\$1,092,940
17 32 300 178	\$29,995	\$30,148
17 32 300 179	\$0	RR
17 32 300 180	\$14,835	
17 32 300 181	\$198,549	\$192,423
17 32 300 182	\$211,811	\$212,893
17 32 300 183		\$19,301
17 32 300 184		\$29,188
17 32 400 013	\$483,527	\$485,997
17 32 400 014	\$10,758	\$10,813
17 32 400 016	\$37,827	\$38,021
17 32 400 017	\$2,530	RR
17 32 400 018	\$198,857	\$199,873
17 32 400 019	\$201,594	\$202,624
17 32 400 020	\$50,396	\$50,654
17 32 400 021	\$49,270	\$49,522
17 32 400 022	\$103,422	\$103,950
17 32 400 023	\$60,148	\$60,455
17 32 400 027	\$63,695	\$64,020
17 32 400 028	\$148,154	\$148,911

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17 32 400 029	\$121,926	\$122,549
17 32 400 030	\$129,029	\$129,689
17 32 400 032	\$60,930	\$61,241
17 32 400 033	\$30,212	\$30,367
17 32 400 034	\$17,891	\$17,982
17 32 400 035	\$21,640	\$21,751
17 32 400 036	\$112,931	\$113,508
17 32 400 040	\$40,862	\$41,071
17 32 400 041	\$145,950	\$146,696
17 32 400 046	\$113,725	\$114,306
17 32 400 048	\$77,819	\$78,217
17 32 400 052	\$9,513	\$9,561
17 32 400 054	\$43,424	\$43,646
17 32 400 056	\$39,806	\$40,009
17 32 400 057	\$19,768	\$19,869
17 32 400 059	\$2,946	\$2,961
17 32 400 062	\$5,400	\$5,428
17 32 400 067	\$2,065	\$2,075
17 32 400 068	\$0	RR
17 32 400 074	\$442	\$444
17 32 400 076	\$488	\$491
17 32 400 077	\$86,949	\$87,394
17 32 400 078	\$115,661	\$116,252
17 32 400 084	\$25,261	\$25,390
17 32 400 088	\$102,374	\$102,897
17 32 400 090	\$772,383	\$776,330
17 32 400 095	\$1,784,003	\$1,793,120
17 32 400 099	\$469,827	\$472,228
17 32 400 100	\$590,994	\$594,014
17 32 400 101	\$1,326,955	\$1,333,735
17 32 400 102	\$377,938	\$379,869
17 32 400 103	\$789,589	\$793,624
17 32 400 104	\$1,795,627	\$1,804,803
17 32 400 105	\$429,960	\$432,157
17 32 400 106	\$1,025,849	\$1,031,091
17 32 400 107	\$24,838	\$24,965
17 32 400 108	\$49,498	\$49,751
17 32 400 111	\$299,210	\$300,739
17 32 400 112	\$398,196	\$400,231
17 32 400 116	\$4,829	\$4,854
17 32 400 117	\$3,570	\$3,588
17 32 400 119	\$365,460	\$367,328
17 32 400 120	\$853,237	\$857,597
17 32 400 121	\$43,900	\$44,124
17 32 400 122	\$7,978	\$8,019
17 32 400 123	\$70,487	\$70,848
17 32 400 124	\$10,329	\$10,381
17 32 400 125	\$3,432	\$3,450
17 32 400 126	\$69,640	\$69,996
17 32 400 127	\$19,856	\$19,958
17 32 400 128	\$3,553	\$3,571
17 32 400 129	\$5,605	\$5,634
17 32 400 131	\$145,159	\$145,901
17 32 400 132	\$76,082	\$76,471
17 32 400 135	\$199,588	\$200,608
17 32 400 136	\$0	RR

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17 32 400 138	\$15,885	\$15,966
17 32 400 139	\$1,959	\$1,969
17 32 400 140	\$22,908	\$23,025
17 32 400 141	\$302,499	\$304,045
17 32 400 142	\$46,379	\$46,616
17 32 400 143	\$1,054,516	\$1,157,860
17 32 400 144	\$40,383	\$40,589
17 32 400 145	\$993,996	\$999,075
17 32 401 001	\$2,452	\$2,464
17 32 401 002	\$2,511	\$2,524
17 32 401 003	\$2,511	\$2,524
17 32 401 004	\$2,511	\$2,524
17 32 401 005	\$2,511	\$2,524
17 32 401 006	\$2,511	\$2,524
17 32 401 007	\$2,511	\$2,524
17 32 401 008	\$2,511	\$2,524
17 32 401 009	\$2,511	\$2,524
17 32 401 011	\$5,542	\$5,604
17 32 401 012	\$5,542	\$5,604
17 32 401 013	\$5,542	\$5,604
17 32 401 014	\$5,542	\$5,604
17 32 401 015	\$3,018	\$3,034
17 32 401 016	\$3,092	\$3,108
17 32 401 017	\$3,092	\$3,108
17 32 401 018	\$3,092	\$3,108
17 32 401 019	\$3,092	\$3,108
17 32 401 020	\$3,092	\$3,108
17 32 401 021	\$3,092	\$3,108
17 32 401 022	\$3,092	\$3,108
17 32 401 023	\$3,092	\$3,108
17 32 401 025	\$6,493	\$6,560
17 32 401 026	\$6,493	\$6,560
17 32 401 027	\$6,493	\$6,560
17 32 401 028	\$6,493	\$6,560
17 32 401 030	\$107,436	\$107,904
17 32 401 031	\$45,586	\$46,231
17 32 401 032	\$1,509	\$1,517
17 32 401 033	\$4,445	\$4,140
17 32 401 034	\$501	\$503
17 32 401 035	\$3,642	\$3,367
17 32 402 001	\$6,696	\$6,730
17 32 402 002	\$10,005	\$10,056
17 32 402 003	\$9,390	\$9,438
17 32 402 004	\$8,739	\$8,784
17 32 402 005	\$9,289	\$9,336
17 32 402 006	\$9,289	\$9,336
17 32 402 007	\$9,289	\$9,336
17 32 402 008	\$9,289	\$9,336
17 32 402 009	\$38,311	\$38,507
17 32 402 010	\$55,832	\$56,118
17 32 402 011	\$7,562	\$7,601
17 32 402 012	\$16,045	\$13,676
17 32 402 013	\$7,776	\$10,978
17 32 402 014	\$136,781	\$599,724
17 32 403 001	\$6,696	
17 32 403 002	\$9,390	

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17 32 403 003	\$33,182	\$33,374
17 32 403 004	\$33,182	\$33,374
17 32 403 005	\$6,947	\$6,947
17 32 403 006	\$11,683	\$11,766
17 32 403 007	\$17,295	\$17,383
17 32 403 008	\$21,695	\$21,829
17 32 403 009	\$22,431	\$22,545
17 32 403 010	\$12,442	\$21,729
17 32 403 011	\$12,442	\$21,729
17 32 403 012	\$12,442	\$21,729
17 32 403 013	\$12,442	\$21,729
17 32 403 014	\$30,582	\$30,739
17 32 403 015	\$33,351	\$37,311
17 32 403 038		\$27,804
17 32 403 039		\$30,018
17 32 403 040		\$30,018
17 32 403 041		\$28,023
17 32 403 042		\$28,029
17 32 403 043		\$27,959
17 32 404 001	\$51,024	\$51,285
17 32 404 002	\$9,507	\$9,555
17 32 404 003	\$9,507	\$9,555
17 32 404 004	\$9,507	\$9,555
17 32 404 005	\$9,507	\$9,555
17 32 404 006	\$9,507	\$9,555
17 32 404 007	\$9,507	\$9,555
17 32 404 015	\$164,337	\$223,190
17 32 404 019	\$52,859	\$53,129
17 32 404 020	\$21,222	\$21,689
17 32 404 021	\$45,254	\$42,741
17 32 404 023	\$20,211	\$20,337
17 32 404 026	\$80,245	\$60,022
17 32 404 027	\$39,692	\$39,894
17 32 405 001	\$14,169	\$14,241
17 32 405 002	\$1,813	\$1,823
17 32 405 003	\$84,796	\$85,229
17 32 405 004	\$64,242	\$64,570
17 32 405 025	\$7,254	\$7,291
17 32 407 015	\$37,779	\$37,972
17 32 407 016	\$60,493	\$60,802
17 32 407 017	\$60,493	\$60,802
17 32 407 018	\$44,724	\$44,952
17 32 407 019	\$9,023	\$6,919
17 32 407 020	\$13,860	\$6,919
17 32 407 021	\$30,303	\$30,458
17 32 407 022	\$3,832	\$3,851
17 32 407 023	\$3,832	\$3,851
17 32 407 024	\$3,832	\$3,851
17 32 407 025	\$34,273	\$34,448
17 32 407 026	\$9,650	\$13,279
17 32 408 001	\$2,760	\$2,774
17 32 408 002	\$48,124	\$12,406
17 32 408 003	\$2,266	\$2,277
17 32 408 004	\$2,266	\$2,277
17 32 408 005	\$2,266	\$2,277
17 32 408 006	\$8,247	\$8,289

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17 32 408 007	\$13,809	\$13,903
17 32 408 008	\$2,266	\$2,277
17 32 408 009	\$9,500	\$9,584
17 32 408 010	\$25,527	\$25,657
17 32 408 011	\$8,479	\$8,479
17 32 408 019	\$40,362	\$40,568
17 32 408 020	\$64,836	\$65,167
17 32 408 021	\$64,836	\$65,167
17 32 408 022	\$64,836	\$65,167
17 32 408 023	\$29,566	\$29,717
17 32 408 024	\$6,727	\$6,762
17 32 408 025	\$15,991	\$16,072
17 32 408 026	\$39,996	\$40,200
17 32 410 013	\$102,315	\$102,837
17 32 410 014	\$13,436	\$13,504
17 32 410 015	\$3,832	\$3,851
17 32 410 016	\$15,946	\$16,028
17 32 410 017	\$5,945	\$5,976
17 32 410 018	\$17,329	\$17,417
17 32 410 019	\$21,856	\$21,967
17 32 410 020	\$2,788	\$2,802
17 32 410 021	\$16,929	\$18,974
17 32 410 022	\$45,580	\$45,813
17 32 411 001	\$6,603	\$6,636
17 32 411 002	\$37,910	\$38,104
17 32 411 003	\$44,743	\$44,971
17 32 411 004	\$44,743	\$44,971
17 32 411 005	\$44,743	\$44,971
17 32 411 006	\$53,417	\$53,690
17 32 411 007	\$50,525	\$50,784
17 32 411 008	\$44,743	\$44,971
17 32 411 009	\$44,743	\$44,971
17 32 411 010	\$24,219	\$24,342
17 32 411 011	\$33,478	\$33,649
17 32 411 012	\$19,273	\$6,244
17 32 411 013	\$149,974	\$150,740
17 32 411 014	\$160,560	\$161,381
17 32 411 015	\$12,512	\$12,598
17 32 411 016	\$9,940	\$10,026
17 32 411 017	\$22,747	\$22,886
17 32 411 018	\$10,037	\$10,111
17 32 411 019	\$11,167	\$15,747
17 32 411 020	\$9,857	\$9,930
17 32 411 021	\$3,050	\$3,065
17 32 411 022	\$23,005	\$23,123
17 32 413 012	\$2,720	\$2,734
17 32 413 013	\$24,861	\$24,988
17 32 413 014	\$10,388	\$28,427
17 32 413 015	\$32,123	\$10,889
17 32 413 016	\$3,193	\$3,210
17 32 413 017	\$17,436	\$17,548
17 32 413 018	\$7,552	\$7,590
17 32 413 019	\$40,862	\$41,071
17 32 414 020	\$7,661	\$45,796
17 32 414 029	\$1,186,327	\$1,192,389
17 32 415 022	\$117,069	\$117,667

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17 32 415 023	\$668,954	\$672,373
17 32 416 009	\$67,000	\$67,342
17 32 416 010	\$50,242	\$50,499
17 32 416 011	\$50,242	\$50,499
17 32 416 012	\$20,909	\$21,016
17 32 416 013	\$20,909	\$21,016
17 32 416 014	\$6,182	\$6,214
17 32 416 015	\$6,182	\$6,214
17 32 416 016	\$6,182	\$6,214
17 32 416 018	\$46,305	\$46,541
17 32 416 019	\$17,791	\$17,882
17 32 416 020	\$4,546	\$4,569
17 32 416 021	\$4,582	\$4,605
17 32 416 022	\$6,653	\$6,687
17 32 416 023	\$6,653	\$6,687
17 32 416 024	\$39,615	\$39,818
17 32 416 028	\$10,971	\$11,027
17 32 416 029	\$464,125	\$466,496
17 32 416 030	\$173,552	\$174,439
17 32 416 031	\$21,771	\$21,882
17 32 416 032	\$6,100	\$6,131
17 32 417 001	\$27,615	\$27,756
17 32 417 002	\$27,615	\$27,756
17 32 417 003	\$28,308	\$28,453
17 32 417 004	\$2,883	\$2,898
17 32 417 005	\$12,918	\$12,984
17 32 417 006	\$39,282	\$39,482
17 32 417 007	\$81,063	\$81,478
17 32 417 008	\$73,317	\$73,692
17 32 417 009	\$73,328	\$73,703
17 32 417 010	\$74,296	\$75,309
17 32 417 011	\$76,536	\$76,927
17 32 417 012	\$76,536	\$76,927
17 32 417 013	\$54,898	\$55,179
17 32 417 014	\$123,245	\$123,874
17 32 417 015	\$35,355	\$35,535
17 32 417 016	\$35,355	\$35,535
17 32 417 017	\$46,725	\$46,964
17 32 417 018	\$22,693	\$22,809
17 32 417 019	\$233,483	\$234,676
17 32 418 006	\$7,647	\$7,686
17 32 418 007	\$8,302	\$8,344
17 32 418 008	\$6,193	\$6,224
17 32 418 009	\$198,673	\$199,688
17 32 418 014	\$14,021	\$52,810
17 32 418 015	\$20,239	\$84,222
17 32 418 016	\$14,021	\$52,810
17 32 418 017	\$13,237	\$48,855
17 32 418 018	\$7,539	\$7,577
17 32 418 019	\$2,610	\$2,624
17 32 418 021	\$115,879	\$116,471
17 32 418 023	\$157,496	\$158,301
17 32 418 024	\$125,542	\$126,183
17 32 419 001	\$21,072	\$21,936
17 32 419 002	\$3,365	\$3,505
17 32 419 003	\$5,294	\$5,321

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17 32 419 004	\$5,294	\$5,321
17 32 419 005	\$5,337	\$5,364
17 32 419 006	\$21,957	\$25,863
17 32 419 007	\$34,177	\$34,352
17 32 419 008	\$26,829	\$26,966
17 32 419 009	\$26,829	\$26,966
17 32 419 010	\$26,829	\$26,966
17 32 419 011	\$34,678	\$34,856
17 32 419 012	\$5,125	\$5,151
17 32 419 013	\$2,562	\$2,575
17 32 419 014	\$32,256	\$27,779
17 32 419 015	\$50,749	\$51,009
17 32 419 016	\$50,749	\$51,009
17 32 419 017	\$8,877	\$8,922
17 32 419 018	\$88,989	\$89,444
17 32 419 019	\$5,485	\$5,513
17 32 419 020	\$5,485	\$5,513
17 32 419 021	\$5,485	\$5,513
17 32 419 022	\$5,485	\$5,513
17 32 420 002	\$422,700	\$424,860
17 32 421 003	\$192,151	\$193,133
17 32 421 004	\$262,911	\$264,254
17 32 421 005	\$127,127	\$127,777
17 32 421 006	\$460,502	\$462,855
17 32 500 003	\$0	RR
17 32 500 005	\$0	RR
17 32 500 006	\$0	RR
17 32 500 010	\$13,359	\$13,428
17 32 500 011		\$19,707
17 32 500 012	\$32,305	
17 32 501 001	\$0	RR
17 33 100 001	\$42,300	\$42,516
17 33 100 002	\$45,924	\$46,159
17 33 100 003	\$128,657	\$129,315
17 33 100 004	\$128,657	\$129,315
17 33 100 005	\$13,716	\$13,809
17 33 100 006	\$30,743	\$30,900
17 33 100 007	\$4,650	\$4,673
17 33 100 008	\$180,702	\$181,626
17 33 100 009	\$4,650	\$4,673
17 33 100 010	\$13,949	\$14,020
17 33 100 011	\$89,365	\$48,413
17 33 100 012	\$17,890	\$18,005
17 33 100 013	\$27,710	\$27,852
17 33 100 014	\$59,305	\$59,608
17 33 100 015	\$26,019	\$3,682
17 33 100 016	\$13,383	\$20,487
17 33 100 017	\$20,915	\$21,022
17 33 100 018	\$26,588	\$26,724
17 33 100 019	\$26,848	\$18,416
17 33 100 038	\$0	Exempt
17 33 108 001	\$129,551	\$35,786
17 33 108 002	\$11,916	\$25,215
17 33 108 003	\$99,620	\$100,129
17 33 108 004	\$42,141	\$42,379
17 33 108 005	\$22,095	\$22,207

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17 33 108 006	\$9,557	\$9,606
17 33 108 007	\$9,557	\$9,606
17 33 108 008	\$9,557	\$9,606
17 33 108 009	\$11,722	\$12,928
17 33 108 010	\$44,901	\$45,131
17 33 108 011	\$9,688	\$9,738
17 33 108 012	\$122,412	\$123,037
17 33 108 013	\$62,913	\$63,234
17 33 108 014	\$45,793	\$46,027
17 33 108 015	\$39,267	\$39,467
17 33 108 016	\$34,985	\$35,164
17 33 108 017	\$111,631	\$112,201
17 33 108 018	\$14,051	\$14,226
17 33 108 019	\$103,483	\$104,012
17 33 116 001	\$179,546	\$145,249
17 33 116 002	\$89,771	\$72,621
17 33 116 003	\$89,771	\$72,621
17 33 116 004	\$89,771	\$72,621
17 33 116 005	\$37,242	\$25,168
17 33 116 006	\$38,352	\$38,548
17 33 116 007	\$21,970	\$22,118
17 33 116 008	\$32,768	\$32,935
17 33 116 009	\$83,650	\$84,078
17 33 116 010	\$19,647	\$19,770
17 33 116 011	\$55,486	\$55,769
17 33 116 012	\$30,508	\$30,664
17 33 116 013	\$23,817	\$23,961
17 33 116 014	\$75,082	\$75,466
17 33 116 015	\$75,082	\$75,466
17 33 116 016	\$76,329	\$55,684
17 33 116 017	\$18,119	\$18,212
17 33 116 042	\$43,993	\$44,217
17 33 118 001	\$67,835	\$68,182
17 33 118 002	\$41,236	\$41,447
17 33 118 003	\$68,019	\$22,552
17 33 118 004	\$18,445	\$48,296
17 33 118 005	\$18,445	\$48,296
17 33 118 006	\$16,783	\$16,865
17 33 118 007	\$114,366	\$91,026
17 33 118 010	\$57,494	\$57,787
17 33 118 011	\$57,356	\$57,649
17 33 118 012	\$57,356	\$57,649
17 33 118 013	\$92,762	\$56,082
17 33 118 014	\$49,555	\$49,808
17 33 118 015	\$37,663	\$37,855
17 33 118 016	\$33,338	\$33,509
17 33 118 017	\$42,296	\$41,507
17 33 118 018	\$87,811	\$88,360
17 33 118 019	\$68,458	\$68,808
17 33 118 020	\$68,458	\$68,808
17 33 118 021	\$105,305	\$125,026
17 33 118 037	\$121,569	\$122,190
17 33 300 001	\$174,632	\$176,529
17 33 300 002	\$36,494	\$36,680
17 33 300 003	\$38,764	\$29,415
17 33 300 004	\$23,684	\$23,805

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17 33 300 005	\$22,838	\$23,148
17 33 300 006	\$24,996	\$25,124
17 33 300 007	\$12,979	\$13,068
17 33 300 008	\$22,659	\$22,775
17 33 300 009	\$32,643	\$32,823
17 33 300 010	\$26,425	\$26,583
17 33 300 011	\$23,849	\$23,971
17 33 300 012	\$20,558	\$20,663
17 33 300 013	\$3,033	\$3,048
17 33 300 014	\$3,033	\$3,048
17 33 300 015	\$3,033	\$3,048
17 33 300 016	\$3,033	\$3,048
17 33 300 017	\$3,033	\$3,048
17 33 300 018	\$3,033	\$3,048
17 33 300 019	\$3,033	\$3,048
17 33 300 020	\$13,093	\$17,683
17 33 300 021	\$29,876	\$30,029
17 33 300 022	\$7,828	\$7,889
17 33 300 023	\$110,297	\$110,861
17 33 300 024	\$65,438	\$65,773
17 33 307 004	\$33,233	\$33,402
17 33 307 005	\$33,233	\$33,402
17 33 307 006	\$0	\$51,255
17 33 307 007	\$7,368	\$7,405
17 33 307 008	\$6,040	\$6,071
17 33 307 009	\$56,972	\$57,263
17 33 307 010	\$56,972	\$57,263
17 33 307 011	\$55,450	\$55,733
17 33 307 012	\$55,450	\$55,733
17 33 307 013	\$33,247	\$33,417
17 33 307 014	\$55,799	\$24,215
17 33 307 015	\$2,773	\$2,787
17 33 307 016	\$2,773	\$2,787
17 33 307 017	\$2,773	\$2,787
17 33 307 018	\$2,773	\$2,787
17 33 307 019	\$44,965	\$19,544
17 33 307 020	\$23,544	\$23,665
17 33 307 021	\$2,773	\$2,787
17 33 307 022	\$55,572	\$55,856
17 33 307 023	\$55,372	\$55,655
17 33 307 049	\$100,901	\$101,416
17 33 313 001	\$25,360	\$25,489
17 33 313 002	\$2,075	\$2,086
17 33 313 003	\$2,075	\$2,086
17 33 313 004	\$9,274	\$18,033
17 33 313 005	\$5,366	\$5,394
17 33 313 006	\$5,132	\$5,158
17 33 313 007	\$50,806	\$51,066
17 33 313 008	\$50,806	\$51,066
17 33 313 009	\$21,403	\$21,513
17 33 313 010	\$20,875	\$20,982
17 33 313 011	\$58,068	\$58,365
17 33 313 012	\$53,755	\$54,029
17 33 313 015	\$24,111	\$24,234
17 33 313 016	\$24,111	\$24,234
17 33 313 017	\$24,965	\$25,092

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17 33 313 018	\$4,318	\$4,340
17 33 313 019	\$4,299	\$4,321
17 33 313 020	\$4,299	\$4,321
17 33 313 021	\$2,075	\$2,086
17 33 313 022	\$5,886	\$5,916
17 33 313 023	\$2,075	\$2,086
17 33 313 024	\$5,730	\$5,759
17 33 313 049	\$26,941	\$27,078
17 33 321 001	\$24,445	\$24,570
17 33 321 002	\$2,767	\$2,781
17 33 321 003	\$2,767	\$2,781
17 33 321 004	\$28,511	\$28,657
17 33 321 005	\$90,211	\$90,671
17 33 321 006	\$106,195	\$106,738
17 33 321 007	\$106,195	\$106,738
17 33 321 008	\$87,514	\$87,961
17 33 321 009	\$34,321	\$34,497
17 33 321 010	\$78,774	\$109,508
17 33 321 011	\$78,616	\$109,353
17 33 321 012	\$57,109	\$56,007
17 33 321 013	\$9,673	\$9,723
17 33 321 014	\$41,843	\$42,057
17 33 321 015	\$39,814	\$40,018
17 33 321 016	\$42,790	\$43,009
17 33 321 017	\$237,978	\$239,194
17 33 321 042	\$71,193	\$71,557
17 33 321 043	\$0	\$6,063
20 05 100 003	\$49,198	\$49,449
20 05 100 004	\$98,402	\$98,905
20 05 100 005	\$49,198	\$49,449
20 05 100 006	\$41,023	\$41,233
20 05 100 007	\$10,487	\$10,541
20 05 100 008	\$10,487	\$10,541
20 05 100 009	\$58,290	\$58,588
20 05 100 010	\$250,465	\$251,744
20 05 100 013	\$99,992	\$100,503
20 05 100 015	\$11,079	\$11,136
20 05 100 016	\$54,076	\$54,352
20 05 100 017	\$0	\$0
20 05 101 015	\$322,218	\$323,864
20 05 101 017	\$40,569	\$40,776
20 05 101 018	\$10,439	\$10,492
20 05 101 026	\$189,089	\$190,055
20 05 101 028	\$0	\$0
20 05 101 030	\$13,674	\$13,744
20 05 101 031	\$105,134	\$105,671
20 05 101 032	\$4,221	\$4,242
20 05 101 033	\$44,282	\$44,508
20 05 101 037	\$51,197	\$51,459
20 05 101 038	\$87,704	\$88,152
20 06 100 024	\$1,460,955	\$1,468,420
20 06 100 056	\$0	\$0
20 06 100 065	\$22,549	\$22,664
20 06 100 067	\$8,325	\$8,368
20 06 100 068	\$0	\$0
20 06 100 085	\$0	\$0

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20 06 100 086	\$103,255	\$257,977
20 06 200 002	\$989,118	\$994,172
20 06 200 003	\$93,104	\$93,580
20 06 200 005	\$0	\$0
20 06 200 006	\$0	\$0
20 06 200 007	\$0	\$0
20 06 200 008	\$0	\$0
20 06 200 009	\$0	\$0
20 06 200 021	\$1,464,932	\$1,472,418
20 06 200 022	\$1,453,243	\$1,460,669
20 06 200 023	\$4,113	\$4,134
20 06 200 034	\$7,469	\$7,507
20 06 200 035	\$64,138	\$64,466
TOTAL:	\$78,951,403	\$80,765,158

EXHIBIT 1
ASSETS AND LIABILITIES BY SUBAREA

As a result of the planning efforts undertaken in the preparation of Redevelopment Plan, an Assets and Liabilities statement was prepared for each of the seven Opportunity Areas. The Assets section aids in clearing defining the assets which exist while the liabilities are those items that have the potential to be corrected through Tax Increment Financing revenue sources. This section is not meant by no means to be an all encompassing statement of all the assets and liabilities for each of the Opportunity Areas.

HALSTED STREET

<u>Assets</u>	<u>Liabilities</u>
<ul style="list-style-type: none">· Location of neighborhood shopping district on main arterial.· Proximity to numerous communities with disposable income.· Proximity to a large population base upon which to draw customers.· Potential for redevelopment as a convenience-type shopping area.· Amount of building vacancies which may be available for new stores.· Established identity as a neighborhood shopping district.· Character of existing structures.· Potential for upper-story residential development.	<ul style="list-style-type: none">· Limited size of existing stores.· Presence of few national chains.· Lack of large vacant sites for redevelopment.· Limited off-street parking.· Elongation of the shopping area.· Volume and speed of vehicular traffic bisecting the shopping district.· Lack of continuity of ground-floor uses due to the intermixing of commercial and residential uses, and vacant land.

Morgan Street	Assets	Liabilities
	<hr/>	<hr/>
	<ul style="list-style-type: none"> Architectural character of existing buildings. Changing land uses from commercial to residential. Wide public right-of-way available for streetscaping improvements. Strong residential neighborhoods to the east and west of Morgan Street. 	<ul style="list-style-type: none"> Use of Morgan Street as a vehicular by-pass to the Halsted Street commercial area. Potential problems associated with vaulted sidewalks, if present within the r-o-w. Perception of the area as unsafe. Number of vacant buildings.

Sangamon Street	Assets	Liabilities
	<hr/>	<hr/>
	<ul style="list-style-type: none"> Location at the prominent juncture of Pershing Road, Halsted Street, and Morgan Street. Proximity to the interstate highway system via Pershing Road. Presence of existing viable businesses. Potential to retain businesses and stabilize the land uses with limited expenditure. 	<ul style="list-style-type: none"> Presence of businesses with a declining market. Unattractiveness of the area. Lack of identity. Presence of incompatible land uses. Existence of buildings that may be unsuited to redevelopment.

Morgan Industrial Street	Assets	Liabilities
	<hr/>	<hr/>
	<ul style="list-style-type: none"> Existence of strong businesses that may need to expand. Availability of land for new industrial development as well as redevelopment. 	<ul style="list-style-type: none"> Current condition of many existing properties. Inadequate roadway infrastructure.

- Frontage along 35th Street, Pershing Road, and the Chicago River.
- Lack of identity as an industrial area.
- Poor circulation during peak hours.
- Presence of buildings unsuitable for rehabilitation.

Benson Park

<u>Assets</u>	<u>Liabilities</u>
<ul style="list-style-type: none"> · Existence of large vacant parcels of land, with limited ownership, that may be easily assembled for development. · Frontage on the Chicago River. · Strong residential demand within the area. · Surrounding strong residential neighborhoods. · Proximity to new residential development. · Ability to create an entirely new residential environment. 	<ul style="list-style-type: none"> · Piecemeal nature of new residential development to the north. · Potential environmental contamination. · Condition of the seawalls. · Unattractive views across the river.

35th and Ashland

<u>Assets</u>	<u>Liabilities</u>
<ul style="list-style-type: none"> · Large properties available for redevelopment. · Presence of unnecessary streets which can be vacated to create larger redevelopment parcels. · Proximity to the Dan Ryan expressway. 	<ul style="list-style-type: none"> · Cost of acquiring available properties. · Presence of a nearby recycling facility.

37th and Iron

<u>Assets</u>	<u>Liabilities</u>
<ul style="list-style-type: none">• Proximity to an excellent regional transportation network via the nearby Dan Ryan expressway.• Strong identification as an industrial area.• Adjacent to the Wrigley industrial properties that are well maintained and identifiable.• Presence of various sites and buildings available for redevelopment.• Presence of new streets.• Direct water and rail access.	<ul style="list-style-type: none">• Number of buildings unsuitable for redevelopment.• Presence of numerous dilapidated privately owned streets.• Scattered vacant sites.

Pershing Road

<u>Assets</u>	<u>Liabilities</u>
<ul style="list-style-type: none">• Presence of significant amount of available industrial space.• Proximity to the interstate highway system.• Adjacent to strong industrial uses on the northwest.	<ul style="list-style-type: none">• Amount of vacant multistory industrial square footage.• Lack of parking.• Cost of rehabilitation of existing buildings.• Cost of demolition of existing buildings.• Lack of significant land acreage even if demolition were undertaken.• Cost of maintaining structures until rehabbed

EXHIBIT 2
1980 SELECTED CENSUS DATA FOR
CENSUS TRACKS LOCATED IN THE 35TH/HALSTED STUDY AREA

Provided by: Chicago Area Geographic Information Study (CAGIS)
University of Illinois at Chicago
UIC-Dept. Of Anthropology and Geography Program
Illinois State Data Center: Coordinating Agency

	1980	<u>Data</u>
100-Percent Count of Persons		
Universe: 100-Percent Count of Persons		
100-Percent Count of Persons		
100-Percent Count of Persons	11,614	
Race: By Sex; By Age		
Universe: Persons of Specified Races		
White Male Total		
Age		
Under 5 years	721	
5 to 14 years	1,405	
15 to 59	5,669	
60 to 64 years	665	
65 years and over	1,222	
White Female Total		
Age		
Under 5 years	363	
5 to 14 years	698	
15 to 59	2,929	
60 to 64 years	363	
65 years and over	702	
Black Male Total		
Age		
Under 5 years	0	
5 to 14 years	0	
15 to 59	0	
60 to 64 years	0	
65 years and over	0	
Black Female Total		
Age		
Under 5 years	0	
5 to 14 years	0	
15 to 59	0	
60 to 64 years	0	
65 years and over	0	
American Indian, Eskimo, and Aleut		
Male Total		
Age		
Under 5 years	0	
5 to 14 years	0	
15 to 59	0	

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60 to 64 years	0
65 years and over	0
Female	
Age	
Under 5 years	0
5 to 14 years	0
15 to 59 years	0
60 to 64 years	0
65 years and over	0
Asian Pacific Islander	
Male Total	
Age	
Under 5 years	0
5 to 14 years	0
15 to 59 years	0
60 years and over	0
Female Total	
Age	
Under 5 years	6
5 to 14 years	0
15 to 59 years	24
60 to 64 years	0
65 years and over	0
Race	
Universe: Persons of Spanish Origin	
RACE	
Total	2,731
White	1,811
Black	0
American Indian, Eskimo, Aleut, and Asian & Pacific Islander	0
Other (Race n.e.c.)	920
Spanish Origin and Race	
Universe: Persons	
Spanish Origin and Race	
Not of Spanish origin	8,901
Mexican	2,377
Puerto Rican	163
Cuban	19
Other Spanish	82
Other (Race n.e.c.)	90
Persons in Household	
Universe: Households	
Persons in Household	
1 person	1,261
2 persons	1,175
3 persons	756
4 persons	545
5 persons	355
6 or more persons	254

Household Type and Relationship
 Universe: Persons

Household Type and Relationship

In family household:	
Householder	2,958
Spouse	1,945
Other relatives	5,007
Nonrelatives	130
In nonfamily household:	
Male householder	617
Female householder	771
Nonrelatives	194
In group quarters:	
Inmate of institution	0
Other	10

100-Percent Count of Housing Units

Universe: Housing Units

100-Percent Count of Housing Units

Housing Units	4,906
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Occupancy Status

Universe: Year-Round Housing Units

Occupancy Status

Total	4,914
Occupied	4,460
Vacant	454

Tenure

Universe: Occupied Housing Units

Tenure

Total	4,460
Renter occupied	2,843

Tenure

Universe: Persons In Occupied Housing Units

Tenure

Total	11,823
Renter occupied	7,153

Gross Rent

Universe: Specified Renter-Occupied Housing Units

Gross Rent

Less than \$60	7
\$60 to \$79	83
\$80 to \$99	106
\$100 to \$119	114
\$120 to \$149	358
\$150 to \$169	349
\$170 to \$199	509
\$200 to \$249	818
\$250 to \$299	227
\$300 to \$349	97
\$350 to \$399	45
\$400 to \$499	16
\$500 or more	0
No cash rent	82

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Vacancy Status

Universe: Vacant Housing Units

Vacancy Status

For sale only	11
For rent	217
Held for occasional use	79
Other vacants	147

Aggregate Contract Rent & Rent Asked by Occupancy Status

Universe: Specified Renter-Occupied & Vacant-For-Rent

Aggregate Contract Rent

Renter occupied	354,505
Vacant for rent	29,408

Occupancy Status

Universe: Specified Renter-Occupied & Vacant-For-Rent

Occupancy Status

Renter occupied	2,729
Vacant for rent	217

Household Income in 1979

Universe: Households

Household Income in 1979

Less than \$2,500	287
\$2,500 to \$4,999	522
\$5,000 to \$7,499	392
\$7,500 to \$9,999	388
\$10,000 to \$12,499	427
\$12,500 to \$14,999	279
\$15,000 to \$17,499	336
\$17,500 to \$19,999	280
\$20,000 to \$22,499	291
\$22,500 to \$24,999	174
\$25,000 to \$27,499	183
\$27,500 to \$29,999	179
\$30,000 to \$34,999	241
\$35,000 to \$39,999	107
\$40,000 to \$49,999	173
\$50,000 to \$74,999	73
\$75,000 or more	14

Family Income in 1979

Universe: Families

Family Income in 1979

Less than \$2,500	118
\$2,500 to \$4,999	248
\$5,000 to \$7,499	245
\$7,500 to \$9,999	179
\$10,000 to \$12,499	253
\$12,500 to \$14,999	177
\$15,000 to \$17,499	248
\$17,500 to \$19,999	236
\$20,000 to \$22,499	212
\$22,500 to \$24,999	147
\$25,000 to \$27,499	194
\$27,500 to \$29,999	163

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\$30,000 to \$34,999	209
\$35,000 to \$39,999	86
\$40,000 to \$49,999	156
\$50,000 to \$74,999	73
\$75,000 or more	14

Poverty Status in 1979: By Age

Universe: Persons For Whom Poverty Status is Determine

Poverty Status in 1979

Income in 1979 Above poverty level:

Age

Under 55 years	6,904
55 to 59 years	716
60 to 64 years	621
65 years and over	1,168

Income in 1979 Below poverty level:

Age

Under 55 years	1,867
55 to 59 years	76
60 to 64 years	87
65 years and over	184

Race: By Sex; By Labor Force Status

Universe: Persons 16 Years and Over

Race

Male Total

Labor force status

Armed Forces	0
Civilian labor force:	
Employed	2,839
Unemployed	242
Not in Labor Force	1,163

Female Total

Labor force status

Armed Forces	0
Civilian labor force:	
Employed	1,892
Unemployed	142
Not in Labor Force	2,554

White Male Total

Labor force status

Armed Forces	0
Civilian labor force:	
Employed	2,274
Unemployed	148
Not in Labor Force	1,065

White Female Total

Labor force status

Armed Forces	0
Civilian labor force:	
Employed	1,572
Unemployed	118
Not in Labor Force	2,249

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Black Male Total	
Labor force status	
Armed Forces	0
Civilian labor force:	
Employed	0
Unemployed	0
Not in Labor Force	0
Black Female Total	
Labor force status	
Armed Forces	0
Civilian labor force:	
Employed	0
Unemployed	0
Not in Labor Force	0
American Indian, Eskimo and Aleut	
Sex	
Male Total	
Labor force status	
Armed Forces	0
Civilian labor force:	
Employed	0
Unemployed	0
Not in Labor Force	0
Female Total	
Labor force status	
Armed Forces	0
Civilian labor force:	
Employed	0
Unemployed	0
Not in Labor Force	0
Asian and Pacific Islander	
Sex	
Male Total	
Labor force status	
Armed Forces	0
Civilian labor force:	
Employed	39
Unemployed	0
Not in Labor Force	5
Female Total	
Labor force status	
Armed Forces	0
Civilian labor force:	
Employed	18
Unemployed	0
Not in Labor Force	0

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Sex: By Labor Force Status

Universe: Persons Of Spanish Origin 16 Years And Over

Sex

Male Total

Labor force status

Armed Forces 0

Civilian labor force:

Employed 735

Unemployed 119

Not in Labor Force 95

Female Total

Labor force status

Armed Forces 0

Civilian labor force:

Employed 310

Unemployed 40

Not in Labor Force 449

Occupation

Universe: Employed Persons 16 Years And Over

Occupation

Managerial and professional specialty occupations:

Executive, administrative, and managerial 253

Professional specialty 334

Technical, sales, and administrative support occupation

Technicians and related support 154

Sales occupations 264

Administrative support, including clerical 1,114

Service occupations:

Private household occupations 7

Protective service occupations 160

Service, except protective and household 488

Farming, forestry, and fishing occupations

Precision production, craft, and repair 492

Operators, fabricators, and laborers:

Machine operators, assemblers, and inspectors 615

Transportation and material moving occupations 310

Handlers, equipment cleaners, helpers, and laborer 534

Industry

Universe: Employed Persons 16 Years And Over

Industry

Agriculture, forestry, fisheries, and mining 0

Construction 115

Manufacturing:

Nondurable goods 768

Durable goods 685

Transportation 391

Communications and other public utilities 111

Wholesale trade 388

Retail trade 858

Finance, insurance, and real estate 271

Business and repair services 267

Personal, entertainment, and recreation services 150

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Professional and related services:	
Health services	151
Educational services	194
Other professional and related services	151
Public administration	231
Work Disability Status	
Universe: Noninstitutional Persons 16 to 64 Years	
Work Disability Status	
With a work disability:	
In labor force	230
Not in labor force:	
Prevented from working	475
Not prevented from working	86
No work disability	6,689
Age: By Public Transportation Disability Status	
Universe: Noninstitutional Persons 16 Years And Over	
AGE	
16 to 64 years:	
Transportation Disability Status	
With a public transportation disability	238
No public transportation disability	7,242
65 years and over:	
Transportation Disability Status	
With a public transportation disability	207
No public transportation disability	1,145
Means Of Transportation To Work	
Universe: Workers 16 Years And Over	
Means Of Transportation To Work	
Car, truck, or van:	
Drive alone	1,790
Carpool	692
Public Transportation	1,241
Walked Only	781
Other means	33
Worked at home	51
Vehicles Available	
Universe: Occupied Housing Units With Vehicle Available	
Vehicles Available:	
1	2,042
2	564
3 or more	199
House Heating Fuel	
Universe: Occupied Housing Units	
House Heating Fuel	
Utility gas	4,183
Bottled, tank, or LP gas	51
Electricity	150
Fuel oil, kerosene, etc.	67
Coal or coke	0
Wood	0
Other fuel	9
No fuel used	0

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Source Of Water

Universe: Year-Round Housing Units

Source Of Water

Public system or private company	4,914
Individual well:	
Drilled	0
Dug	0
Some other source	0

Sewage Disposal

Universe: Year-Round Housing Units

Sewage Disposal

Public sewer	4,903
Septic tank or cesspool	4
Other means	7

EXHIBIT 3
1990 SELECTED CENSUS DATA FOR
CENSUS TRACKS LOCATED IN THE 35TH/HALSTED STUDY AREA

Provided by: University of Illinois at Chicago
Chicago Area Geographic Information Study (CAGIS)
UIC-Dept. Of Anthropology and Geography Program
Illinois State Data Center: Coordinating Agency

	1990 Data
PERSONS	
Universe: Persons	
PERSONS	
Total	11,582
SEX	
Universe: Persons	
SEX	
Male	5,625
Female	5,957
RACE	
Universe: Persons	
Race	
White	8,371
Black	0
American Indian, Eskimo, or Aleut	54
Asian or Pacific Islander	734
Other race	2,423
HISPANIC ORIGIN BY RACE	
Universe: Persons	
HISPANIC ORIGIN	
Not of Hispanic origin	
RACE	
White	6,628
Black	0
American Indian, Eskimo, or Aleut	36
Asian or Pacific Islander	708
Other race	32
Hispanic origin	
RACE	
White	1,843
Black	0
American Indian, Eskimo, or Aleut	18
Asian or Pacific Islander	26
Other race	2,391

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HISPANIC ORIGIN	
Universe: Persons	
HISPANIC ORIGIN	
Not of Hispanic origin	7,304
Hispanic origin:	
Mexican	3,865
Puerto Rican	218
Cuban	36
Other Hispanic:	
Dominican (Dominican Republic)	0
Central American:	
Guatemalan	56
Honduran	7
Nicaraguan	0
Panamanian	0
Salvadoran	0
Other Central American	0
South American:	
Columbian	0
Ecuadorian	64
Peruvian	0
Other South American	0
Other Hispanic	32
PERSONS IN HOUSEHOLD	
Universe: Households	
PERSONS IN HOUSEHOLD	
1 person	1,317
2 persons	1,063
3 persons	702
4 persons	560
5 persons	408
6 or more persons	92
7 or more persons	142
FAMILY TYPE AND PRESENCE AND AGE OF CHILDREN	
Universe: Families	
FAMILY TYPE AND PRESENCE AND AGE OF CHILDREN	
Married-couple family:	
With children 18 years and over	471
No children 18 years and over	1,313
Other family:	
Male householder, no wife present:	
With children 18 years and over	55
No children 18 years and over	232
Female householder, no husband present:	
With children 18 years and over	286
No children 18 years and over	400
HOUSING UNITS	
Universe: Housing units	
HOUSING UNITS	
Total	4,858

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OCCUPANCY STATUS

Universe: Housing units

OCCUPANCY STATUS

Occupied	4,361
Vacant	497

TENURE

Universe: Occupied housing units

TENURE

Owner occupied	1,649
Renter occupied	2,712

AGGREGATE PERSONS BY TENURE BY RACE OF HOUSEHOLDER

Universe: Persons in occupied housing units

AGGREGATE PERSONS

Total

TENURE

Owner occupied

RACE OF HOUSEHOLDER

White	3,480
Black	0
American Indian, Eskimo, or Aleut	0
Asian or Pacific Islander	317
Other race	848

Renter occupied

RACE OF HOUSEHOLDER

White	4,939
Black	0
American Indian, Eskimo, or Aleut	39
Asian or Pacific Islander	400
Other race	1,559

VALUE

Universe: Specified owner-occupied housing units

VALUE

Less than \$15,000	9
\$15,000 to \$19,999	13
\$20,000 to \$24,999	11
\$25,000 to \$29,999	6
\$30,000 to \$34,999	23
\$35,000 to \$39,999	37
\$40,000 to \$44,999	64
\$45,000 to \$49,999	12
\$50,000 to \$59,999	91
\$60,000 to \$74,999	120
\$75,000 to \$99,999	128
\$100,000 to \$124,999	41
\$125,000 to \$149,999	23
\$150,000 to \$174,999	8
\$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

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GROSS RENT

Universe: Specified renter-occupied housing units

GROSS RENT

With cash rent:

Less than \$100	38
\$100 to \$149	148
\$150 to \$199	89
\$200 to \$249	198
\$250 to \$299	267
\$300 to \$349	552
\$350 to \$399	420
\$400 to \$449	353
\$450 to \$499	236
\$500 to \$549	146
\$550 to \$599	56
\$600 to \$649	55
\$650 to \$699	13
\$700 to \$749	12
\$750 to \$999	37
\$1,000 or more	8
No cash rent	84

UNITS IN STRUCTURE

Universe: Housing units

UNITS IN STRUCTURE

1, detached	777
1, attached	95
2	1,739
3 or 4	1,529
5 to 9	584
10 to 19	46
20 to 49	0
50 or more	0
Mobile home or trailer	0
Other	88

CONDOMINIUM STATUS BY VACANCY STATUS

Universe: Vacant housing units

CONDOMINIUM STATUS

Condominium

VACANCY STATUS

For rent	0
For sale only	0
For seasonal, recreational, or occasional use	0
All other vacants	0

Not Condominium

VACANCY STATUS

For Rent	139
For sale only	5
For seasonal, recreational, or occasional use	0
All other vacants	353

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HOUSEHOLD INCOME IN 1989

Universe: Households

HOUSEHOLD INCOME IN 1989

Less than \$5,000	343
\$5,000 to \$9,999	585
\$10,000 to \$12,499	180
\$12,500 to \$14,999	191
\$15,000 to \$17,499	307
\$17,500 to \$19,999	238
\$20,000 to \$22,499	293
\$22,500 to \$24,999	135
\$25,000 to \$27,499	301
\$27,500 to \$29,999	206
\$30,000 to \$32,499	216
\$32,500 to \$34,999	148
\$35,000 to \$37,499	182
\$37,500 to \$39,999	95
\$40,000 to \$42,499	79
\$42,500 to \$44,999	103
\$45,000 to \$47,499	123
\$47,500 to \$49,999	56
\$50,000 to \$54,999	132
\$55,000 to \$59,999	135
\$60,000 to \$74,999	135
\$75,000 to \$99,999	77
\$100,000 to \$124,999	14
\$125,000 to \$149,999	0
\$150,000 or more	0

AGGREGATE HOUSEHOLD INCOME IN 1989 BY HOUSEHOLD INCOME IN

Universe: Households

AGGREGATE HOUSEHOLD INCOME IN 1989

Total	112,055,958
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FAMILY INCOME IN 1989

Universe: Families

FAMILY INCOME IN 1989

Less than \$5,000	159
\$5,000 to \$9,999	206
\$10,000 to \$12,499	99
\$12,500 to \$14,999	108
\$15,000 to \$17,499	167
\$17,500 to \$19,999	138
\$20,000 to \$22,499	211
\$22,500 to \$24,999	80
\$25,000 to \$27,499	223
\$27,500 to \$29,999	127
\$30,000 to \$32,499	174
\$32,500 to \$34,999	102
\$35,000 to \$37,499	167
\$37,500 to \$39,999	78
\$40,000 to \$42,499	66
\$42,500 to \$44,999	74
\$45,000 to \$47,499	109
\$47,500 to \$49,999	47
\$50,000 to \$54,999	79

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\$55,000 to \$59,999	
\$60,000 to \$74,999	137
\$75,000 to \$99,999	133
\$100,000 to \$124,999	59
\$125,000 to \$149,999	14
\$150,000 or more	0
	0

POVERTY STATUS IN 1989 BY AGE

Universe: Persons for whom poverty status is determined

POVERTY STATUS IN 1989

Income in 1989 above poverty level

AGE

Under 5 years	
5 years	711
6 to 11 years	98
12 to 17 years	799
18 to 24 years	766
25 to 34 years	1,164
35 to 44 years	1,892
45 to 54 years	1,313
55 to 59 years	889
60 to 64 years	351
65 to 74 years	462
75 years and over	855
	533

Income in 1989 below poverty level

AGE

Under 5 years	
5 years	214
6 to 11 years	31
12 to 17 years	225
18 to 24 years	157
25 to 34 years	143
35 to 44 years	334
45 to 54 years	171
55 to 59 years	104
60 to 64 years	24
65 to 74 years	57
75 years and over	135
	64

RATIO OF INCOME IN 1989 TO POVERTY LEVEL

Universe: Persons for whom poverty status is determined

RATIO OF INCOME IN 1989 TO POVERTY LEVEL

Under .50	
.50 to .74	748
.75 to .99	480
1.00 to 1.24	431
1.25 to 1.49	917
1.50 to 1.74	876
1.75 to 1.84	728
1.85 to 1.99	264
2.00 and over	572
	6,476

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RACE BY SEX BY EMPLOYMENT STATUS

Universe: Persons 16 years and over

RACE

White Male

EMPLOYMENT STATUS

In labor force:	
In Armed Forces	0
Civilian:	
Employed	1,982
Unemployed	252
Not in labor force	948

White Female

EMPLOYMENT STATUS

In labor force:	
In Armed Forces	0
Civilian:	
Employed	1,470
Unemployed	136
Not in labor force	1,880

Black Male

EMPLOYMENT STATUS

In labor force:	
In Armed Forces	0
Civilian:	
Employed	0
Unemployed	0
Not in labor force	0

Black Female

EMPLOYMENT STATUS

In labor force:	
In Armed Forces	0
Civilian:	
Employed	0
Unemployed	0
Not in labor force	0

American Indian, Eskimo, or Aleut

SEX

Male

EMPLOYMENT STATUS

In labor force:	
In Armed Forces	0
Civilian:	
Employed	5
Unemployed	0
Not in labor force	6

Female

EMPLOYMENT STATUS

In labor force:	
In Armed Forces	0
Civilian:	

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Employed	15
Unemployed	0
Not in labor force	12
Asian or Pacific Islander	
SEX	
Male	
EMPLOYMENT STATUS	
In labor force:	
In Armed Forces	
Civilian:	0
Employed	222
Unemployed	0
Not in labor force	70
Female	
EMPLOYMENT STATUS	
In labor force:	
In Armed Forces	
Civilian:	0
Employed	220
Unemployed	0
Not in labor force	70
Other race	
SEX	
Male	
EMPLOYMENT STATUS	
In labor force:	
In Armed Forces	
Civilian:	0
Employed	630
Unemployed	110
Not in labor forces	115
Female	
EMPLOYMENT STATUS	
In labor force:	
In Armed Forces	
Civilian:	0
Employed	302
Unemployed	82
Not in labor force	273
SEX BY EMPLOYMENT STATUS	
Universe: Persons of Hispanic origin 16 years and over	
SEX	
Male	
EMPLOYMENT STATUS	
In labor force:	
In Armed Forces	
Civilian:	0
Employed	1,136
Unemployed	177
Not in labor force	210

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Female	
EMPLOYMENT STATUS	
In labor force:	
In Armed Forces	0
Civilian:	
Employed	574
Unemployed	147
Not in labor force	498

OCCUPATION

Universe: Employed persons 16 years and over

OCCUPATION

Managerial and professional specialty occupations	357
Executive, administrative, and managerial occupations	361
Professional specialty occupations	
Technical, sales, and administrative support occupations	145
Technicians and related support occupations	423
Sales occupations	980
Administrative support occupations, including ci	
Service occupations:	0
Private household occupations	101
Protective service occupations	691
Service occupations, except protective and house	13
Farming, forestry, and fishing occupations	477
Precision production, craft, and repair occupation	
Operators, fabricators, and laborers:	522
Machine operators, assemblers, and inspectors	292
Transportation and material moving occupations	484
Handlers, equipment cleaners, helpers, and labor	

INDUSTRY

Universe: Employed persons 16 years and over

INDUSTRY

Agriculture, forestry, and fisheries	16
Mining	0
Construction	196
Manufacturing, nondurable goods	595
Manufacturing, durable goods	608
Transportation	316
Communications and other public utilities	77
Wholesale trade	313
Retail trade	1,171
Finance, insurance, and real estate	365
Business and repair services	240
Personal services	35
Entertainment and recreation services	47
Professional and related services:	
Health services	194
Educational services	253
Other professional and related services	221
Public administration	199

SEX BY AGE BY WORK DISABILITY STATUS BY MOBILITY AND

Universe: Civilian noninstitutionalized persons 16 years

SEX

Male

AGE

16 to 64 years

WORK DISABILITY STATUS

With a work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

85

No mobility or self-care limitation

243

No work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

164

No mobility or self-care limitation

3,237

65 years and over

WORK DISABILITY STATUS

With a work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

58

No mobility or self-care limitation

81

No work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

64

No mobility or self-care limitation

393

Female

AGE

16 to 64 years

WORK DISABILITY STATUS

With a work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

101

No mobility or self-care limitation

146

No work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

148

No mobility or self-care limitation

3,074

65 years and over

WORK DISABILITY STATUS

With a work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

235

No mobility or self-care limitation

119

No work disability

MOBILITY AND SELF-CARE LIMITATION STATUS

With a mobility or self-care limitation

114

No mobility or self-care limitation

523

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

MEANS OF TRANSPORTATION TO WORK

Car, truck, or van:

Drove alone

2,008

Carpooled

911

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Public transportation:	
Bus or trolley bus	1,032
Streetcar or trolley car	21
Subway or elevated	39
Railroad	0
Ferryboat	0
Taxicab	20
Motorcycle	18
Bicycle	15
Walked	537
Other means	62
Worked at home	46
VEHICLES AVAILABLE	
Universe: Occupied housing units with householder of	
VEHICLES AVAILABLE	
None	276
1 or more	902
HOUSE HEATING FUEL	
Universe: Occupied housing units	
HOUSE HEATING FUEL	
Utility gas	4,221
Bottled, tank, or LP gas	58
Electricity	41
Fuel oil, kerosene, etc.	20
Coal or coke	0
Wood	0
Solar energy	0
Other fuel	0
No fuel used	21
YEAR STRUCTURE BUILT	
Universe: Vacant housing units	
YEAR STRUCTURE BUILT	
1989 to March 1990	0
1985 to 1988	0
1980 to 1984	0
1970 to 1979	5
1960 to 1969	0
1950 to 1959	4
1940 to 1949	47
1939 or earlier	441
PLUMBING FACILITIES BY UNITS IN STRUCTURE	
Universe: Housing units	
PLUMBING FACILITIES	
Complete plumbing facilities	
UNITS IN STRUCTURE	
1, detached	777
1, attached	95
2	1,728
3 or 4	1,520
5 to 9	568
10 to 19	46
20 to 49	0

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50 or more	
Mobile home or trailer	0
Other	0
	88
Lacking complete plumbing facilities	
UNITS IN STRUCTURE	
1, detached	
1, attached	0
2	0
3 or 4	11
5 to 9	9
10 to 19	16
20 to 49	0
50 or more	0
Mobile home or trailer	0
Other	0
	0
CONDOMINIUM STATUS BY TENURE AND MORTGAGE STATUS	
Universe: Occupied housing units	
CONDOMINIUM STATUS	
Condominium	
TENURE AND MORTGAGE STATUS	
Owner occupied:	
With a mortgage	
Not mortgaged	0
Renter Occupied	0
	16
Not condominium	
TENURE AND MORTGAGE STATUS	
Owner occupied:	
With a mortgage	
Not mortgaged	570
Renter Occupied	1,079
	2,696
SOURCE OF WATER	
Universe: Housing units	
SOURCE OF WATER	
Public system or private company	
Individual well:	4,858
Drilled	
Dug	0
Some other source	0
	0
SEWAGE DISPOSAL	
Universe: Housing units	
SEWAGE DISPOSAL	
Public sewer	
Septic tank or cesspool	4,812
Other means	18
	28

**EXHIBIT 4
LEGAL DESCRIPTION**

THAT PART OF SECTION 5 AND SECTION 6, TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTION 32 AND SECTION 33, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 32, BEING THE INTERSECTION OF THE CENTERLINE OF PERSHING ROAD AND THE CENTERLINE OF ASHLAND AVENUE; THENCE NORTH ALONG THE WEST LINE OF SAID SECTION 32, BEING THE CENTERLINE OF ASHLAND AVENUE TO THE CENTERLINE OF 33RD STREET; THENCE EAST, ALONG THE CENTERLINE OF SAID 33RD STREET AND ITS EASTERLY EXTENSION, TO THE WEST LINE OF THE SOUTH FORK OF THE SOUTH BRANCH OF THE CHICAGO RIVER; THENCE NORTHWESTERLY, ALONG SAID WESTERLY LINE OF THE SOUTH FORK OF THE SOUTH BRANCH OF THE CHICAGO RIVER TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 28 IN ASSESSOR'S DIVISION OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 32, RECORDED JULY 16, 1857 (ANTE-FIRE); THENCE EAST, ALONG THE AFOREDESCRIBED LINE AND ITS EASTERLY EXTENSION, TO THE EAST LINE OF BENSON STREET; THENCE SOUTH AND SOUTH EAST, ALONG SAID EAST LINE OF BENSON STREET, TO THE NORTH LINE OF 32ND PLACE; THENCE EAST, ALONG SAID NORTH LINE OF 32ND PLACE, TO THE EAST LINE OF TROOP STREET; THENCE SOUTH, ALONG SAID EAST LINE OF TROOP STREET, TO THE NORTH LINE OF 33RD STREET; THENCE EAST, ALONG SAID NORTH LINE OF 33RD STREET, TO THE EAST LINE OF RACINE AVENUE; THENCE SOUTH, ALONG SAID EAST LINE OF RACINE AVENUE, TO THE NORTH LINE OF 34TH PLACE; THENCE EAST, ALONG SAID NORTH LINE OF 34TH PLACE, TO THE WEST LINE OF AN ALLEY LOCATED BETWEEN CARPENTER STREET AND MORGAN STREET; THENCE NORTH, ALONG SAID WEST LINE OF AN ALLEY, TO THE NORTH LINE OF 32ND PLACE; THENCE EAST, ALONG SAID NORTH LINE OF 32ND PLACE, TO THE WEST LINE OF AN ALLEY LOCATED 117.37 FEET (MORE OR LESS) WEST OF THE WEST LINE OF MORGAN STREET; THENCE NORTH, ALONG SAID WEST LINE OF AN ALLEY, TO A POINT ON THE NORTH LINE OF AN ALLEY LOCATED 140.25 FEET (MORE OR LESS) NORTH OF THE NORTH LINE OF 32ND PLACE, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 5 IN CATHOLIC BISHOP'S SUB OF BLOCK 4 IN ASSESSOR'S DIVISION OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 32, RECORDED OCTOBER 25, 1884, AS DOCUMENT NUMBER 583560; THENCE EAST, ALONG THE NORTH LINE OF SAID ALLEY, ALSO BEING ALONG THE SOUTH LINE OF LOTS 3 THROUGH 5 (INCLUSIVE) IN SAID CATHOLIC BISHOP'S SUBDIVISION, TO THE SOUTHEAST CORNER OF SAID LOT 3; THENCE NORTH, ALONG THE EAST LINE OF SAID LOT 3, TO THE NORTHEAST CORNER

THEREOF; THENCE WEST, ALONG THE NORTH LINE OF SAID LOTS 3 THROUGH 5 (INCLUSIVE) IN SAID CATHOLIC BISHOP'S SUBDIVISION, ALSO BEING THE SOUTH LINE OF 32ND STREET, TO THE NORTHWEST CORNER OF SAID LOT 5; THENCE NORTH TO THE NORTH LINE OF SAID 32ND STREET TO A POINT ON THE WEST LINE OF AN ALLEY LOCATED 118.2 FEET (MORE OR LESS) WEST OF THE WEST LINE OF MORGAN STREET; THENCE NORTH, ALONG THE WEST LINE OF SAID ALLEY, TO THE SOUTH LINE OF 31 ST PLACE; THENCE NORTH, TO THE NORTH LINE OF SAID 31 ST PLACE AT A POINT ON THE WEST LINE OF AN ALLEY LOCATED 117.25 FEET (MORE OR LESS) WEST OF THE WEST LINE OF MORGAN STREET; THENCE NORTH, ALONG SAID WEST LINE OF AN ALLEY, TO A POINT ON THE NORTH LINE OF AN ALLEY LOCATED 140.25 FEET (MORE OR LESS) NORTH OF THE NORTH LINE OF 31ST PLACE, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 5 IN WILDER'S SUB OF BLOCKS 1 AND 4 OF ASSESSOR'S DIVISION OF THE WEST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 32 RE-RECORDED DECEMBER 16, 1872 AS DOCUMENT 72259; THENCE EAST, ALONG THE NORTH LINE OF SAID ALLEY, ALSO BEING ALONG THE SOUTH LINE OF LOTS 2 THROUGH 5 (INCLUSIVE) IN SAID WILDER'S SUBDIVISION, TO THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH, ALONG THE EAST LINE OF SAID LOT 2 AND ITS NORTHERLY EXTENSION, TO THE CENTERLINE OF 31 ST STREET; THENCE EAST, ALONG SAID CENTERLINE OF 31 ST STREET, TO A POINT 126.2 FEET EAST OF THE CENTERLINE OF MORGAN STREET; THENCE SOUTH, ALONG A LINE 126.2 FEET EAST OF AND PARALLEL TO THE CENTERLINE OF MORGAN STREET, TO THE SOUTH LINE OF 32ND STREET; THENCE EAST, ALONG SAID SOUTH LINE OF 32ND STREET, TO A POINT 151.8 FEET EAST OF THE CENTERLINE OF MORGAN STREET; THENCE SOUTH, ALONG A LINE 151.8 FEET EAST OF AND PARALLEL TO THE CENTERLINE OF MORGAN STREET, TO THE NORTH LINE OF 33RD STREET; THENCE EAST, ALONG SAID NORTH LINE OF 33RD STREET, TO A POINT ON THE NORTHERLY EXTENSION OF THE EAST LINE OF AN ALLEY LOCATED 179 FEET (MORE OR LESS) EAST OF THE CENTERLINE OF MORGAN STREET; THENCE SOUTH, ALONG THE EAST LINE OF SAID ALLEY, TO THE NORTH LINE OF 35TH STREET; THENCE EAST, ALONG SAID NORTH LINE OF 35TH STREET, TO THE WEST LINE OF AN ALLEY LOCATED 179 FEET (MORE OR LESS) WEST OF THE CENTERLINE OF HALSTED STREET; THENCE NORTH, ALONG THE WEST LINE OF SAID ALLEY, TO THE SOUTH LINE OF 33RD STREET; THENCE WEST, ALONG THE SOUTH LINE OF SAID 33RD STREET, TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF AN ALLEY LOCATED 188 FEET (MORE OR LESS) WEST OF THE CENTERLINE OF HALSTED STREET; THENCE NORTH ALONG THE WEST LINE OF SAID ALLEY, TO THE CENTERLINE OF 31 ST STREET; THENCE EAST, ALONG SAID CENTERLINE OF 31ST STREET, TO THE NORTHERLY EXTENSION OF THE EAST LINE OF AN ALLEY LOCATED 174 FEET (MORE OR LESS) EAST OF THE CENTERLINE OF HALSTED STREET; THENCE SOUTH ALONG THE EAST LINE OF SAID ALLEY, TO THE SOUTH LINE OF SAID SECTION 33, ALSO BEING THE CENTERLINE OF PERSHING ROAD; THENCE WEST, ALONG THE SOUTH LINE OF SAID SECTION 33 AND THE SOUTH LINE OF SAID SECTION 32, TO THE EAST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID

SECTION 5; THENCE SOUTH, ALONG THE AFORESAID EAST LINE, TO THE NORTH RIGHT-OF-WAY LINE OF THE PENN CENTRAL RAILROAD MAIN RIGHT-OF-WAY; THENCE SOUTHWEST, ALONG THE AFORESAID NORTH RIGHT-OF-WAY LINE, TO THE NORTH LINE OF LOT 4 IN CIRCUIT COURT PARTITION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 5, RECORDED APRIL 23, 1874 AS CASE NO. 6432; THENCE WEST, NORTHWEST, AND SOUTHWEST, ALONG THE NORTHERLY LINE OF SAID LOT 4, TO THE EAST LINE OF ASHLAND AVENUE; THENCE NORTH, ALONG THE EAST LINE OF SAID ASHLAND AVENUE, TO THE INTERSECTION WITH THE EASTERLY EXTENSION OF A LINE THAT IS 548.58 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 6; THENCE WEST, ALONG THE AFOREDESCRIBED PARALLEL LINE, TO THE INTERSECTION WITH A LINE THAT IS 1039.34 FEET WEST OF THE EAST LINE OF SAID SECTION 6; THENCE NORTH, ALONG THE AFOREDESCRIBED 1039.34 FOOT LINE, 15.58 FEET; THENCE WESTERLY, ALONG A LINE THAT INTERSECTS A LINE 2013.04 FEET WEST OF THE EAST LINE OF SAID SECTION 6, 520.95 FEET SOUTH OF THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH, ALONG THE AFOREDESCRIBED 2013.04 FOOT LINE, 12.05 FEET; THENCE SOUTHWESTERLY, ON A CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 418.5 FEET, AN ARC DISTANCE OF 276.72 FEET, TO A POINT OF TANGENCY; THENCE WESTERLY, ALONG A LINE THAT INTERSECTS THE EAST LINE OF THE NORTHWEST QUARTER, 633.25 FEET SOUTH OF THE NORTH LINE OF SAID NORTHWEST QUARTER; THENCE CONTINUING WESTERLY, ALONG THE AFOREDESCRIBED COURSE, 306.00 FEET; THENCE NORTHERLY, 52.25 FEET; THENCE WESTERLY, 1.83 FEET; THENCE NORTHERLY, 308.00 FEET; THENCE WESTERLY, 5.00 FEET; THENCE NORTHERLY, 66.00 FEET; THENCE WESTERLY, 14.00 FEET; THENCE NORTHERLY, TO THE INTERSECTION WITH SAID NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 6, SAID LINE ALSO BEING THE CENTERLINE OF SAID PERSHING ROAD; THENCE EASTERLY, ALONG SAID NORTH LINE OF THE NORTHWEST AND NORTHEAST QUARTER OF SECTION 6, ALSO BEING THE CENTERLINE OF PERSHING AVENUE, TO THE POINT OF BEGINNING; EXCEPTING THEREFROM THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 32, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF 37TH PLACE AND SANGAMON STREET; THENCE NORTH, ALONG THE EAST LINE OF SAID SANGAMON STREET, TO THE NORTH LINE OF 36TH STREET; THENCE WEST, ALONG SAID NORTH LINE OF 36TH STREET, TO THE EAST LINE OF AN ALLEY LOCATED 206 FEET (MORE OR LESS) WEST OF THE WEST LINE OF SAID SANGAMON STREET; THENCE NORTH, ALONG THE EAST LINE OF SAID ALLEY, TO THE SOUTH LINE OF AN ALLEY LOCATED 147 FEET (MORE OR LESS) NORTH OF THE NORTH LINE OF 35TH STREET; THENCE EAST, ALONG THE SOUTH LINE OF SAID ALLEY, TO THE WEST LINE OF AN ALLEY LOCATED 168 FEET (MORE OR LESS) WEST OF THE WEST LINE OF HALSTED STREET; THENCE SOUTH, ALONG THE WEST LINE OF SAID ALLEY, TO THE NORTH LINE OF SAID 37TH PLACE; THENCE WEST, ALONG THE NORTH LINE OF SAID

37TH PLACE, TO THE POINT OF BEGINNING, ALL IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS.

**EXHIBIT 5
BUILDING PERMIT REQUESTS**

NEW CONSTRUCTION/INVESTMENT PERMITS

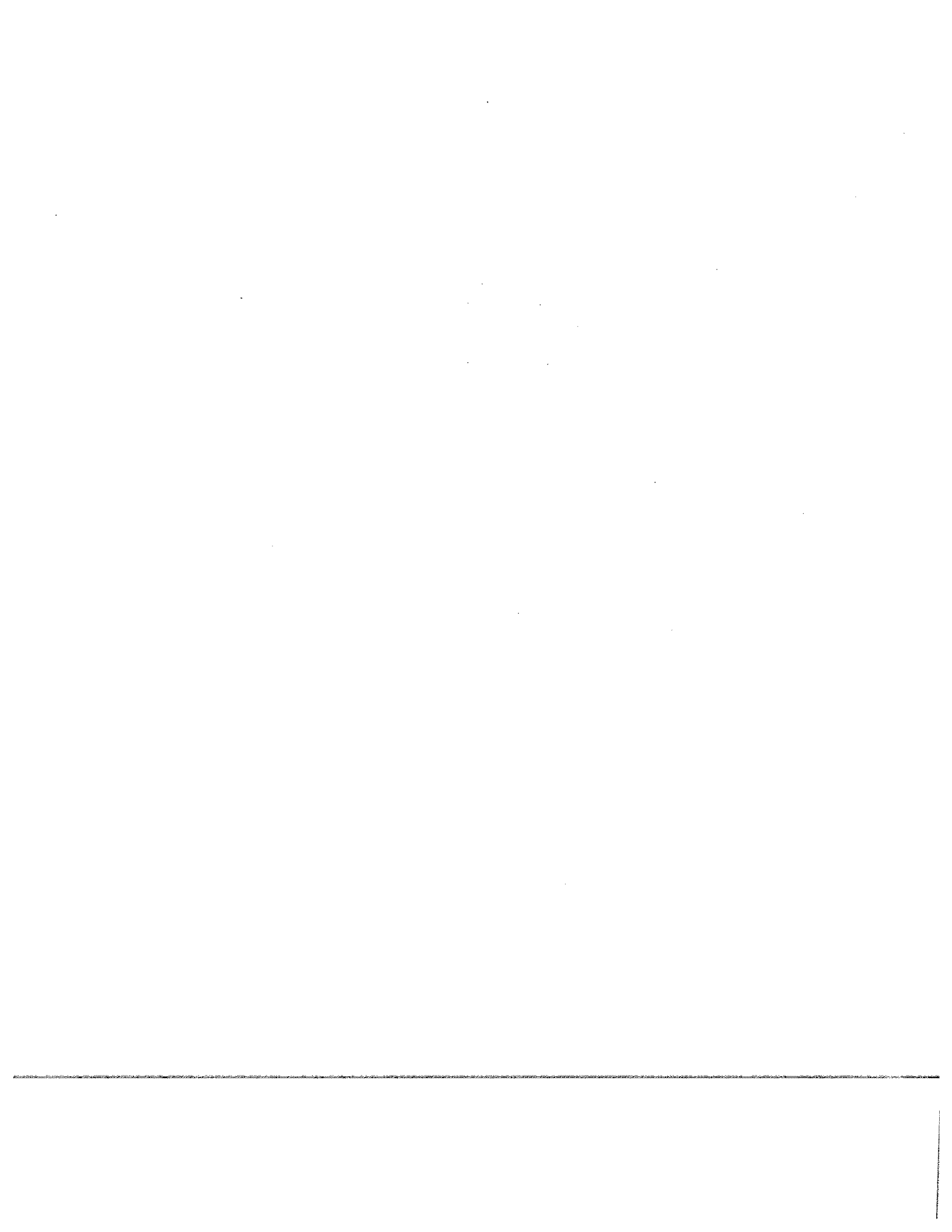
DATE	PERMIT #	ADDRESS	INVESTMENT
01/10/91	733772	1200 W. 35th St.	\$0
08/12/91	742494	3800 S. Racine	\$5,000
09/06/91	743742	3100 S. Halsted	\$150,000
09/11/91	743913	3313 S. Halsted	\$5,040
09/24/91	744581	3617 S. Ashland	\$0
10/30/91	746369	3155 S. Halsted	\$4,494
11/08/91	746880	3210 S. Halsted	\$4,800
11/14/91	747051	1501 W. 35th St.	\$0
03/09/92	750674	3700 S. Iron	\$0
03/12/92	750817	3150 S. Halsted	\$345,000
04/02/92	751886	3702 S. Iron	\$0
06/01/92	754326	931 W. 35th St.	\$95,000
06/01/92	754329	929 W. 35th St.	\$95,000
06/16/92	755068	3716 S. Iron	\$0
08/05/92	757560	1437 W. 37th St.	\$0
10/08/92	760781	3535 S. Ashland	\$0
10/13/92	760955	3850 S. Racine	\$96,000
10/19/92	761300	1301 W. 35th St.	\$0
06/15/93	770712	963 W. 37th St.	\$7,781
06/30/93	771430	1000 W. Pershing	\$300,000
08/23/93	774043	3714 S. Halsted	\$4,000
08/27/93	774315	3210 S. Halsted	\$3,500
09/28/93	775845	3322 S. Morgan	\$6,000
04/04/94	783577	3315 S. Halsted	\$5,700
05/20/94	786292	3624 S. Halsted	\$6,000
09/20/94	792821	3447 S. Ashland	\$4,000
09/30/94	793535	911 W. 37th Place	\$7,500
11/22/94	796597	939 W. 35th St.	\$2,132
12/01/94	797041	940 W. 35th St.	\$5,675
01/13/95	798660	1000 W. Pershing	\$300,000
02/22/95	800057	1117 W. 35th St.	\$25,000
03/13/95	800792	3815 S. Ashland	\$240,000
04/05/95	801948	3519 S. Ashland	\$0
06/06/95	805427	1000 W. Pershing	\$105,000
07/13/95	807694	3535 S. Ashland	\$156,984
08/01/95	808737	948 W. 37th Place	\$90,000

New Construction/Investment Permits (Continued)

Date	Permit #	Address	Investment
08/08/95	809127	1133 W. 35th St.	\$5,000
10/11/95	812757	1535 W. 33rd St.	\$350,000
10/25/95	813589	3249 S. Morgan	\$8,000
11/27/95	815314	3315 S. Morgan	\$6,016
11/29/95	815492	3810 S. Halsted	\$30,000
12/08/95	815990	1514 W. Pershing	\$50,000

MAPS LEGEND

- | | |
|-------|------------------------------------|
| Map 1 | Redevelopment Project Boundary |
| Map 2 | Existing Land Use |
| Map 3 | Proposed Land Use |
| Map 4 | Property Authorized To Be Acquired |

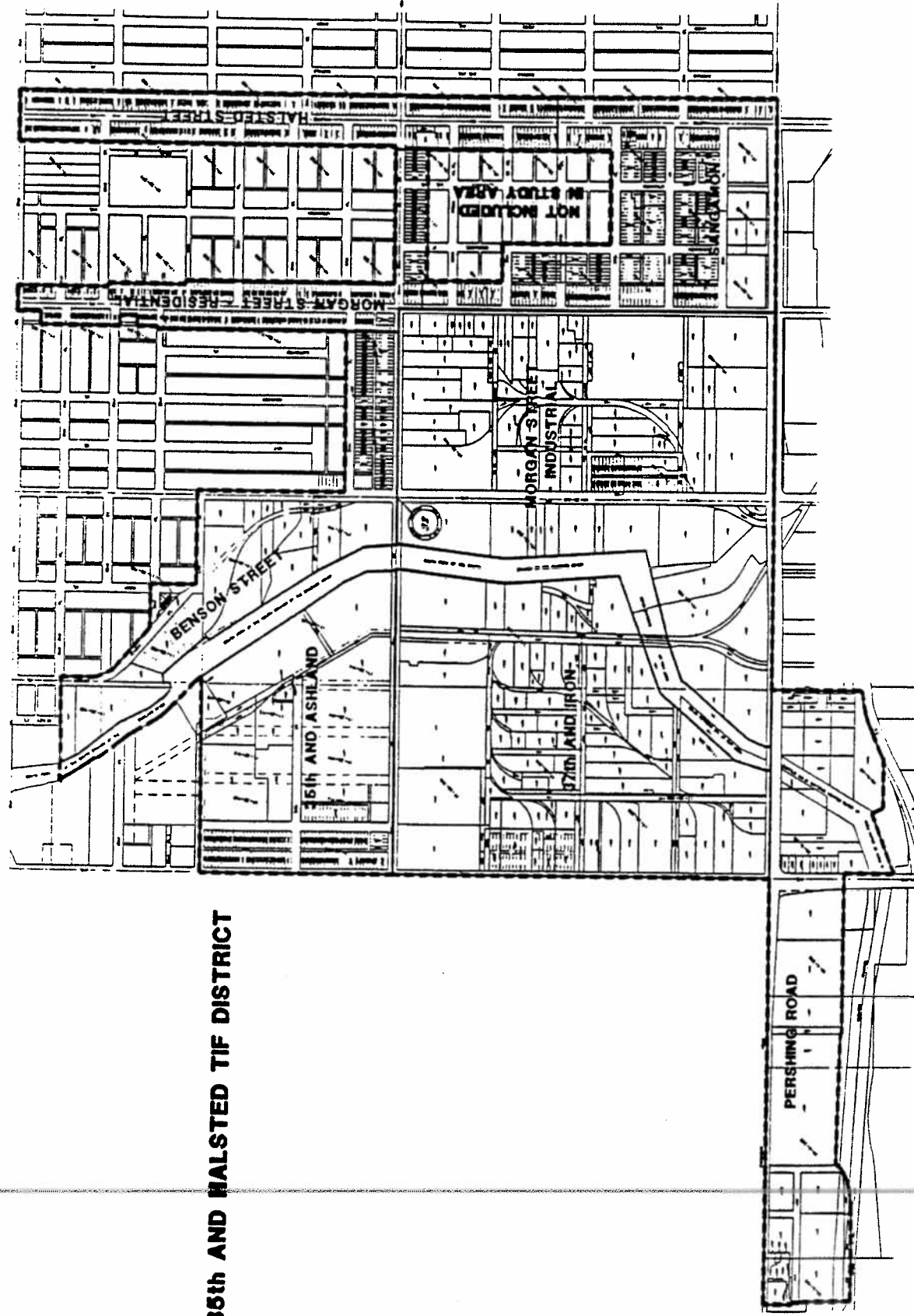


MAP 1

REDEVELOPMENT PROJECT BOUNDARY

1. Halsted Street Subarea
2. Morgan Street - Residential Subarea
3. Sangamon Subarea
4. Morgan Street - Industrial Subarea
5. Benson Street Subarea
6. 35th and Ashland Subarea
7. 37th and Iron Subarea
8. Pershing Road Subarea

35th AND HALSTED TIF DISTRICT



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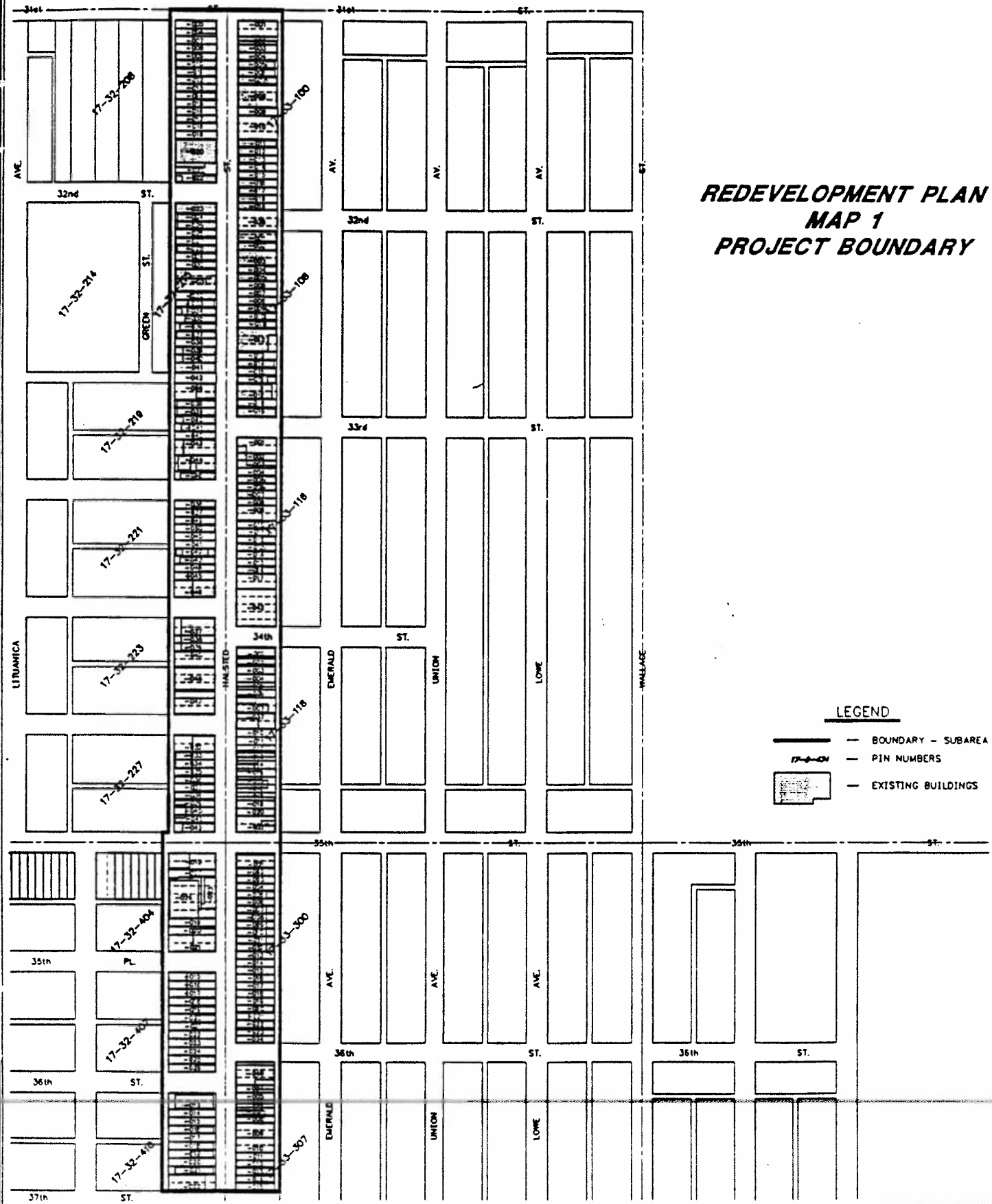
*Engineers, Surveyors, Planners
and Professional Planners
Professional Engineers, Ill. 60601
PH: 472/84-6600 FAX: 472/84-4000*






CITY OF CHICAGO
6-28-06

35th AND HALSTED HALSTED STREET SUBAREA

REDEVELOPMENT PLAN MAP 1 PROJECT BOUNDARY



LEGEND




-  — BOUNDARY - SUBAREA
-  — PIN NUMBERS
-  — EXISTING BUILDINGS

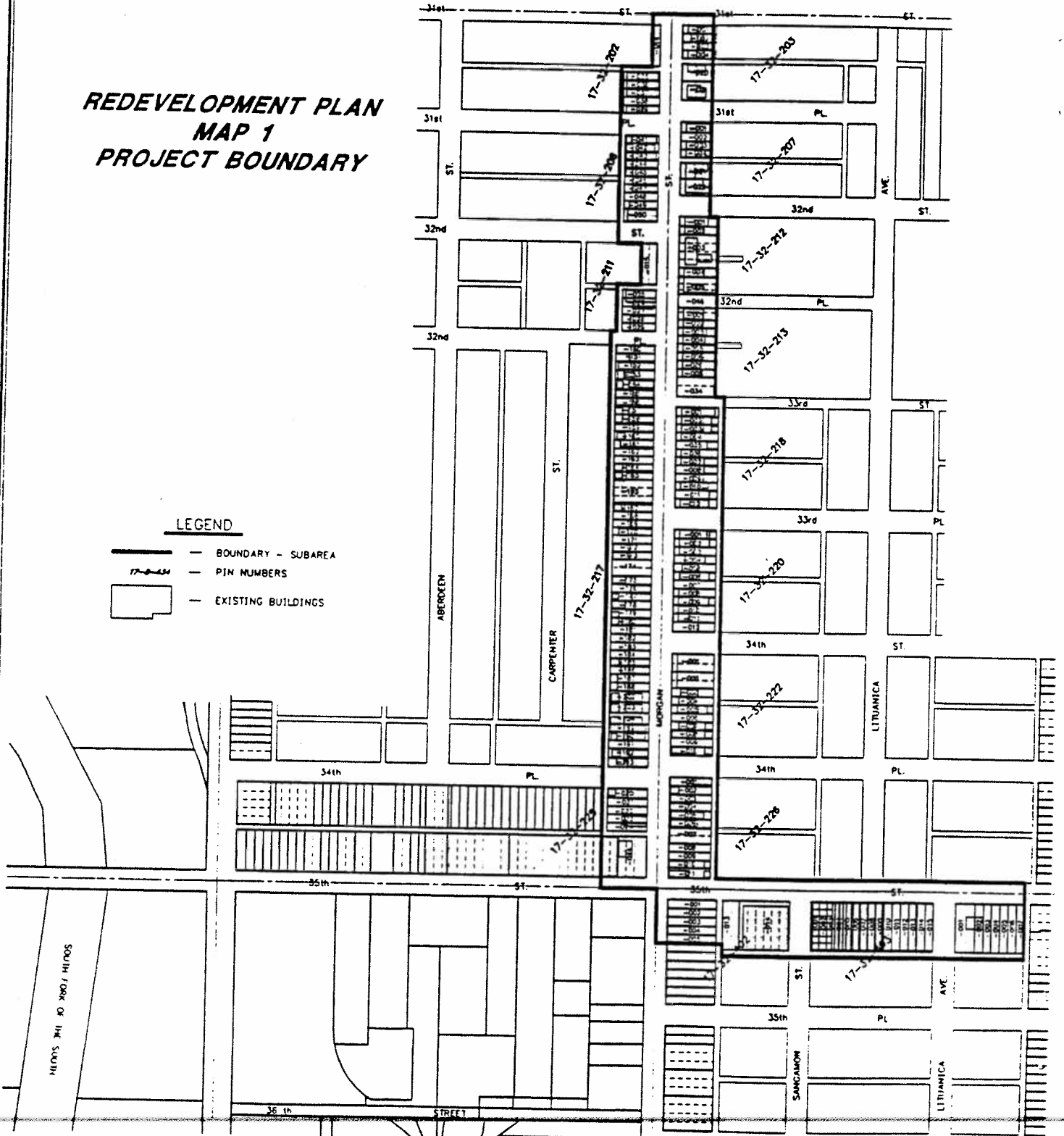


35th AND HALSTED

MORGAN STREET - RESIDENTIAL SUBAREA

REDEVELOPMENT PLAN MAP 1 PROJECT BOUNDARY

- LEGEND**
-  BOUNDARY - SUBAREA
 -  PIN NUMBERS
 -  EXISTING BUILDINGS

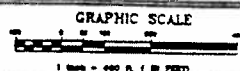


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CITY OF CHICAGO




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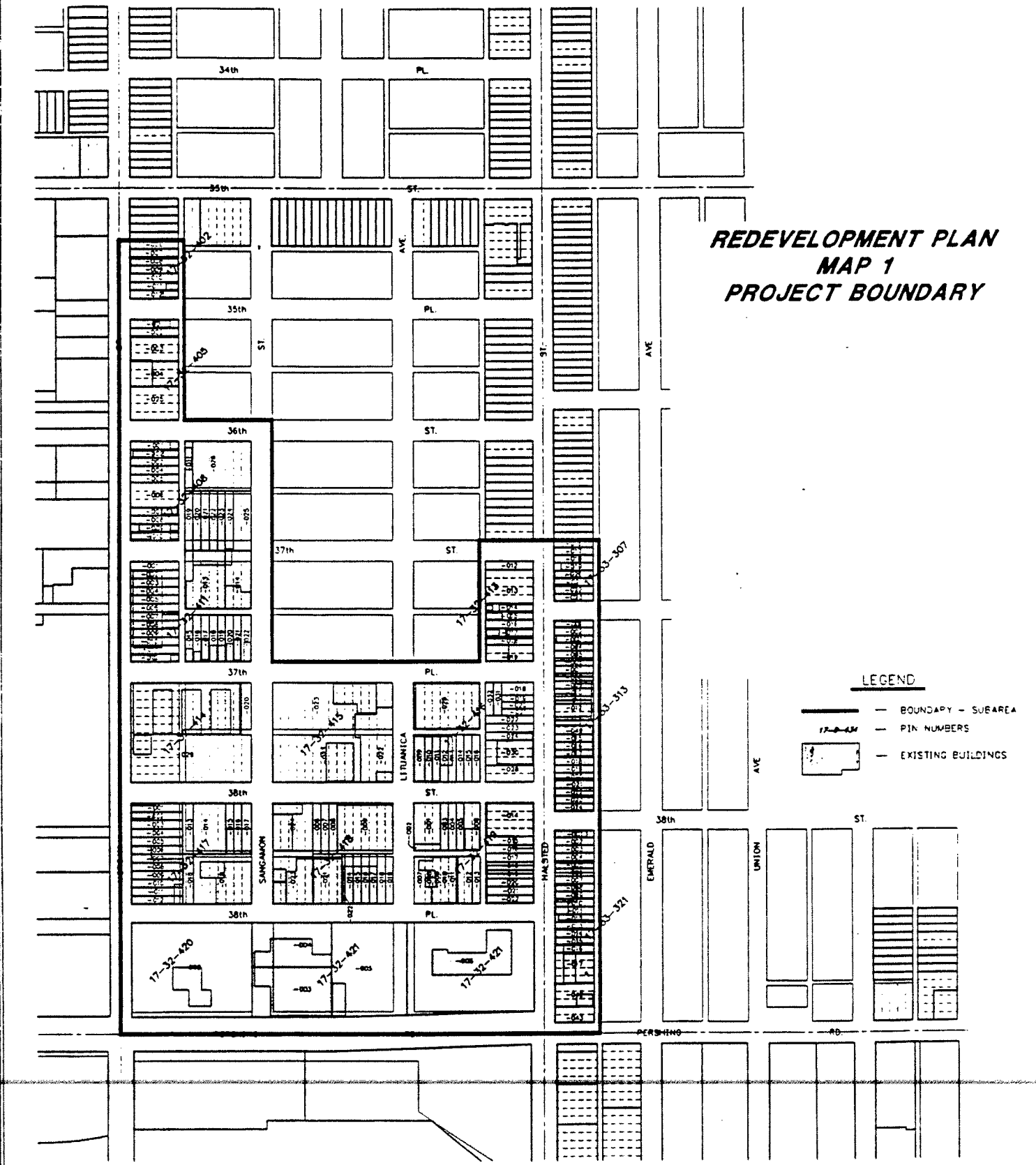
35th AND HALSTED

SANGAMON SUBAREA

REDEVELOPMENT PLAN MAP 1 PROJECT BOUNDARY

LEGEND

-  — BOUNDARY - SUBAREA
-  — PIN NUMBERS
-  — EXISTING BUILDINGS

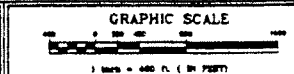


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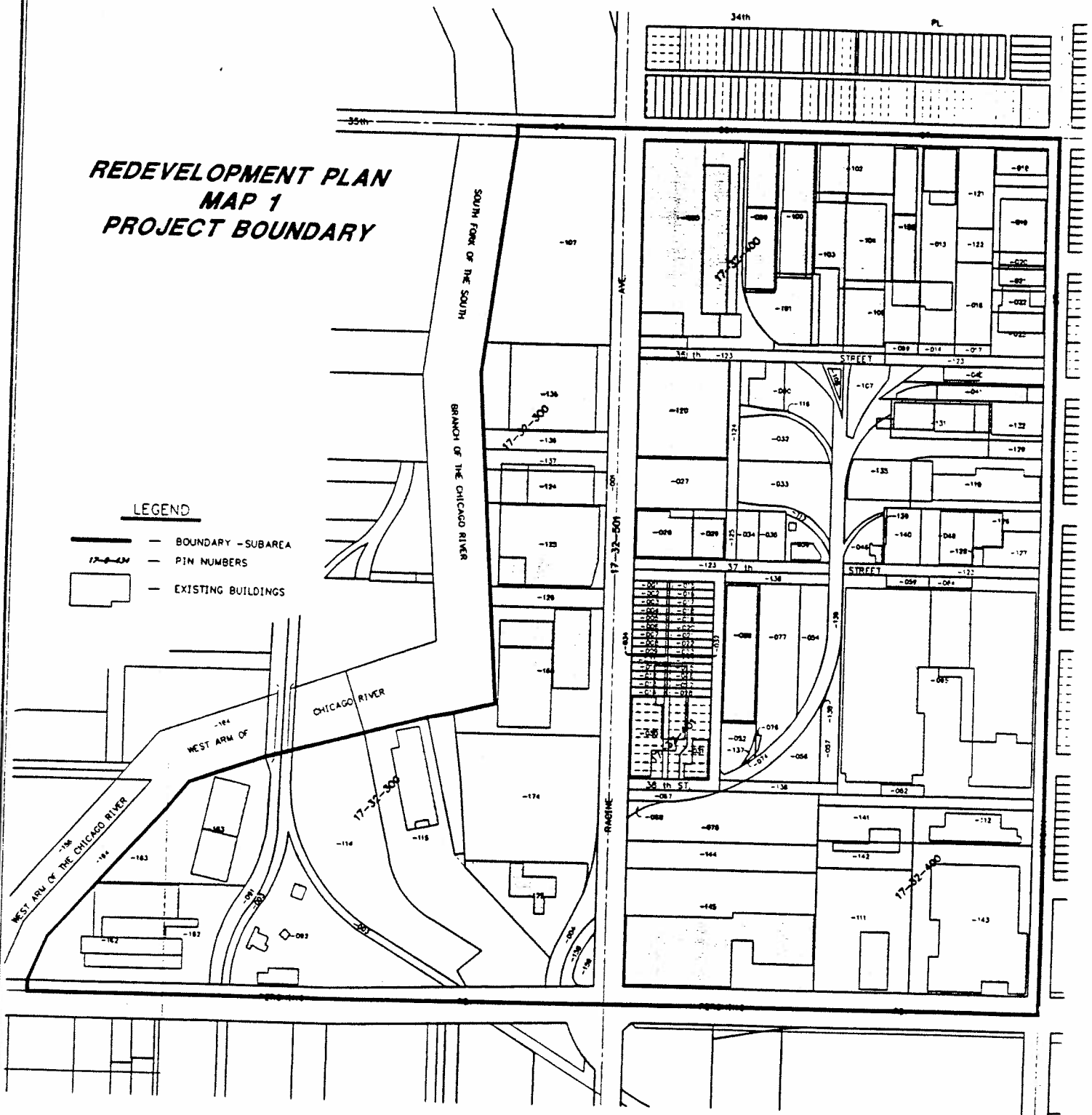
35th AND HALSTED

MORGAN STREET - INDUSTRIAL SUBAREA

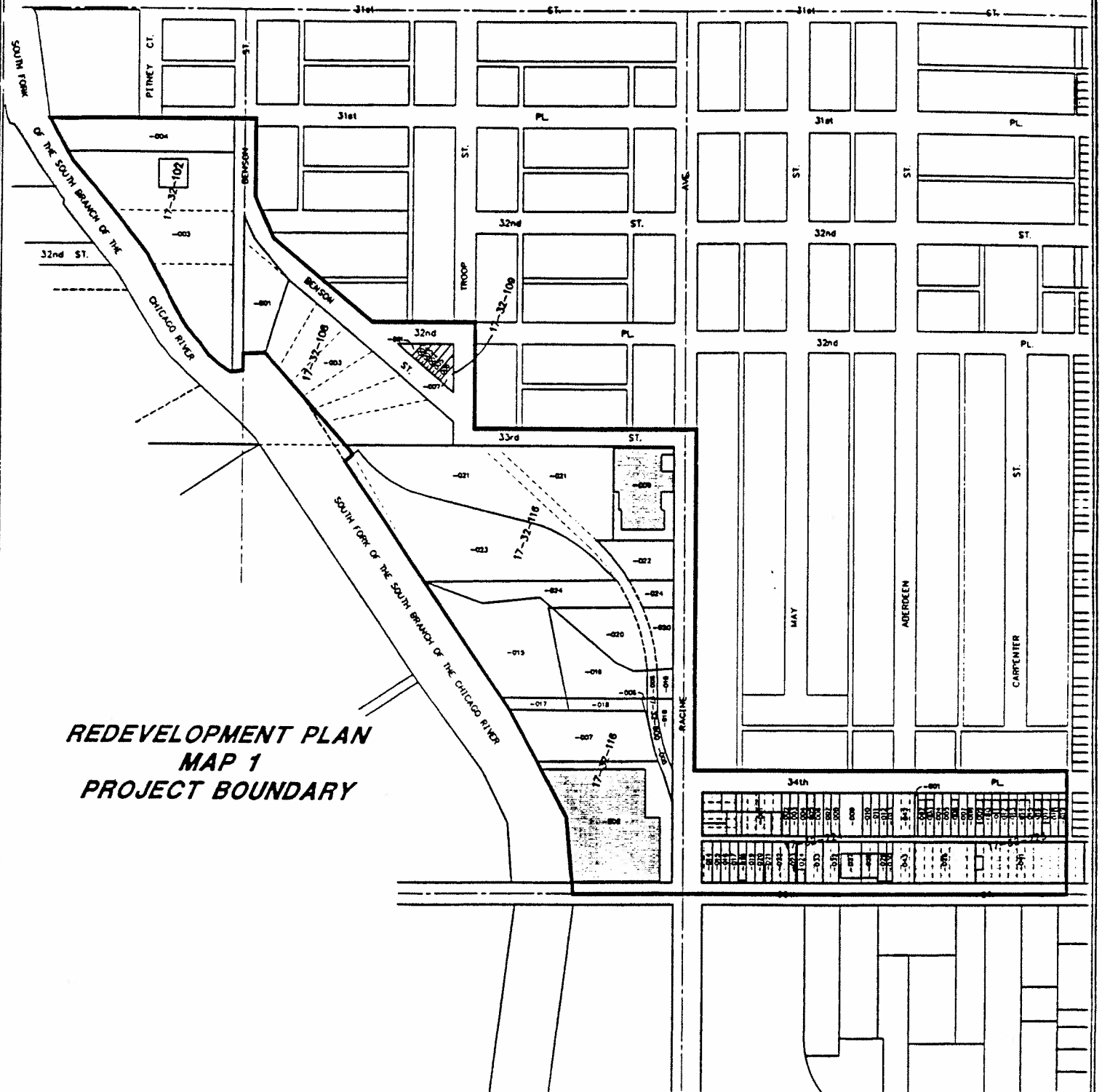
REDEVELOPMENT PLAN MAP 1 PROJECT BOUNDARY

LEGEND

-  - BOUNDARY - SUBAREA
-  - PIN NUMBERS
-  - EXISTING BUILDINGS



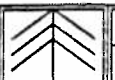
35th AND HALSTED BENSON STREET SUBAREA



**REDEVELOPMENT PLAN
MAP 1
PROJECT BOUNDARY**

LEGEND

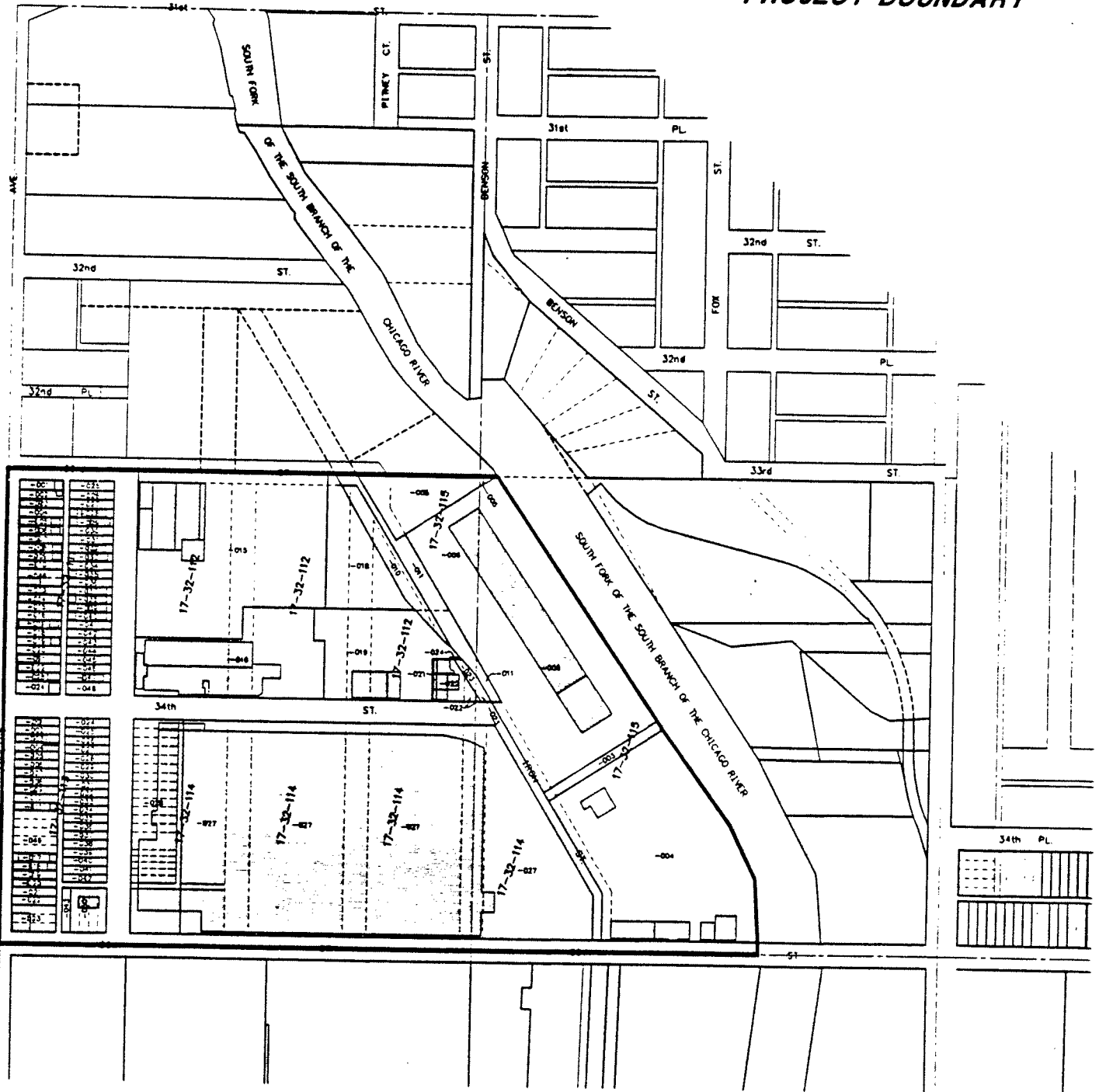
- BOUNDARY - SUBAREA
- PIN NUMBERS
- EXISTING BUILDINGS






35th AND HALSTED

35th AND ASHLAND SUBAREA

REDEVELOPMENT PLAN MAP 1 PROJECT BOUNDARY



LEGEND

-  BOUNDARY - SUBAREA)
-  PIN NUMBERS
-  EXISTING BUILDINGS

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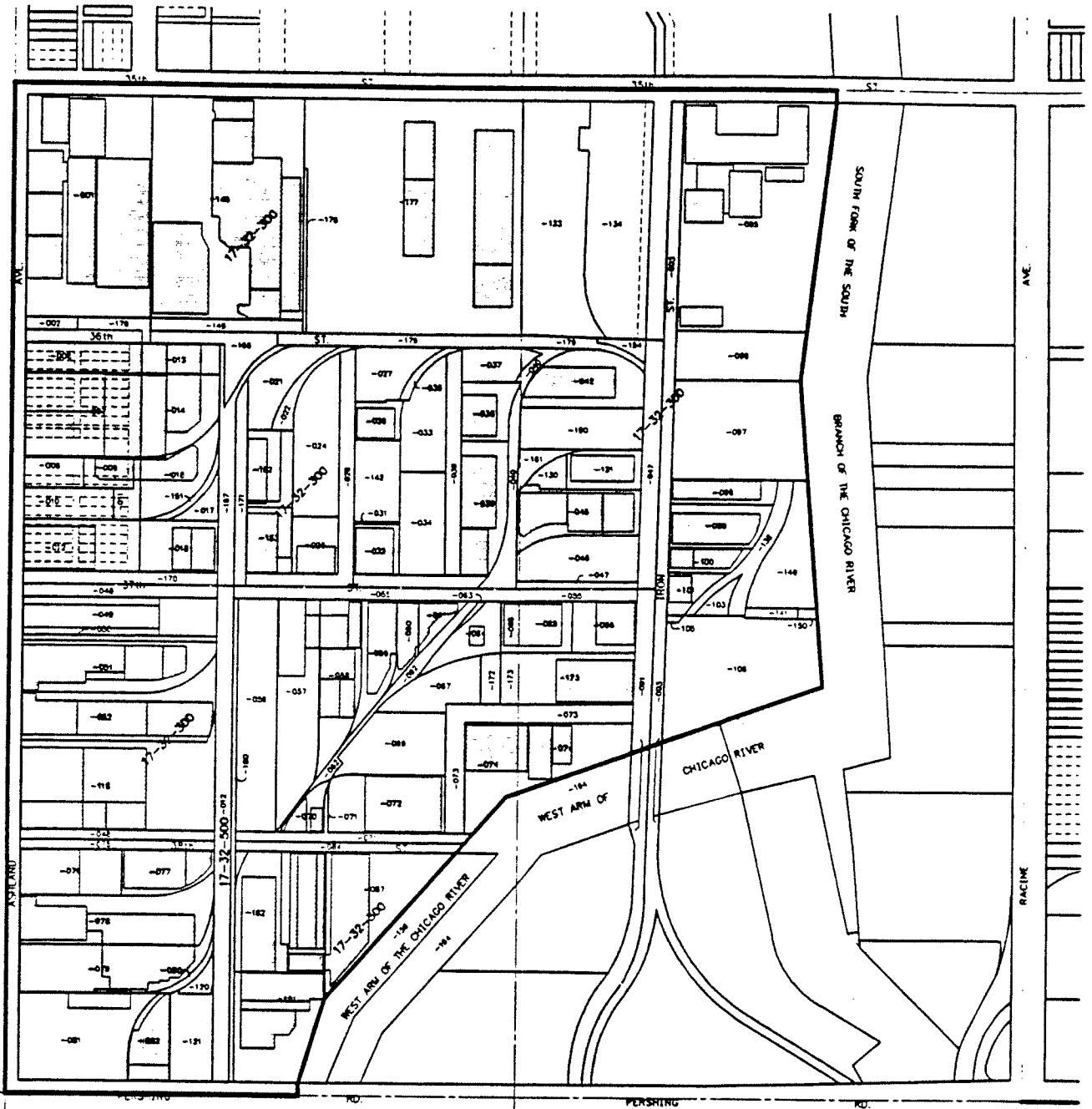
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CITY OF CHICAGO

5-21-96

35th AND HALSTED 37th AND IRON SUBAREA



REDEVELOPMENT PLAN MAP 1 PROJECT BOUNDARY

LEGEND

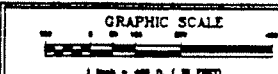
- BOUNDARY - SUBAREA)
- PIN NUMBERS
- EXISTING BUILDINGS

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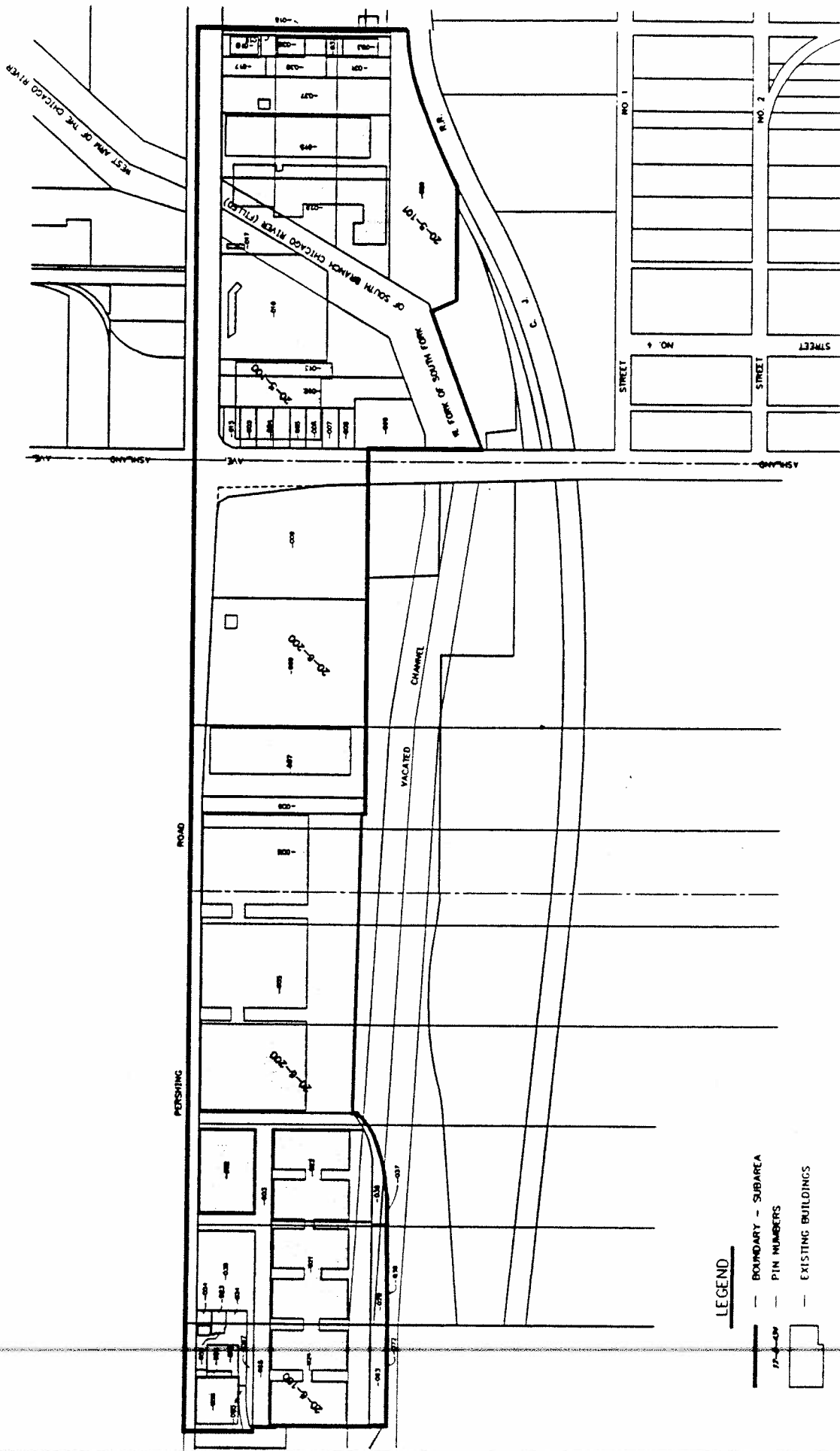


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5-21-86

35th AND HALSTED

PERSHING ROAD SUBAREA

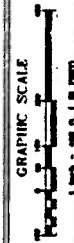
REDEVELOPMENT PLAN
 MAP 1
 PROJECT BOUNDARY



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CITY OF CHICAGO
 5-21-06



MAP 2

EXISTING LAND USE




1. Halsted Street Subarea
2. Morgan Street - Residential Subarea
3. Sangamon Subarea
4. Morgan Street - Industrial Subarea
5. Benson Street Subarea
6. 35th and Ashland Subarea
7. 37th and Iron Subarea
8. Pershing Road Subarea

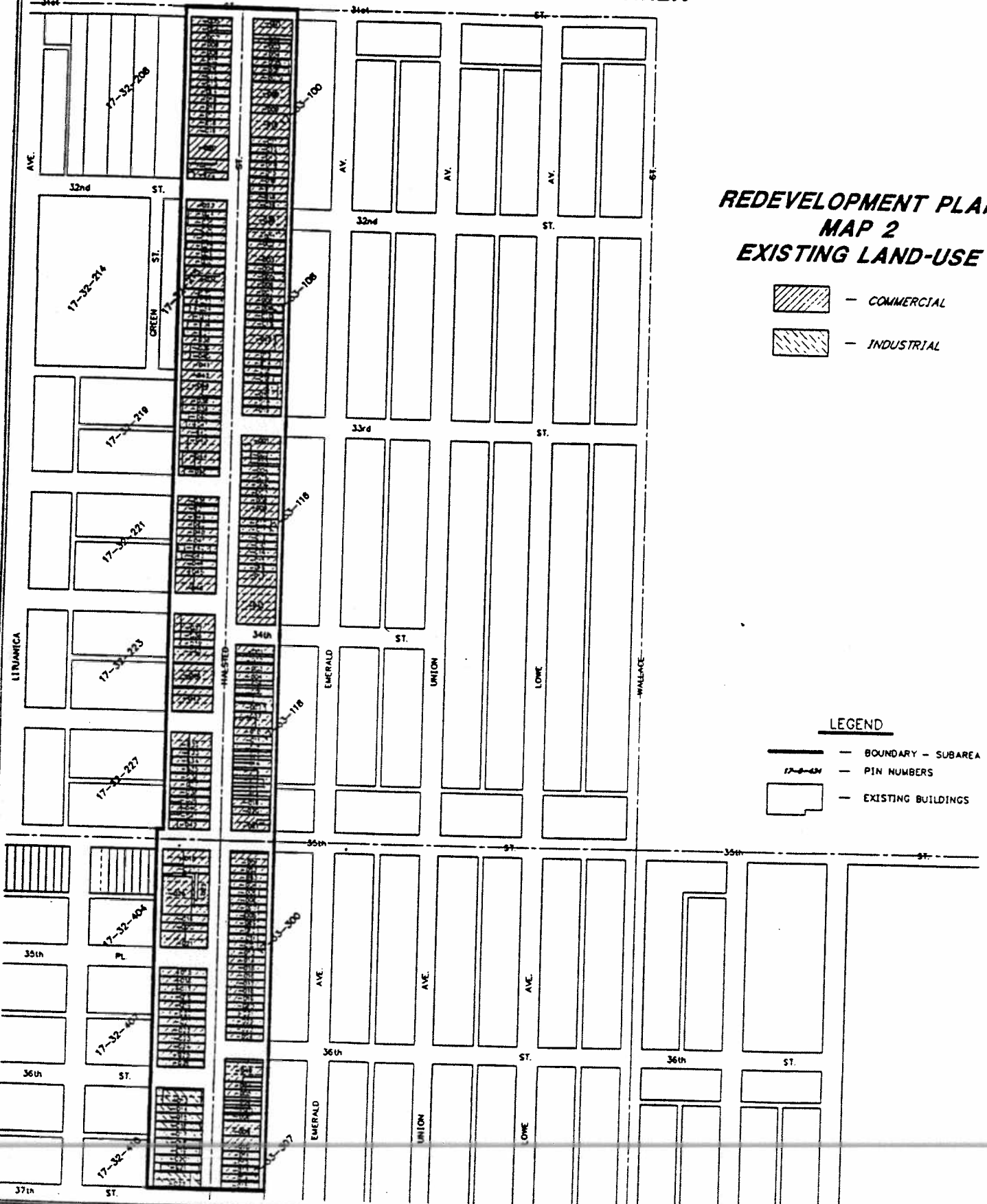
35th AND HALSTED HALSTED STREET SUBAREA

REDEVELOPMENT PLAN MAP 2 EXISTING LAND-USE

-  - COMMERCIAL
-  - INDUSTRIAL

LEGEND

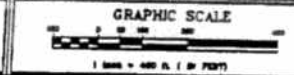
-  - BOUNDARY - SUBAREA
-  - PIN NUMBERS
-  - EXISTING BUILDINGS



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




CITY OF CHICAGO
6-28-96




35th AND HALSTED

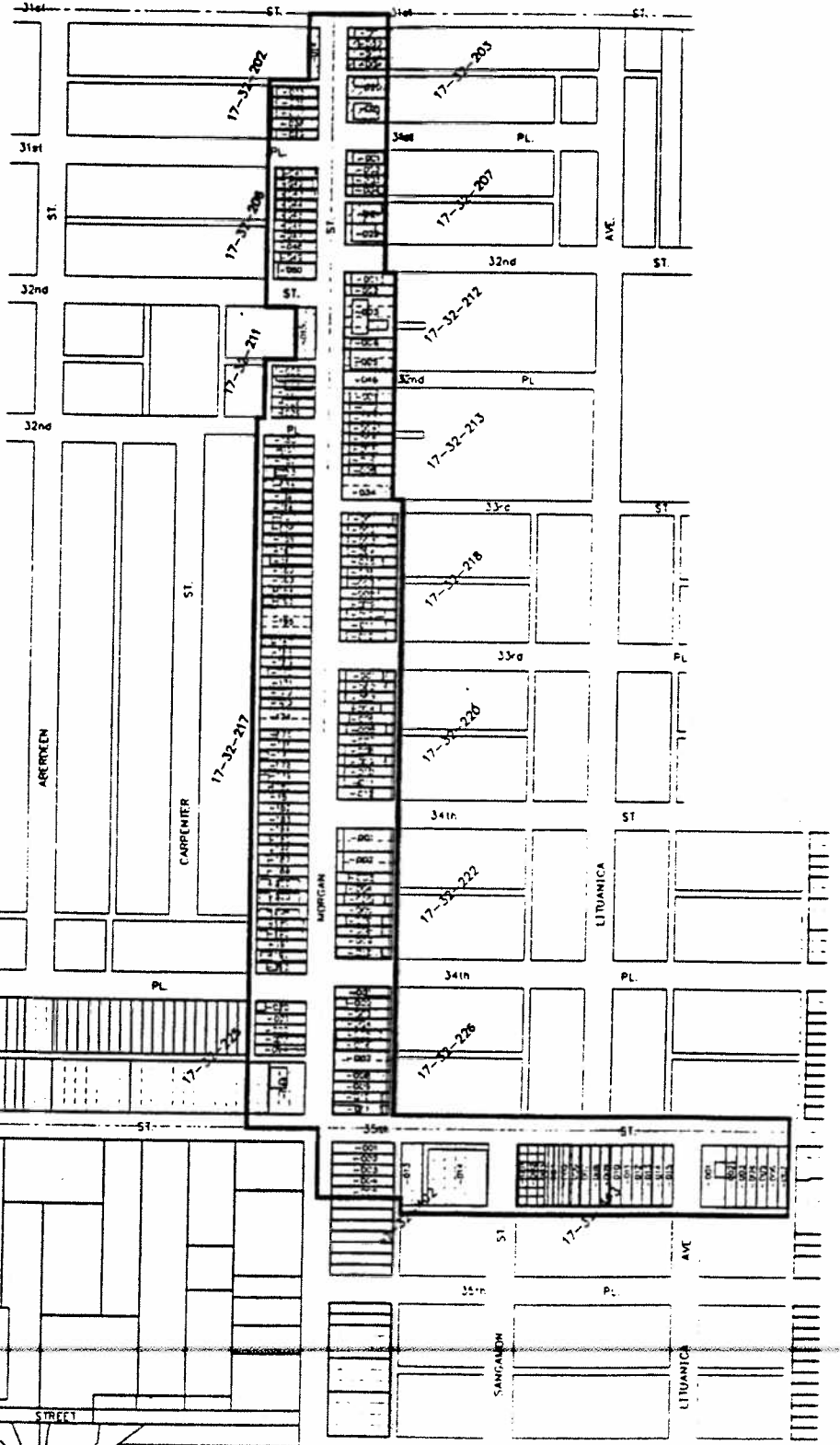
MORGAN STREET - RESIDENTIAL SUBAREA

REDEVELOPMENT PLAN MAP 2 EXISTING LAND-USE

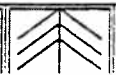
-  - COMMERCIAL
-  - INDUSTRIAL
-  - RESIDENTIAL

LEGEND

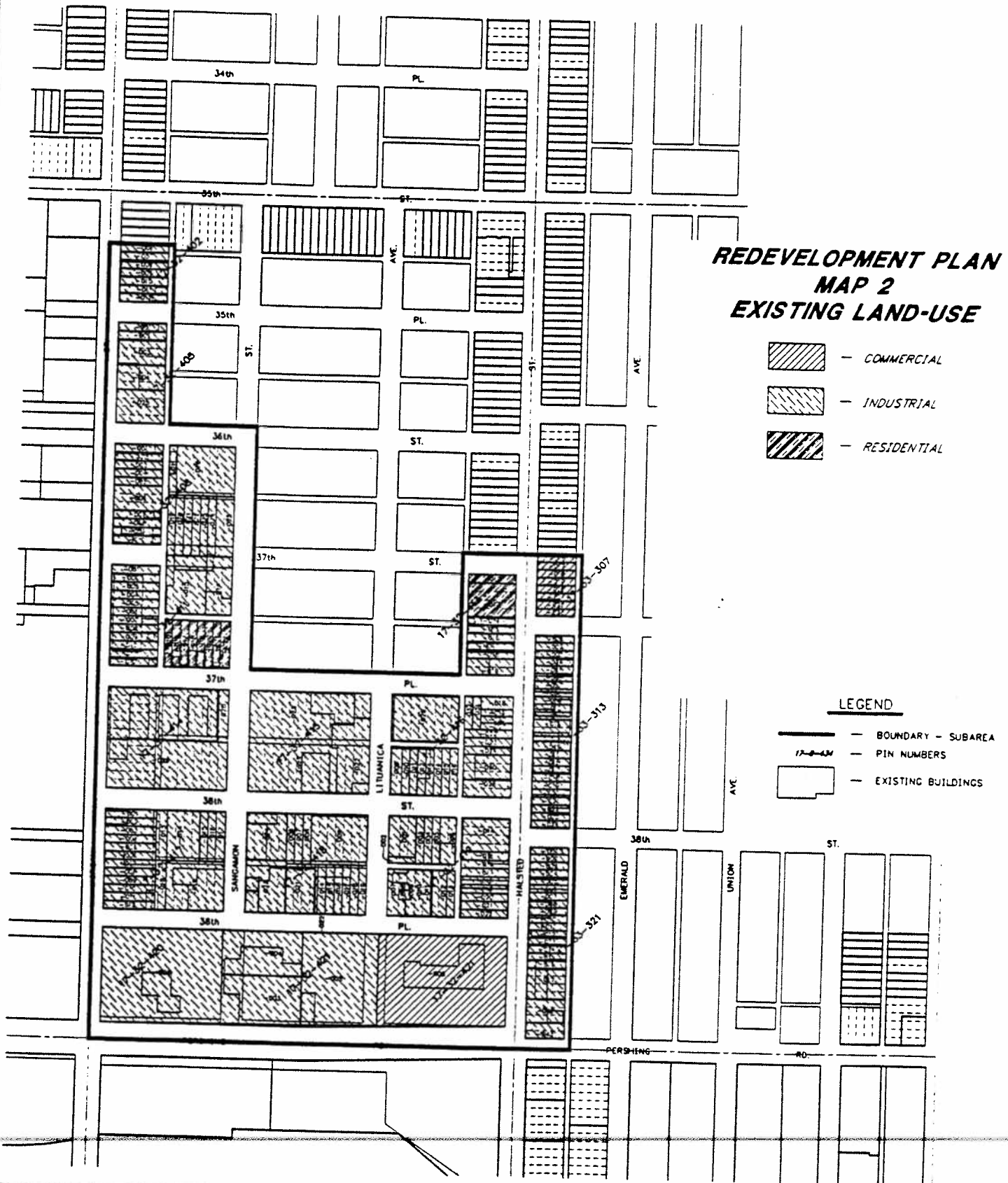
-  - BOUNDARY - SUBAREA
-  - P1N NUMBERS
-  - EXISTING BUILDINGS



SOUTH FORK OF THE SOUTH



35th AND HALSTED SANGAMON SUBAREA



REDEVELOPMENT PLAN MAP 2 EXISTING LAND-USE

- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL

LEGEND

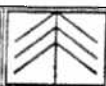
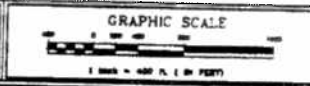
- BOUNDARY - SUBAREA
- PIN NUMBERS
- EXISTING BUILDINGS

**LOUIK SCHNEIDER
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800 WOODLANDS PARKWAY
VERNON HILLS, IL 60061
PH: 815/331-8852 FAX: 815/331-8866







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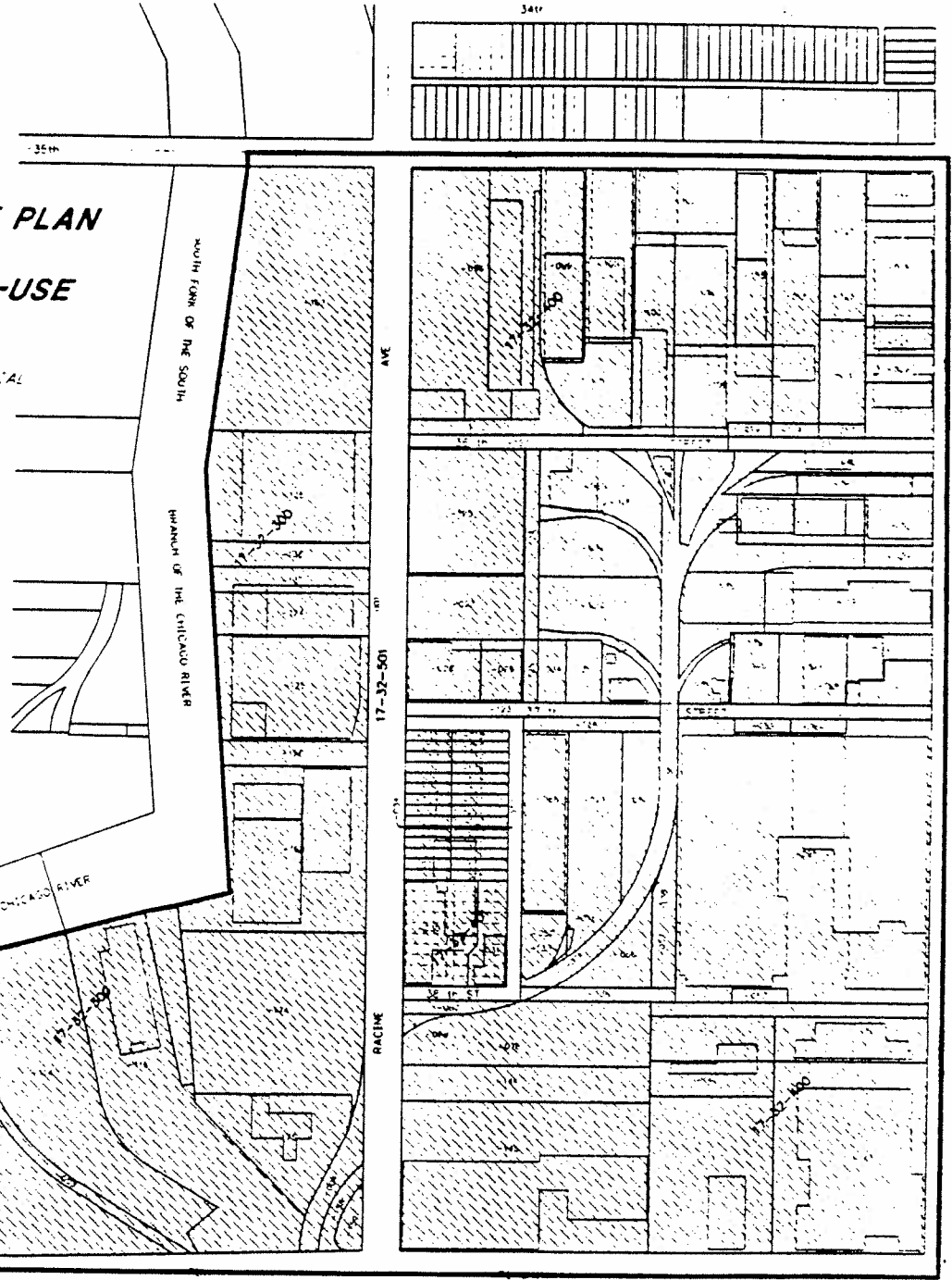
35th AND HALSTED

MORGAN STREET - INDUSTRIAL SUBAREA

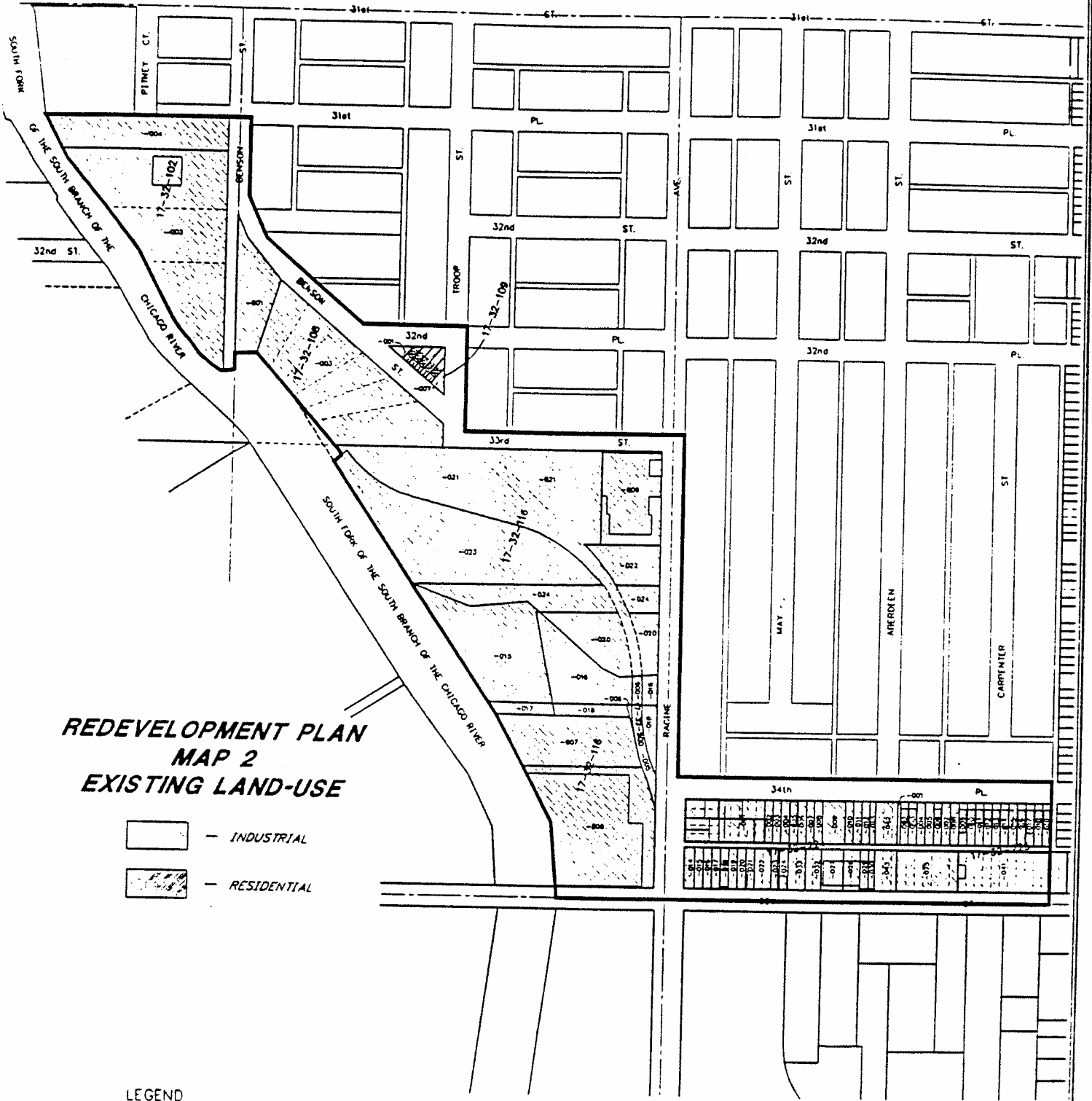
REDEVELOPMENT PLAN MAP 2 EXISTING LAND-USE

 INDUSTRIAL



- LEGEND**
-  BOUNDARY - SUBAREA
 -  PIN NUMBERS
 -  EXISTING BUILDINGS






35th AND HALSTED BENSON STREET SUBAREA



**REDEVELOPMENT PLAN
MAP 2
EXISTING LAND-USE**

-  — INDUSTRIAL
-  — RESIDENTIAL

LEGEND

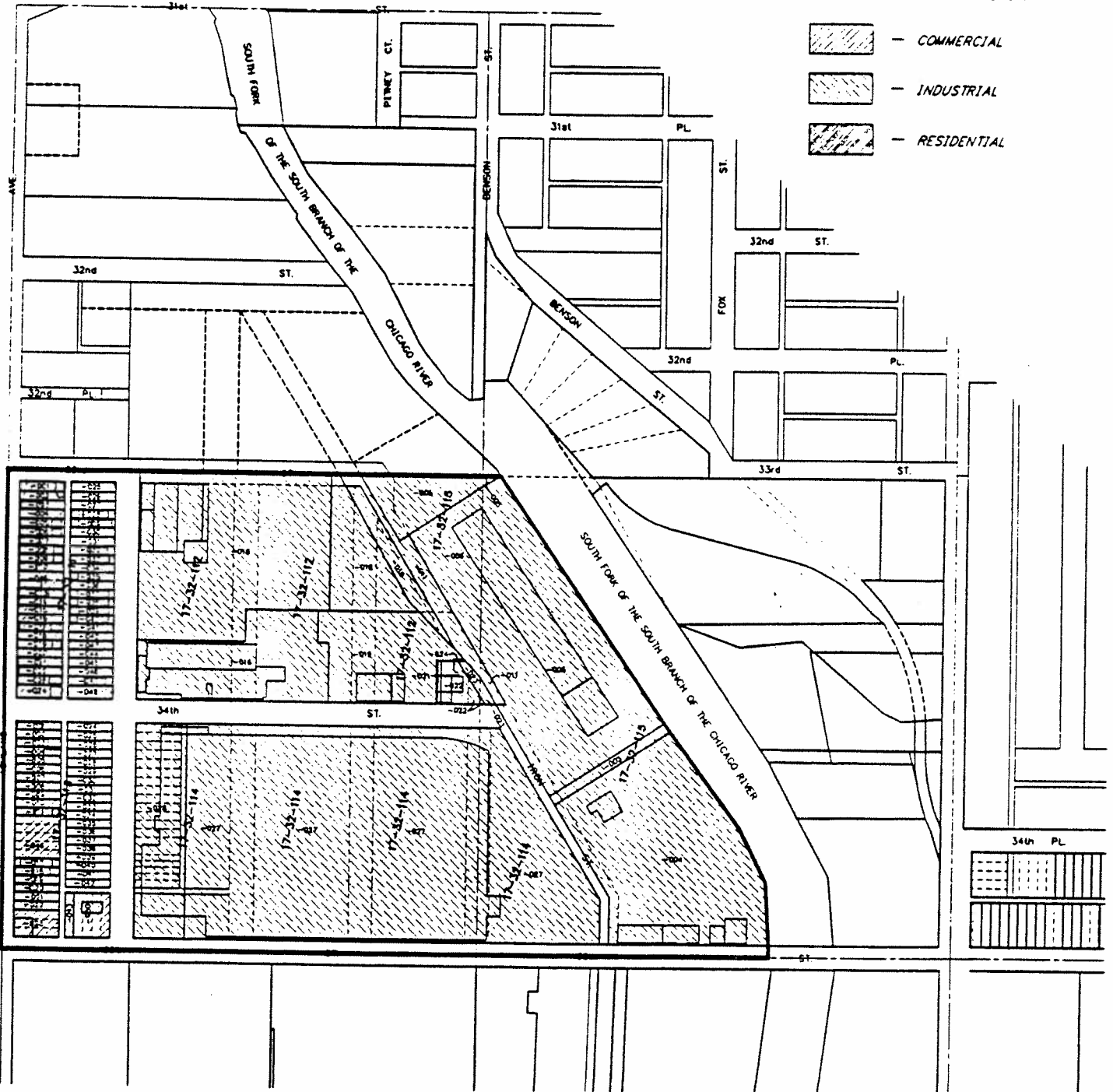
-  — BOUNDARY - SUBAREA
-  17-32-102 — PIN NUMBERS
-  — EXISTING BUILDINGS



35th AND HALSTED

35th AND ASHLAND SUBAREA

REDEVELOPMENT PLAN MAP 2 EXISTING LAND-USE



LEGEND

- BOUNDARY - SUBAREA)
- PIN NUMBERS
- EXISTING BUILDINGS

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CONSULTING CO.



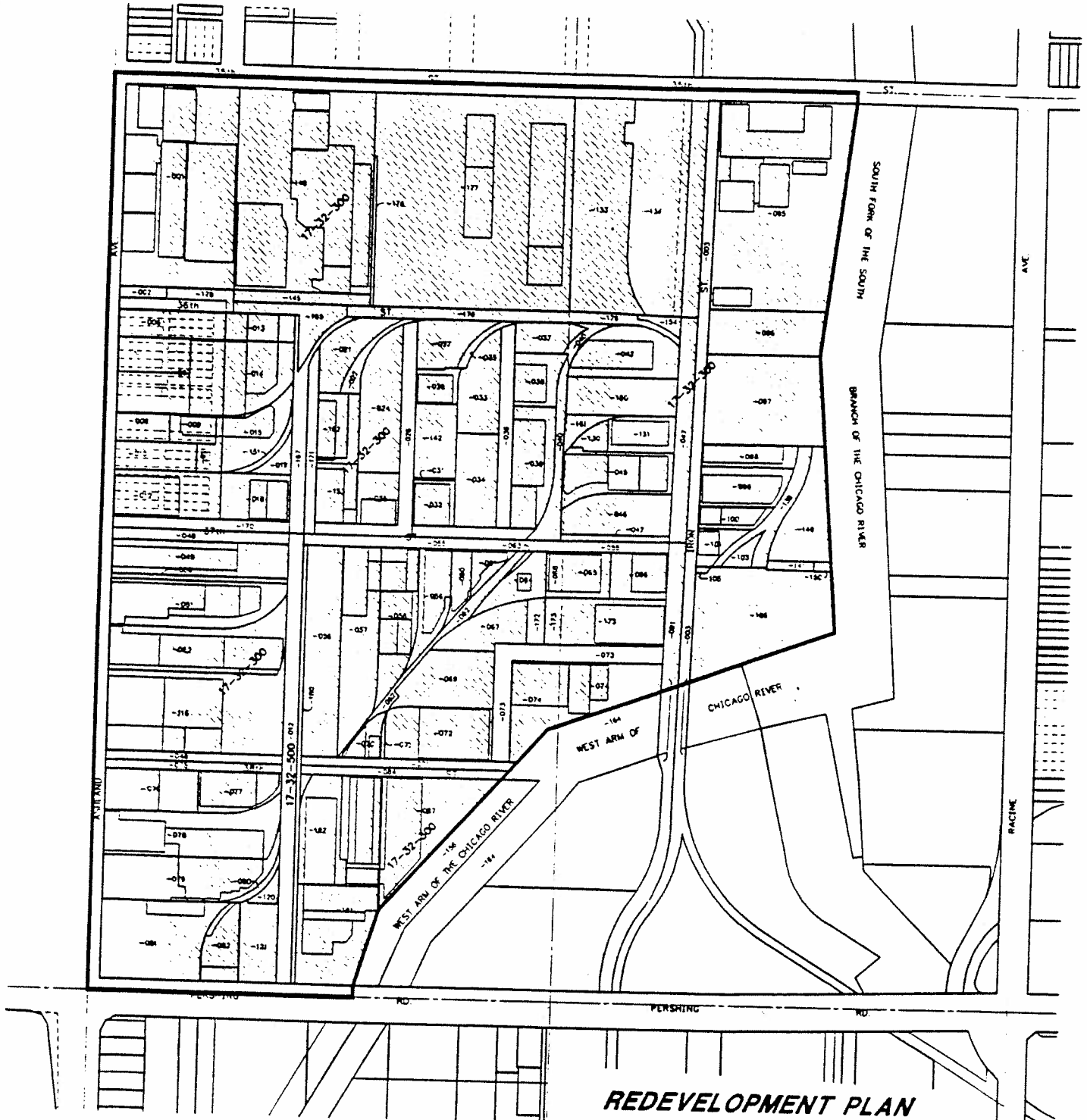
ENGINEERS-SURVEYORS-PLANNERS
800 WOODLANDS PARKWAY
VERNON HILLS, IL 60061
PH: 817/251-3558 FAX: 817/251-6881



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5-21-96


35th AND HALSTED 37th AND IRON SUBAREA



**REDEVELOPMENT PLAN
MAP 2
EXISTING LAND-USE**

LEGEND

-  — BOUNDARY - SUBAREA)
-  — PIN NUMBERS
-  — EXISTING BUILDINGS

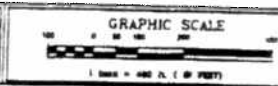
-  — INDUSTRIAL

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& ASSOCIATES, INC.**

**MANHARD
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VERNON HILLS, IL 60061
TE 312/331-5544 FAX 312/331-5545






CITY OF CHICAGO

5-21-86




35th AND HALSTED

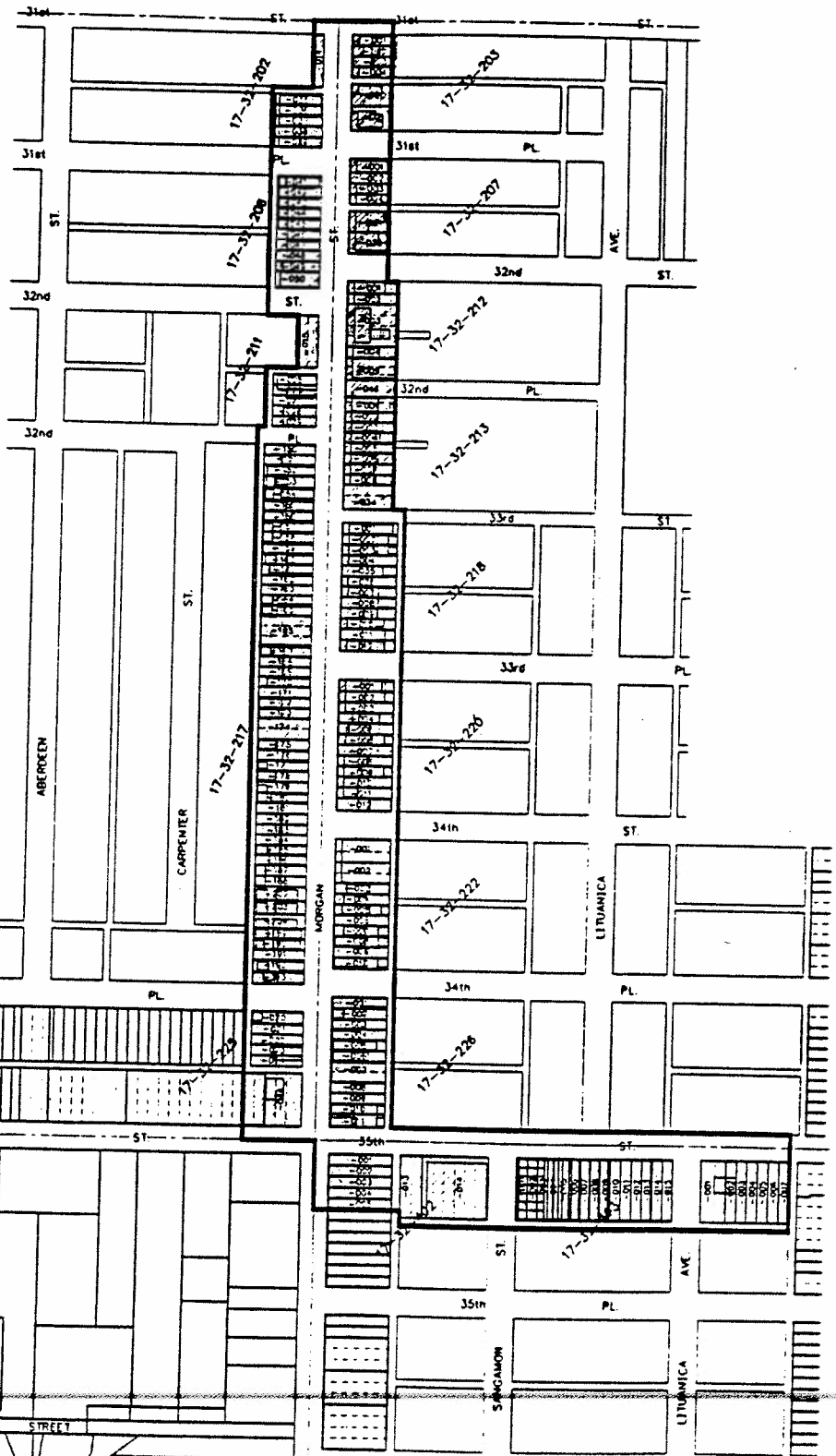
MORGAN STREET - RESIDENTIAL SUBAREA

REDEVELOPMENT PLAN MAP 3 PROPOSED LAND-USE

-  - COMMERCIAL
-  - INDUSTRIAL
-  - RESIDENTIAL

LEGEND

-  - BOUNDARY - SUBAREA
-  - PIN NUMBERS
-  - EXISTING BUILDINGS






35th AND HALSTED

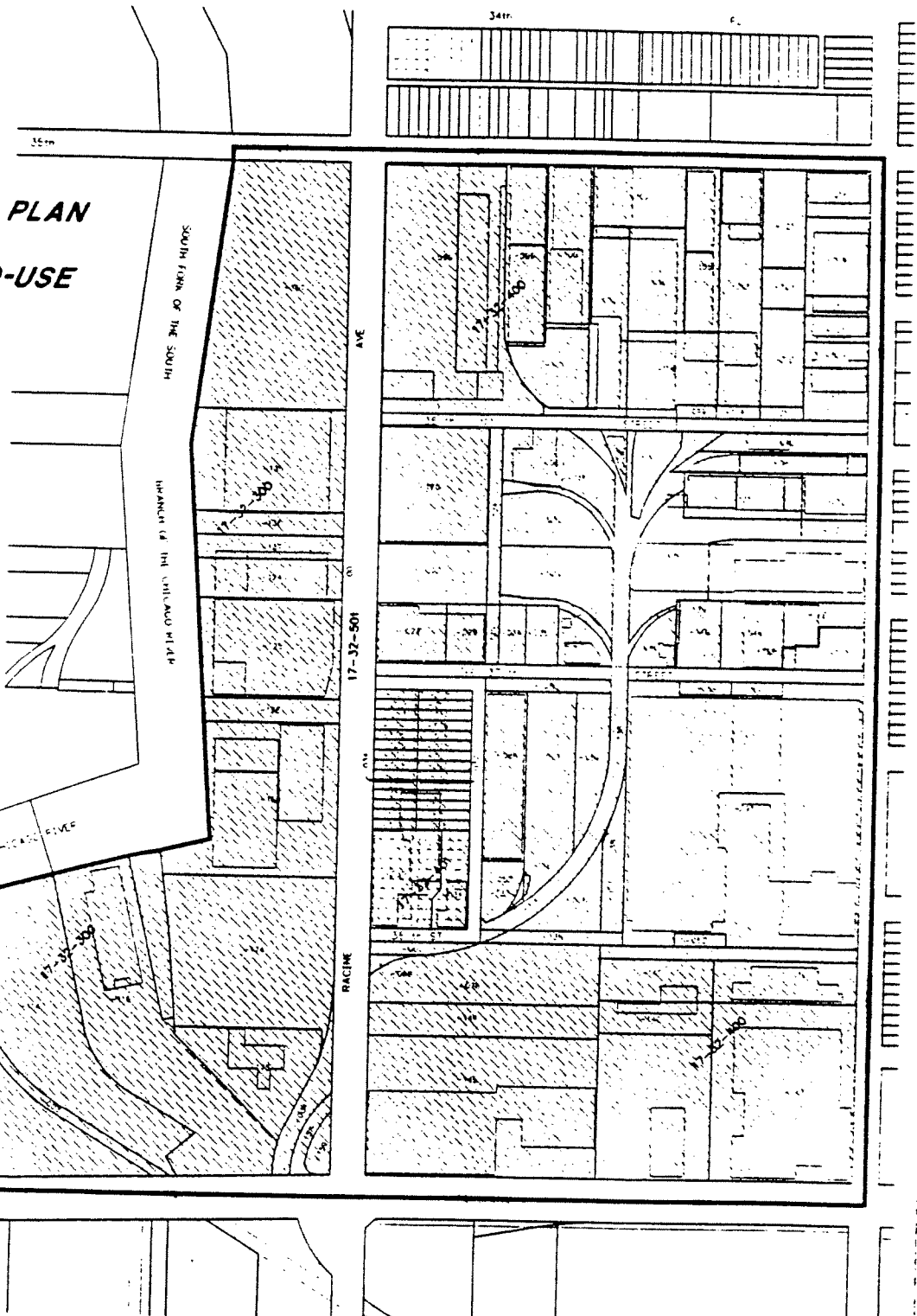
MORGAN STREET - INDUSTRIAL SUBAREA

REDEVELOPMENT PLAN MAP 3 PROPOSED LAND-USE

INDUSTRIAL

LEGEND

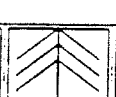
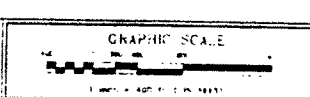
-  BOUNDARY - SUBAREA
-  17-8-44
-  EXISTING BUILDINGS



LOUIS SCHNEIDER
ASSOCIATES, INC.

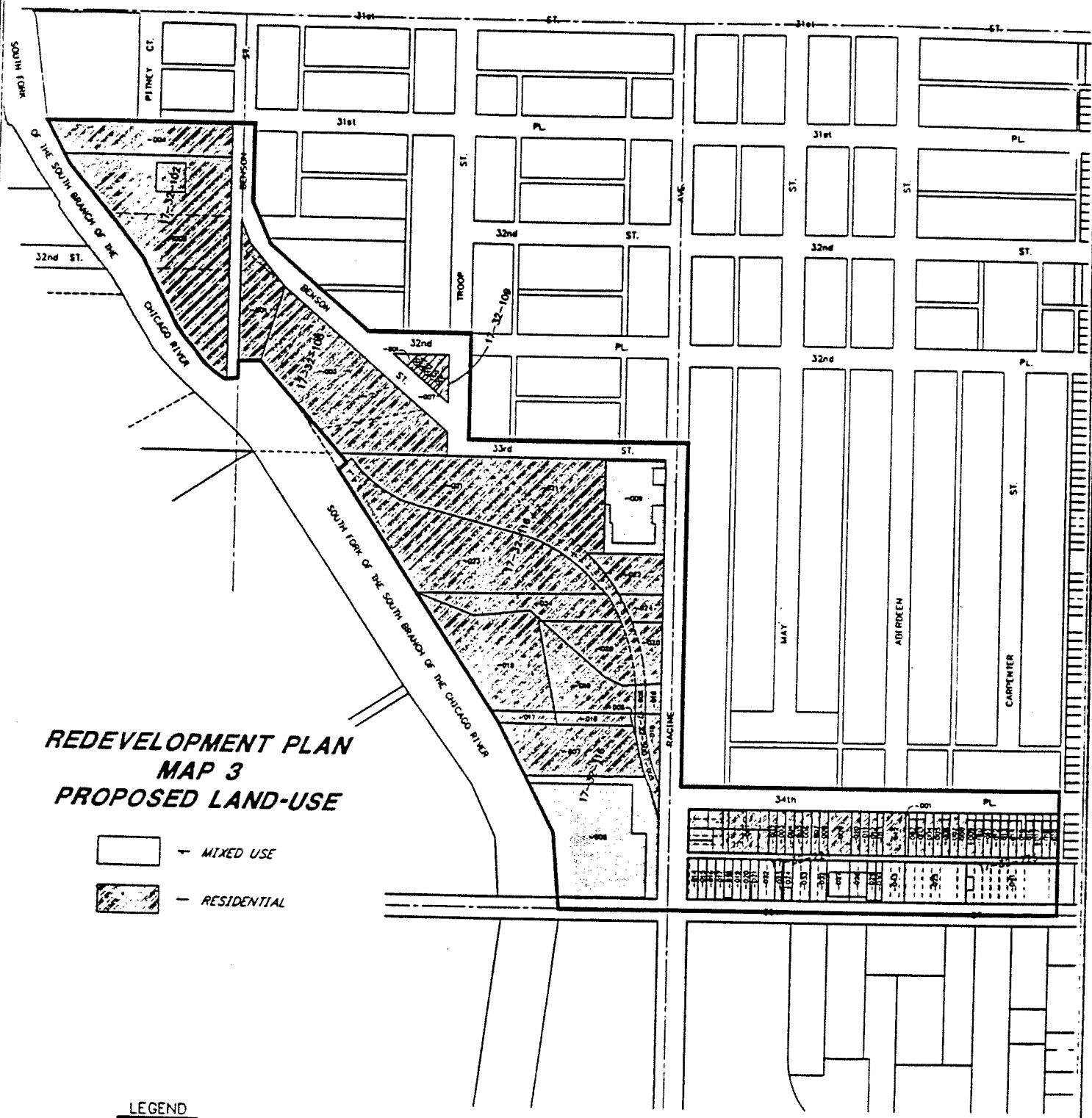
MANHARD
CONSULTING INC.

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5400 BROADLANDS PARKWAY
VERONA HILLS, IL 60061
PH 847/831-5555 FAX 847/831-8887



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5-3-96

35th AND HALSTED BENSON STREET SUBAREA



**REDEVELOPMENT PLAN
MAP 3
PROPOSED LAND-USE**

- MIXED USE
- RESIDENTIAL

LEGEND

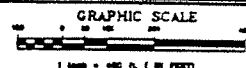
- BOUNDARY - SUBAREA
- PIN NUMBERS
- EXISTING BUILDINGS

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& ASSOCIATES, INC.**

**MANHARD
CONSULTING** DP.



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VERNON HILLS, IL 60061
TEL: 817/831-5559 FAX: 817/831-0005



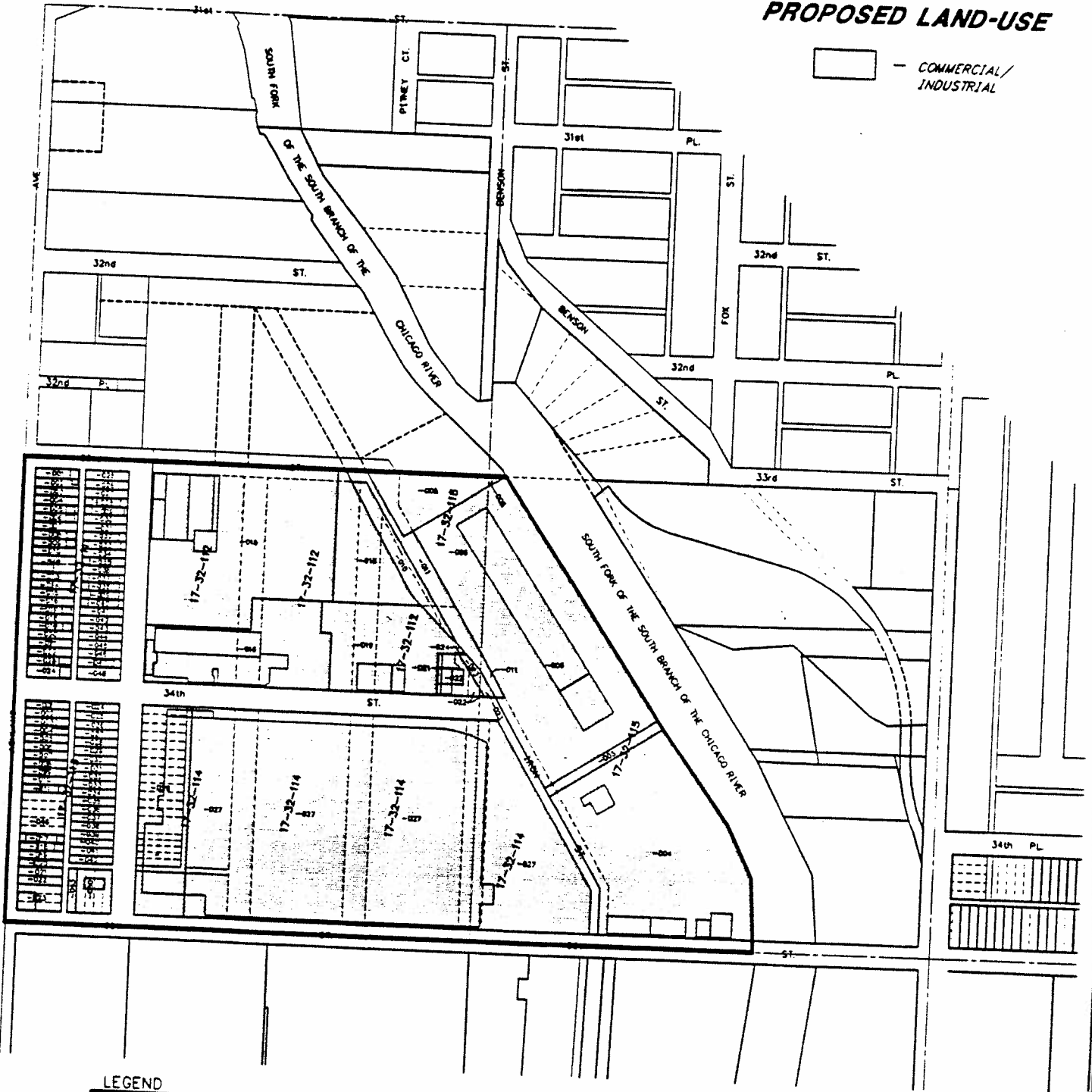
CITY OF CHICAGO

6-28-96

35th AND HALSTED

35th AND ASHLAND SUBAREA

REDEVELOPMENT PLAN MAP 3 PROPOSED LAND-USE



— COMMERCIAL/
INDUSTRIAL

LEGEND

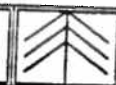
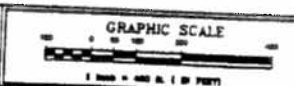
- BOUNDARY - SUBAREA)
- PIN NUMBERS
- EXISTING BUILDINGS

LOUIK SCHNEIDER
& ASSOCIATES, INC.

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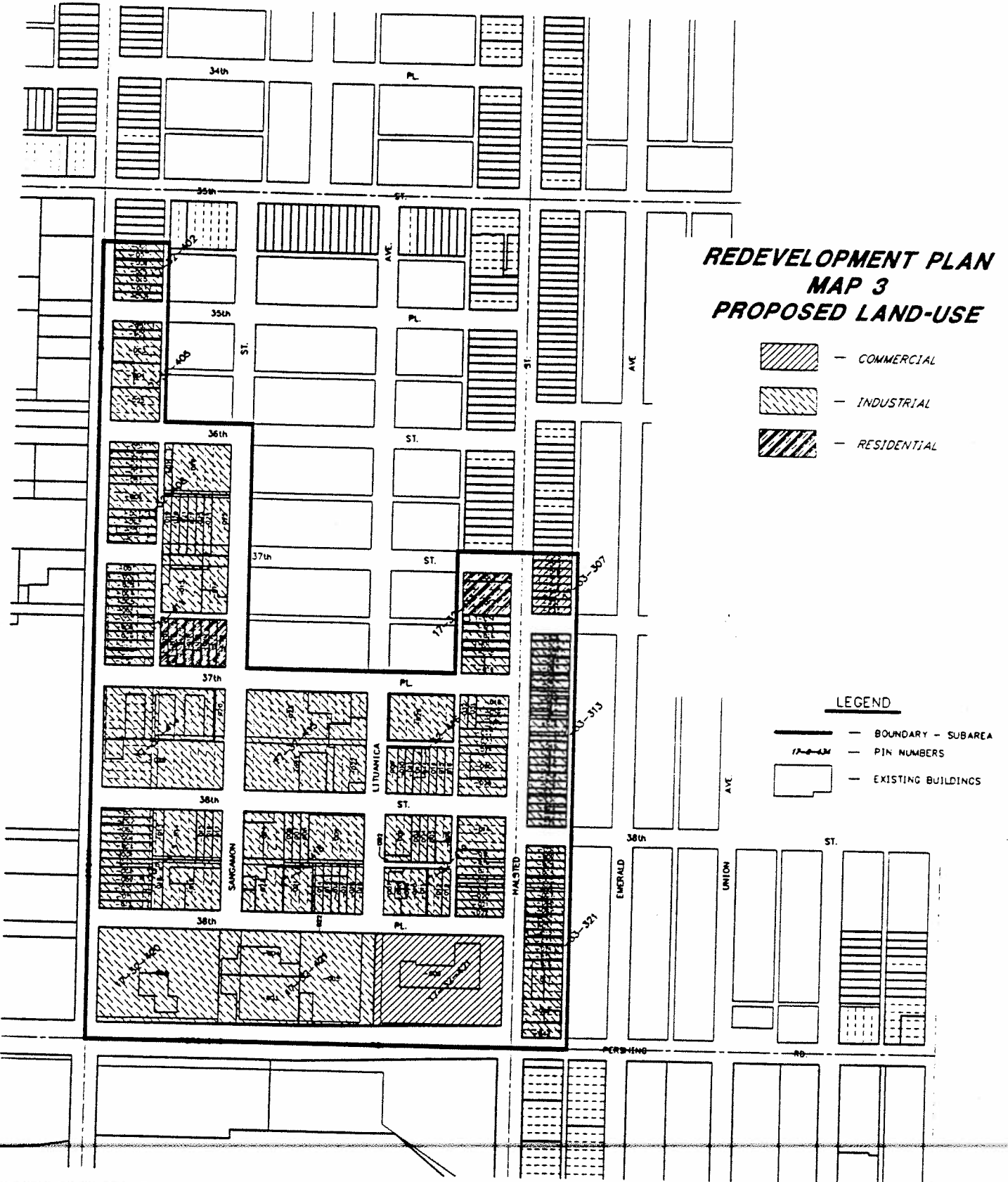
ENGINEERS - SURVEYORS - PLANNERS
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VERNON HILLS, IL 60061
TE: 815/831-3344 FAX: 815/831-3345



CITY OF CHICAGO
5-21-98

35th AND HALSTED

SANGAMON SUBAREA



REDEVELOPMENT PLAN MAP 3 PROPOSED LAND-USE

- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL

LEGEND

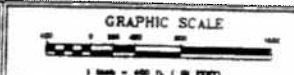
- BOUNDARY - SUBAREA
- PIN NUMBERS
- EXISTING BUILDINGS

**LOUK SCHNEIDER
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800 WOODLANDS PARKWAY
VERNON HILLS, IL 60061
TEL: 815/431-4554 FAX: 815/431-4885

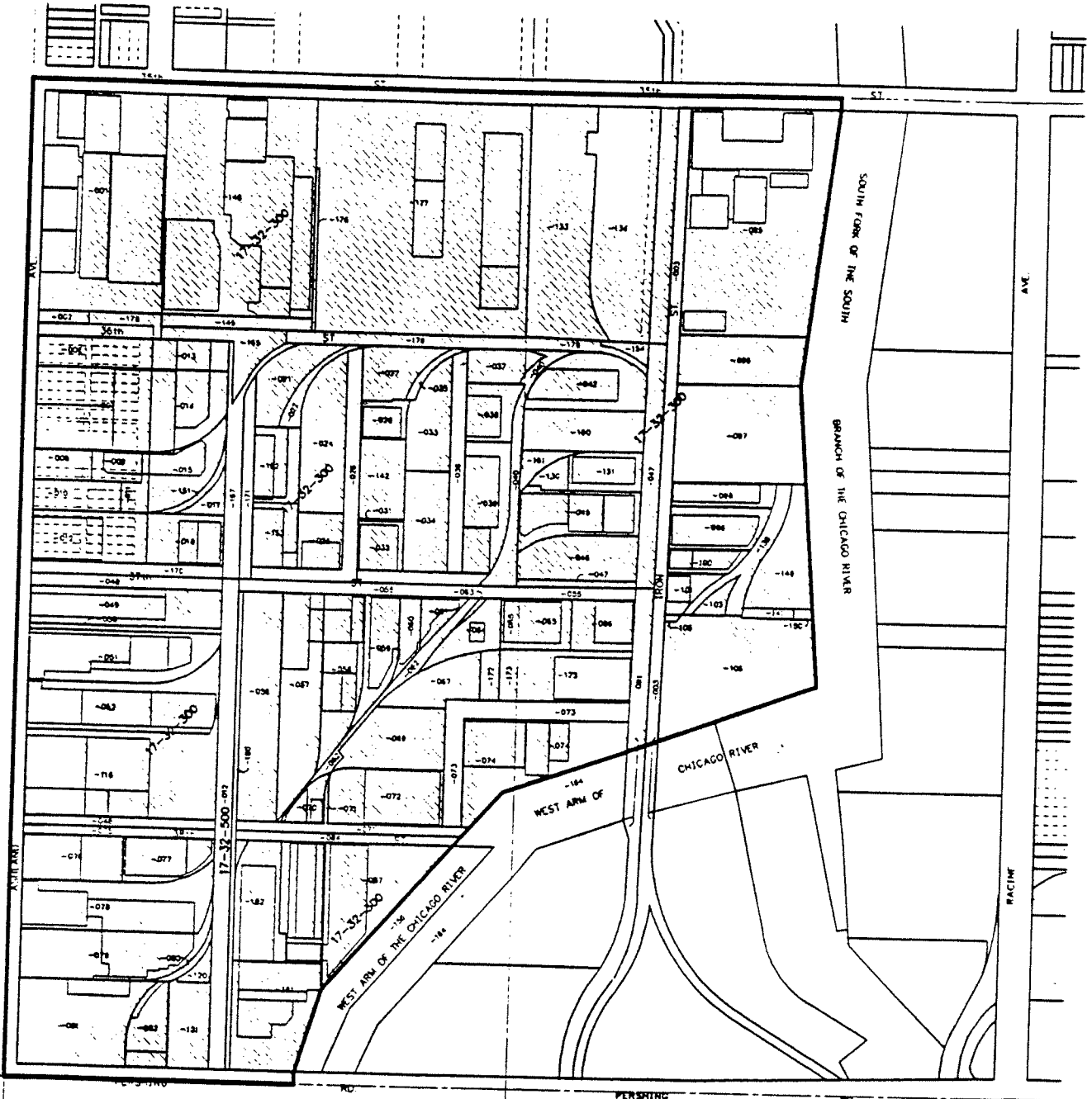


CITY OF CHICAGO

5-3-86

35th AND HALSTED

37th AND IRON SUBAREA



**REDEVELOPMENT PLAN
MAP 3
PROPOSED LAND-USE**

LEGEND

- BOUNDARY - SUBAREA)
- PIN NUMBERS
- EXISTING BUILDINGS

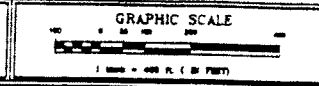
- INDUSTRIAL

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CONSULTING P.C.**



ENGINEERS - SURVEYORS - PLANNERS
900 WOODLANDS PARKWAY
VERNON HILLS, IL 60061
PH: 815/434-6654 FAX: 815/434-6882

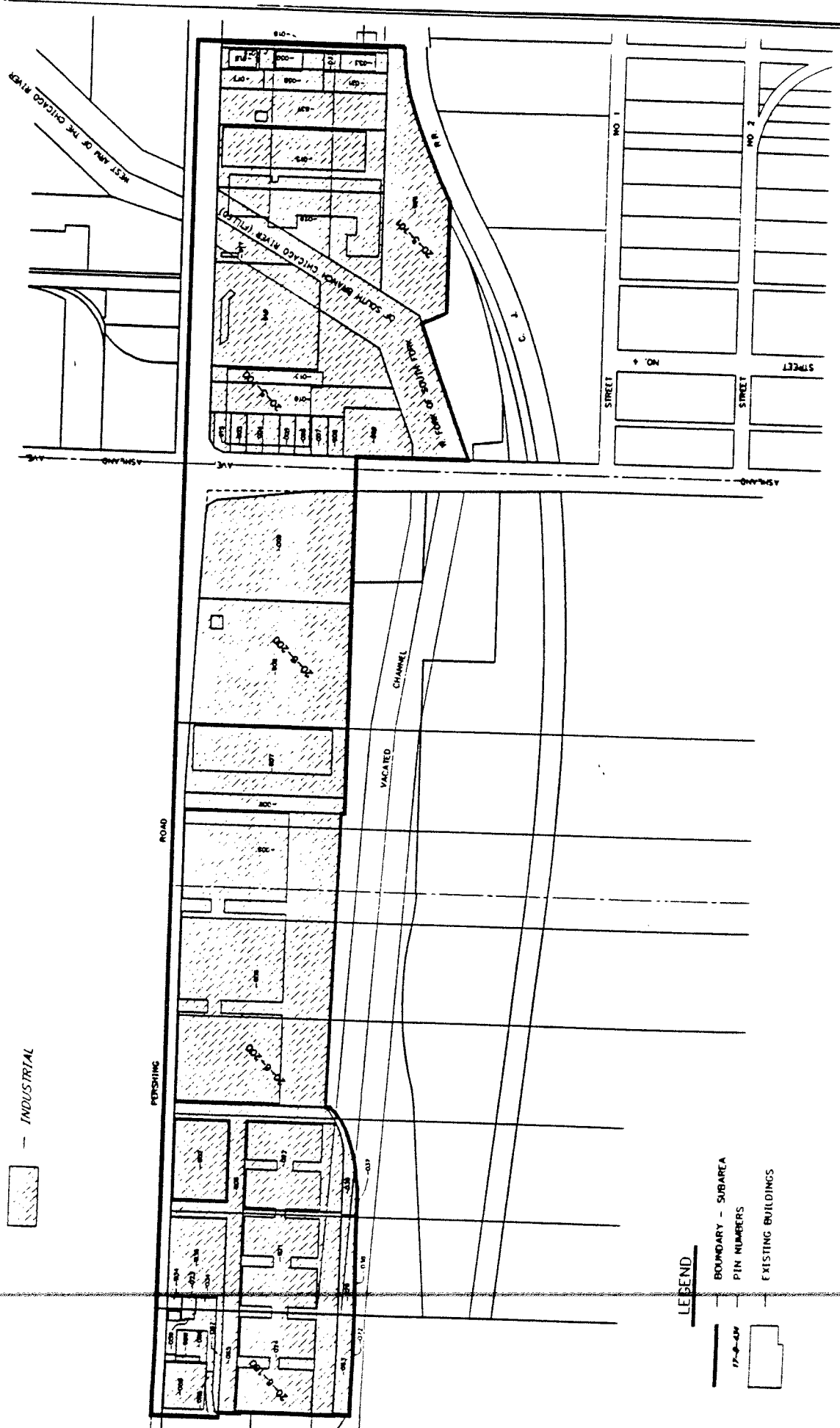


CITY OF CHICAGO
5-21-96

35th AND HALSTED

PERSHING ROAD SUBAREA

REDEVELOPMENT PLAN MAP 3 PROPOSED LAND-USE



INDUSTRIAL

LEGEND

BOUNDARY - SUBAREA

PIN NUMBERS

EXISTING BUILDINGS

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MANIARD CONSULTING, INC.
 REDEVELOPMENT PLANNERS AND MODELING PLANNERS
 1000 N. LAKE STREET, SUITE 1000
 CHICAGO, ILLINOIS 60611
 TEL: 312/321-1000

GRAPHIC SCALE
 1 inch = 100 feet

CITY OF CHICAGO
 5-21-96

MAP 4

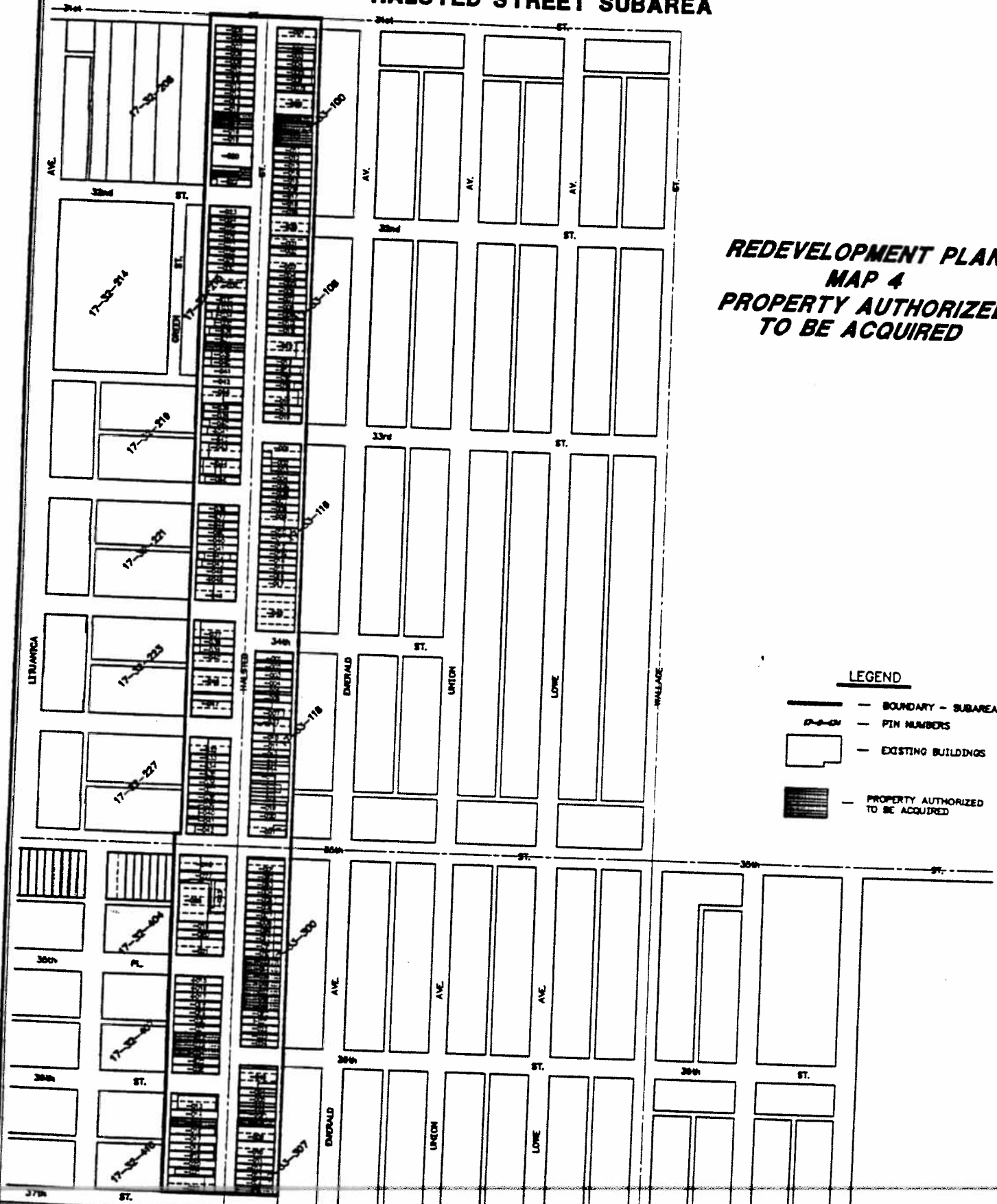
PROPERTY AUTHORIZED TO BE ACQUIRED

1. Halsted Street Subarea
2. Morgan Street - Residential Subarea
3. Sangamon Subarea
4. Morgan Street - Industrial Subarea
5. Benson Street Subarea
6. 35th and Ashland Subarea
7. 37th and Iron Subarea
8. Pershing Road Subarea





35th AND HALSTED

HALSTED STREET SUBAREA

REDEVELOPMENT PLAN MAP 4 PROPERTY AUTHORIZED TO BE ACQUIRED



LEGEND

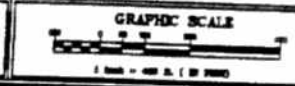
-  - BOUNDARY - SUBAREA
-  - PIN NUMBERS
-  - EXISTING BUILDINGS
-  - PROPERTY AUTHORIZED TO BE ACQUIRED

LOUIK SCHNEIDER & ASSOCIATES, INC.

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FERROVILL, ILL. 60015
PH 817/821-8888 FAX 817/821-8888







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7-1-88

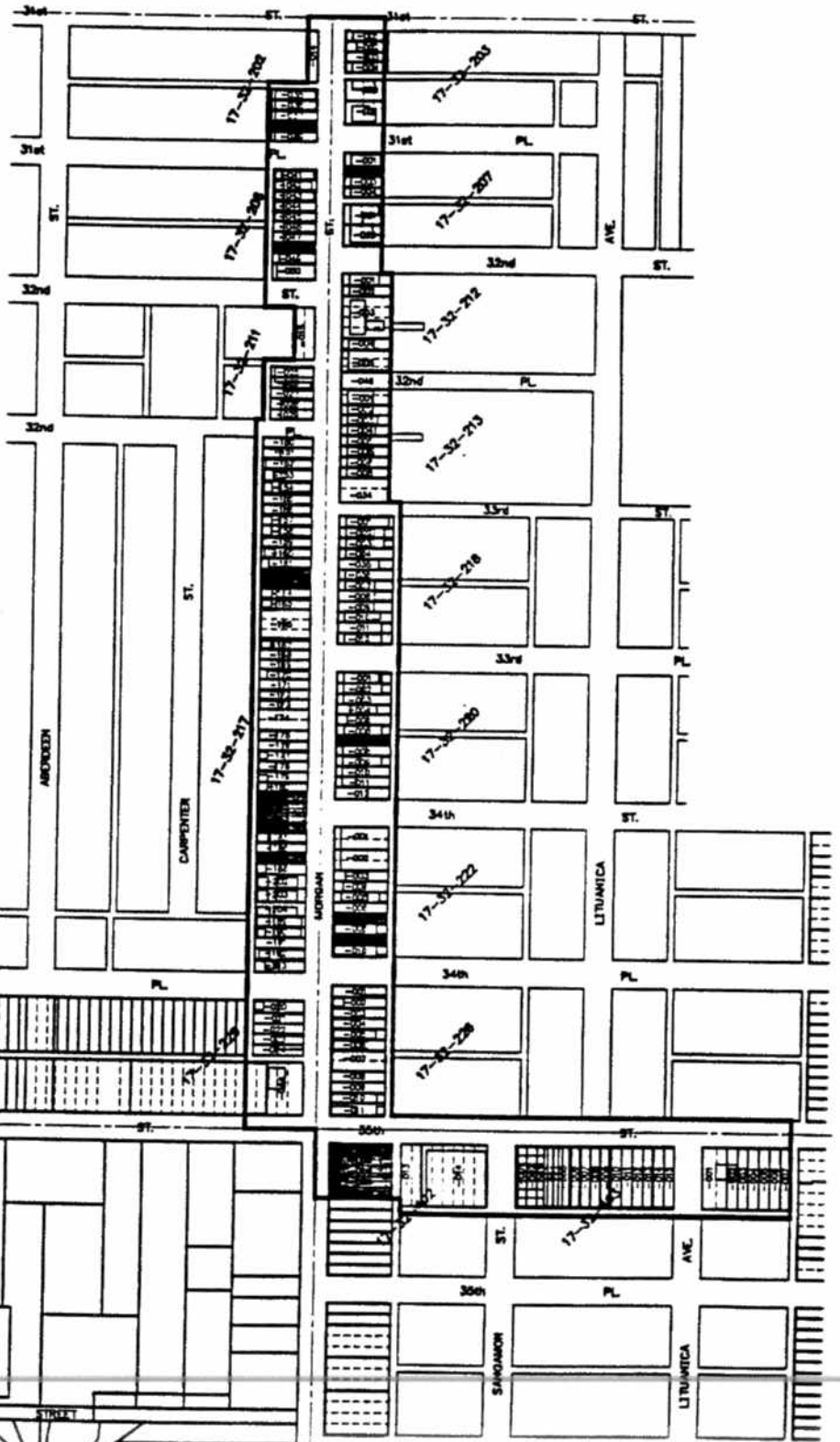
35th AND HALSTED

MORGAN STREET - RESIDENTIAL SUBAREA

**REDEVELOPMENT PLAN
MAP 4
PROPERTY AUTHORIZED
TO BE ACQUIRED**

LEGEND

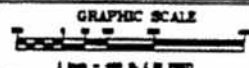
-  BOUNDARY - SUBAREA
-  PIN NUMBERS
-  EXISTING BUILDINGS
-  PROPERTY AUTHORIZED TO BE ACQUIRED



**LOUIK SCHNEIDER
& ASSOCIATES, INC.**

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808 WOODLAND PARKWAY
FRENCH HILLS, IL 60061
TE 671/801-6000 FAX 671/801-6001



CITY OF CHICAGO





7-2-88

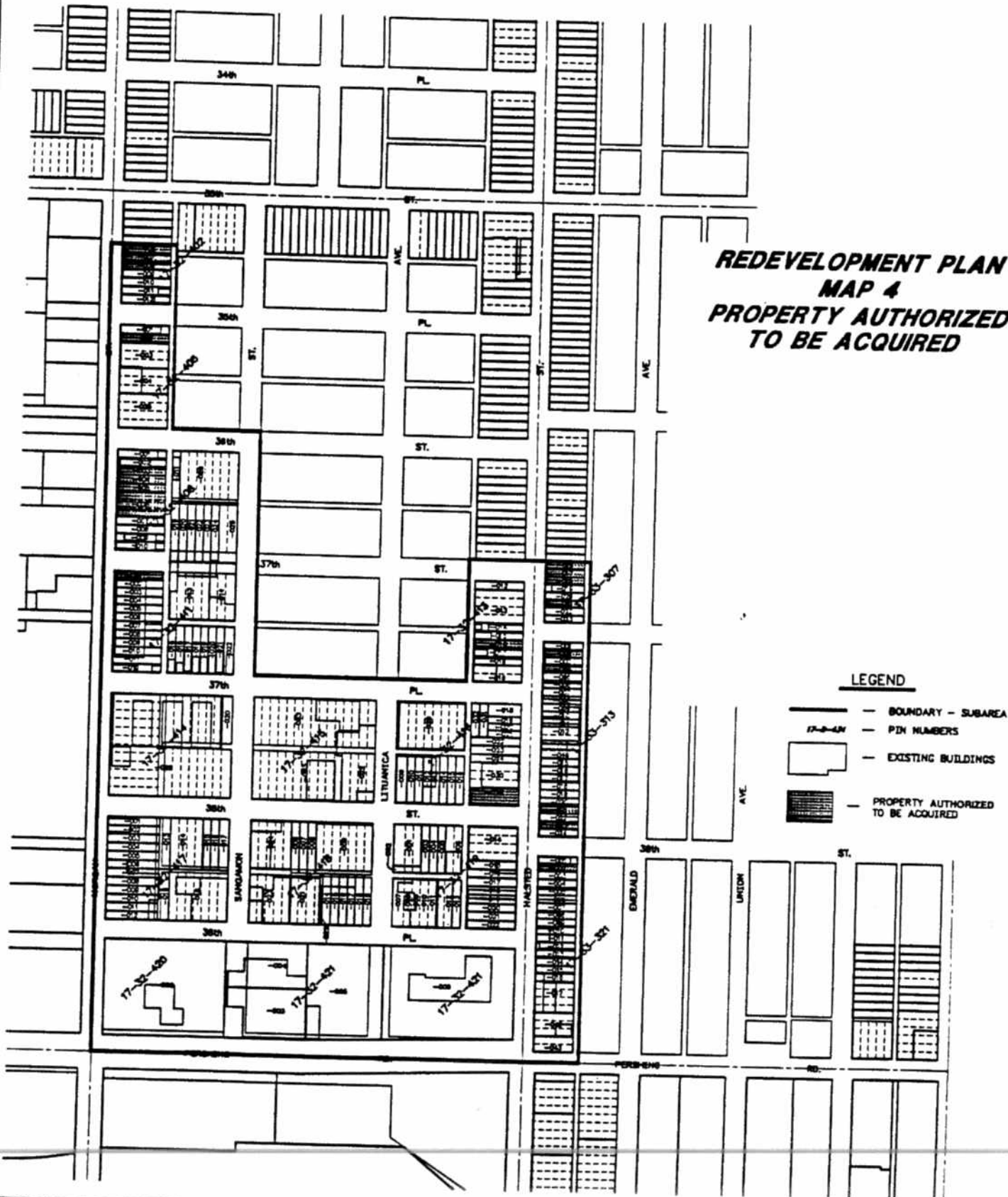
35th AND HALSTED

SANGAMON SUBAREA

REDEVELOPMENT PLAN MAP 4 PROPERTY AUTHORIZED TO BE ACQUIRED

LEGEND

-  — BOUNDARY - SUBAREA
-  17-2-42 — PIN NUMBERS
-  — EXISTING BUILDINGS
-  — PROPERTY AUTHORIZED TO BE ACQUIRED

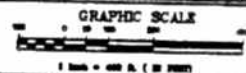


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& ASSOCIATES, INC.**

**MANHARD
CONSULTING, INC.**



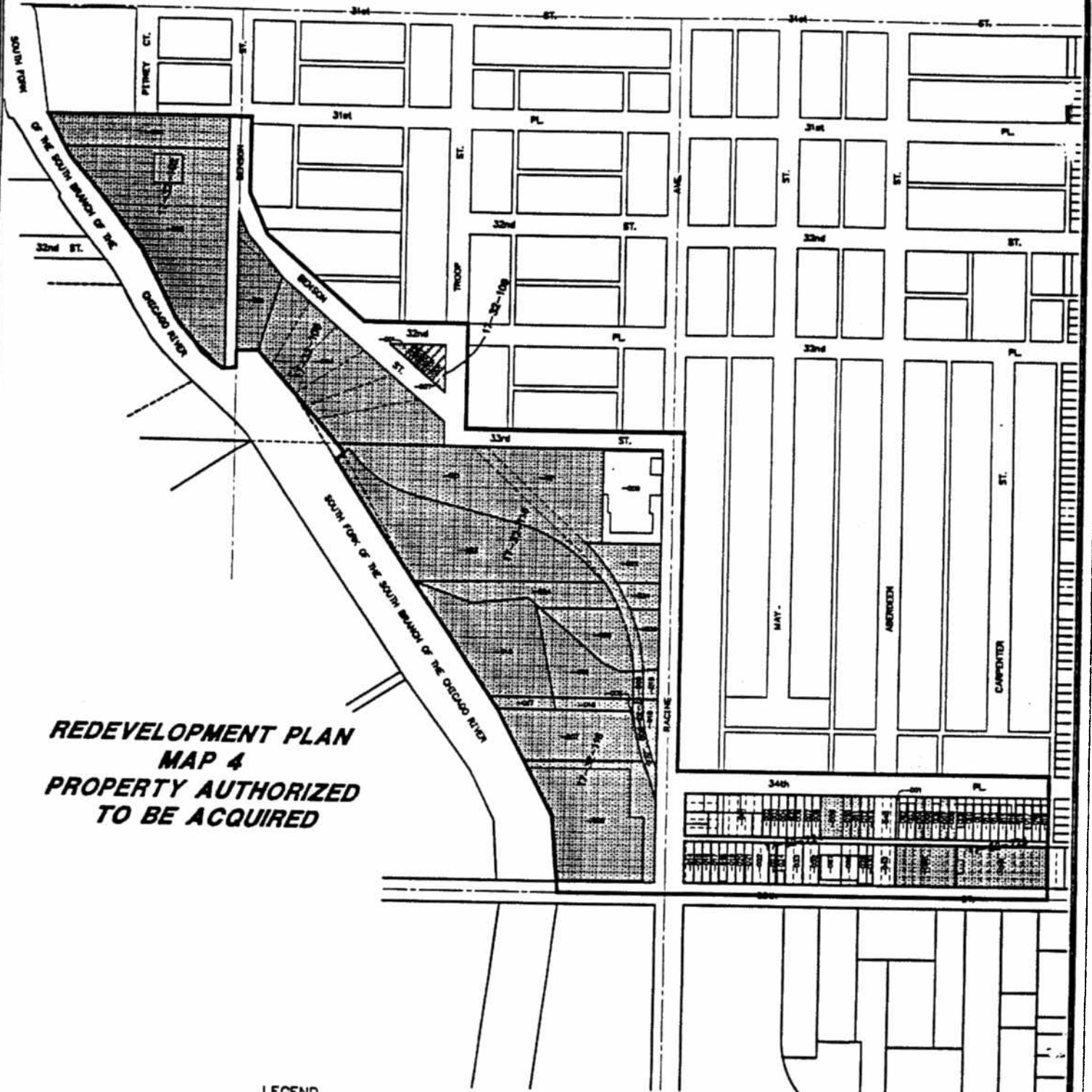
ENGINEERS - SURVEYORS - PLANNERS
800 FRODLAND PARKWAY
TERRON HILLS, IL 60061
PH 877/84-6888 FAX 877/84-6888



CITY OF CHICAGO

7-2-88

35th AND HALSTED BENSON STREET SUBAREA



**REDEVELOPMENT PLAN
MAP 4
PROPERTY AUTHORIZED
TO BE ACQUIRED**

LEGEND

-  BOUNDARY - SUBAREA
-  PIN NUMBERS
-  EXISTING BUILDINGS
-  PROPERTY AUTHORIZED TO BE ACQUIRED

**LOUIK SCHNEIDER
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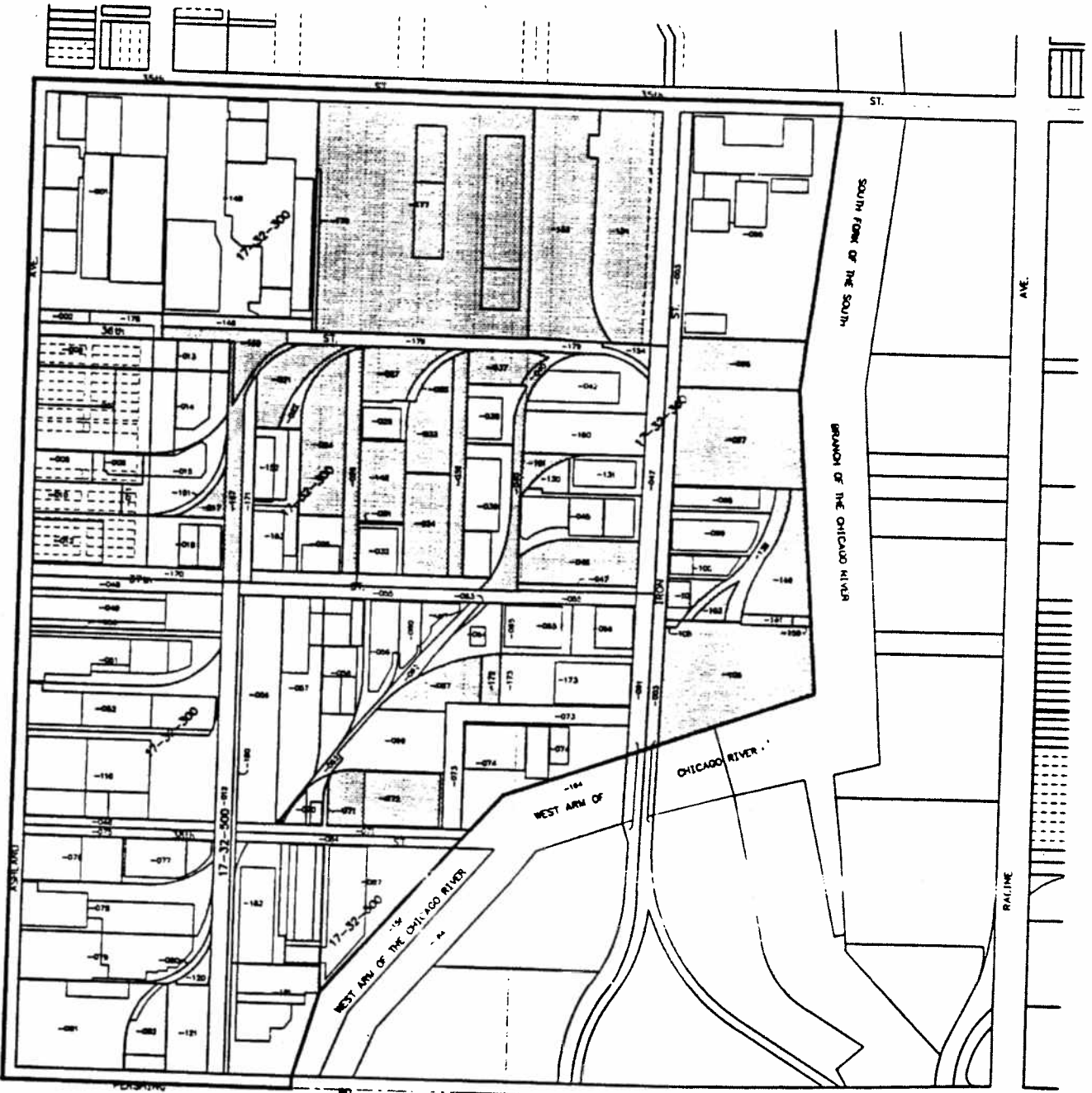
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TERRON HILLS, IL 60061
TEL: 847/624-4881 FAX: 847/624-4881



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35th AND HALSTED

37th AND IRON SUBAREA



REDEVELOPMENT PLAN MAP 4 PROPERTY AUTHORIZED TO BE ACQUIRED

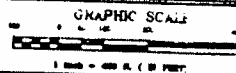
LEGEND

- BOUNDARY - SUBAREA)
- PIN NUMBERS
- EXISTING BUILDINGS
- PROPERTY AUTHORIZED TO BE ACQUIRED

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800 FOODLANDS PARKWAY
TERRON HILLS, IL 60051
PH: 630/254-6600 FAX: 630/254-6600



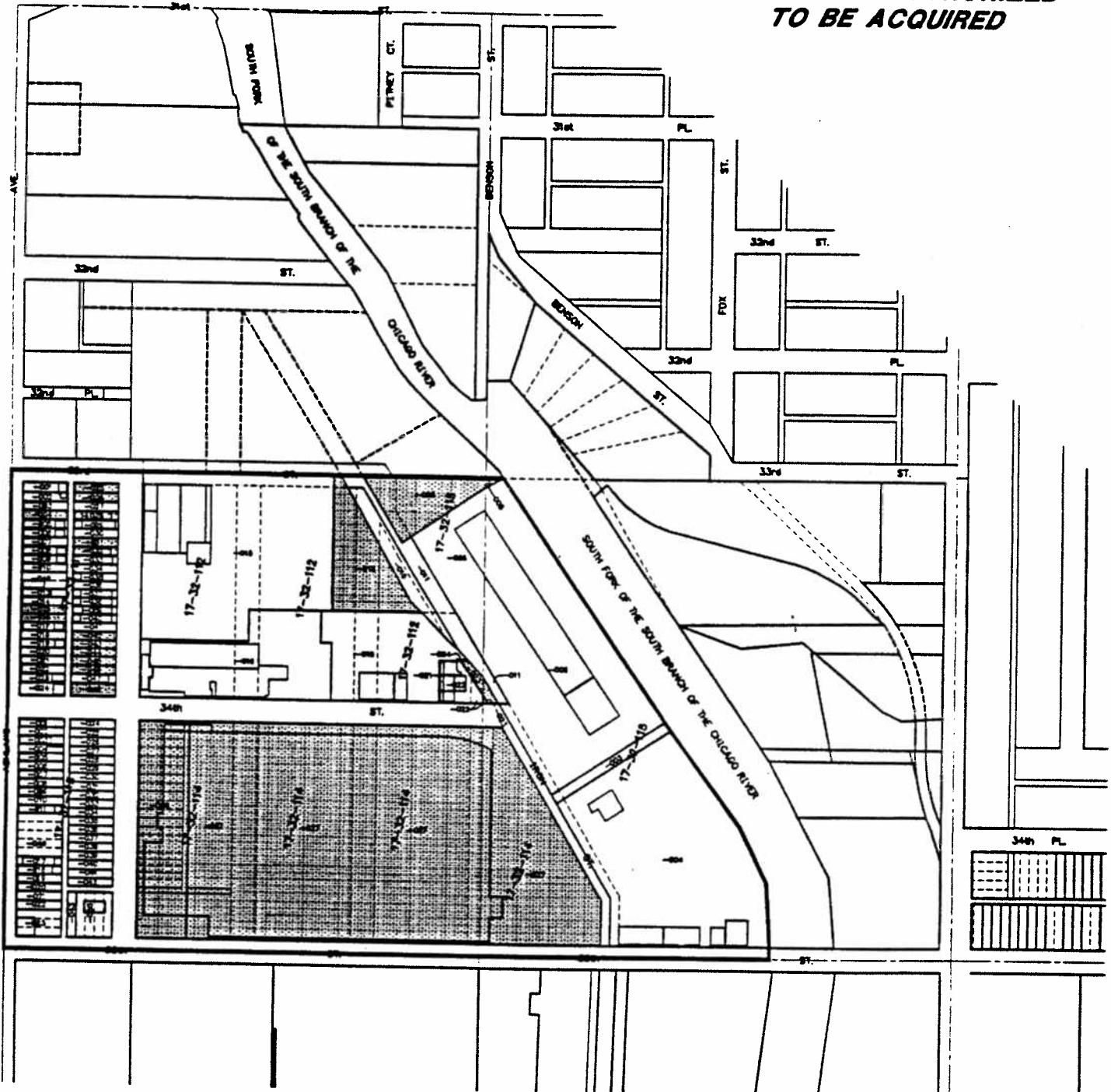
CITY OF CHICAGO

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35th AND HALSTED

35th AND ASHLAND SUBAREA

REDEVELOPMENT PLAN
MAP 4
PROPERTY AUTHORIZED
TO BE ACQUIRED



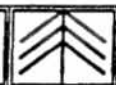
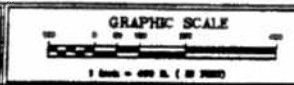
LEGEND

-  -- BOUNDARY - SUBAREA)
-  -- PIN NUMBERS
-  -- EXISTING BUILDINGS
-  -- PROPERTY AUTHORIZED TO BE ACQUIRED

LOUIK SCHNEIDER & ASSOCIATES, INC.

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 FERRIS HILLS, IL 60001
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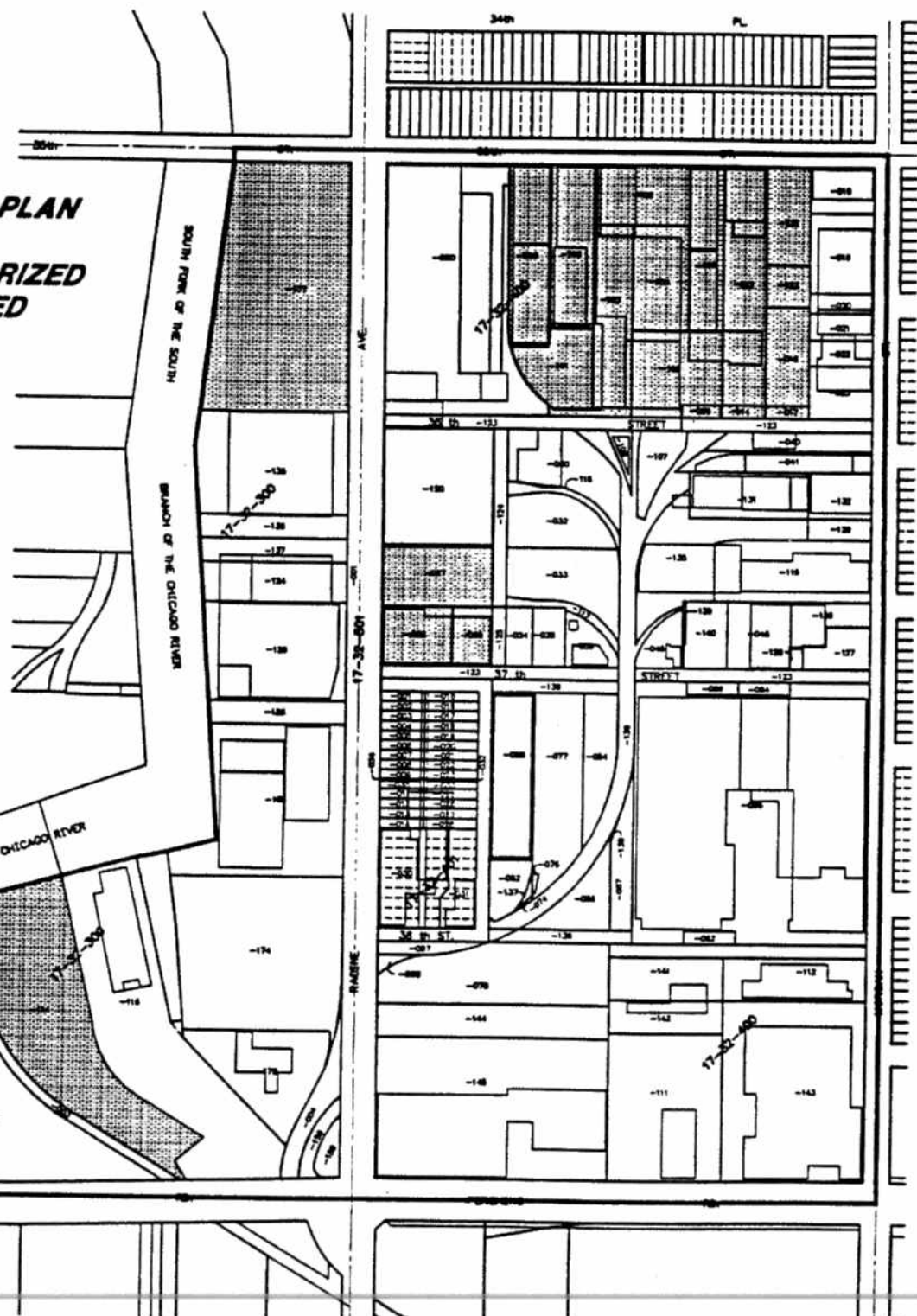
35th AND HALSTED

MORGAN STREET - INDUSTRIAL SUBAREA

REDEVELOPMENT PLAN MAP 4 PROPERTY AUTHORIZED TO BE ACQUIRED

LEGEND

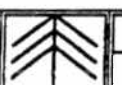
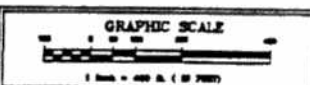
-  BOUNDARY - SUBAREA
-  PIN NUMBERS
-  EXISTING BUILDINGS
-  PROPERTY AUTHORIZED TO BE ACQUIRED



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IN ILLINOIS AND CALIFORNIA
INC. 04/20/1911-1924 ALL 04/20/1911-1924



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35th AND HALSTED

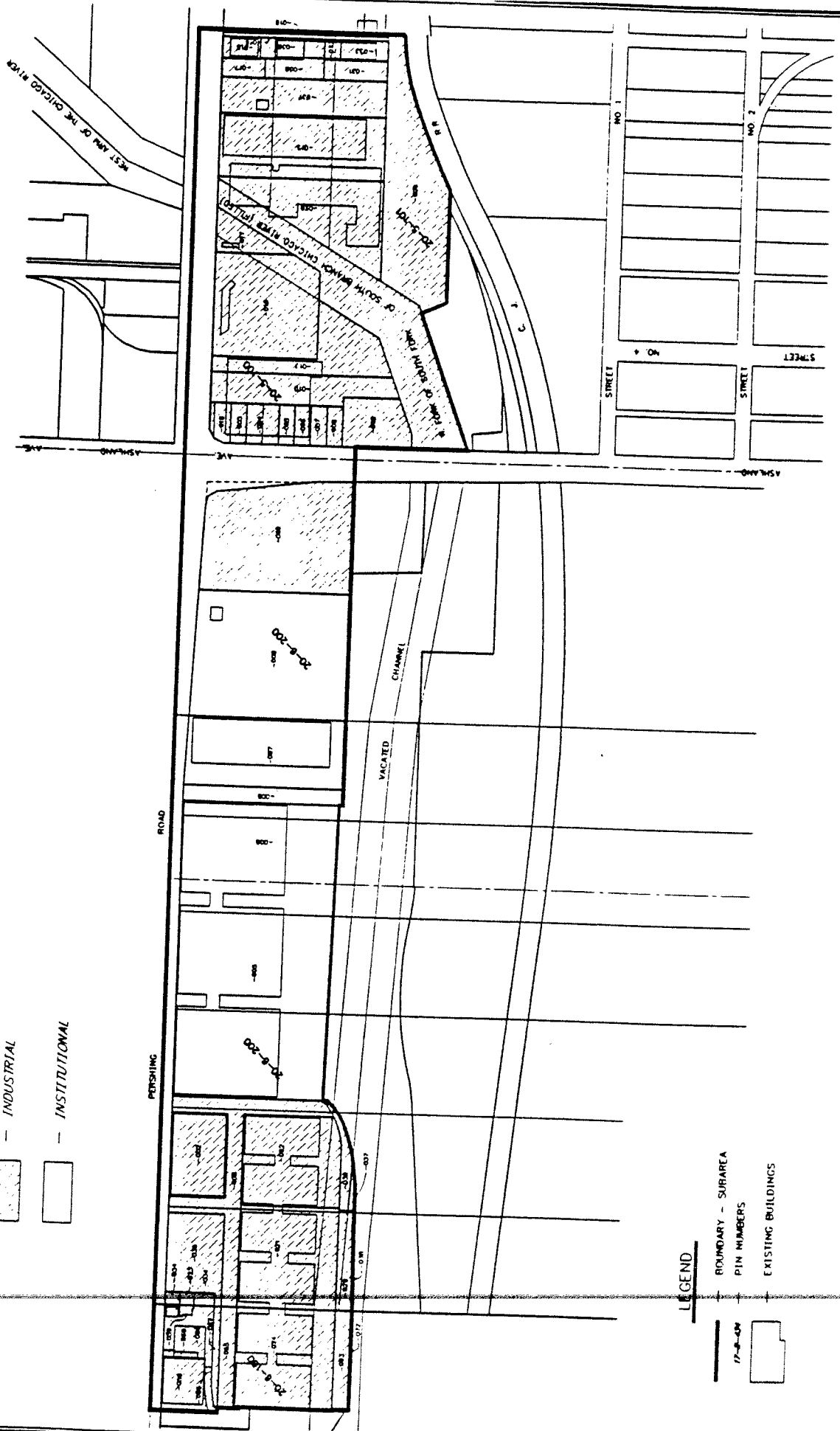
PERSHING ROAD SUBAREA

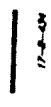
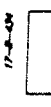
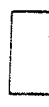
REDEVELOPMENT PLAN

MAP 2

EXISTING LAND-USE

-  INDUSTRIAL
-  INSTITUTIONAL

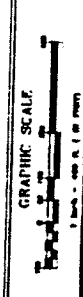


- LEGEND**
-  BOUNDARY - SUBAREA
 -  PIN NUMBERS
 -  EXISTING BUILDINGS

LOUIK SCHNEIDER & ASSOCIATES, INC.

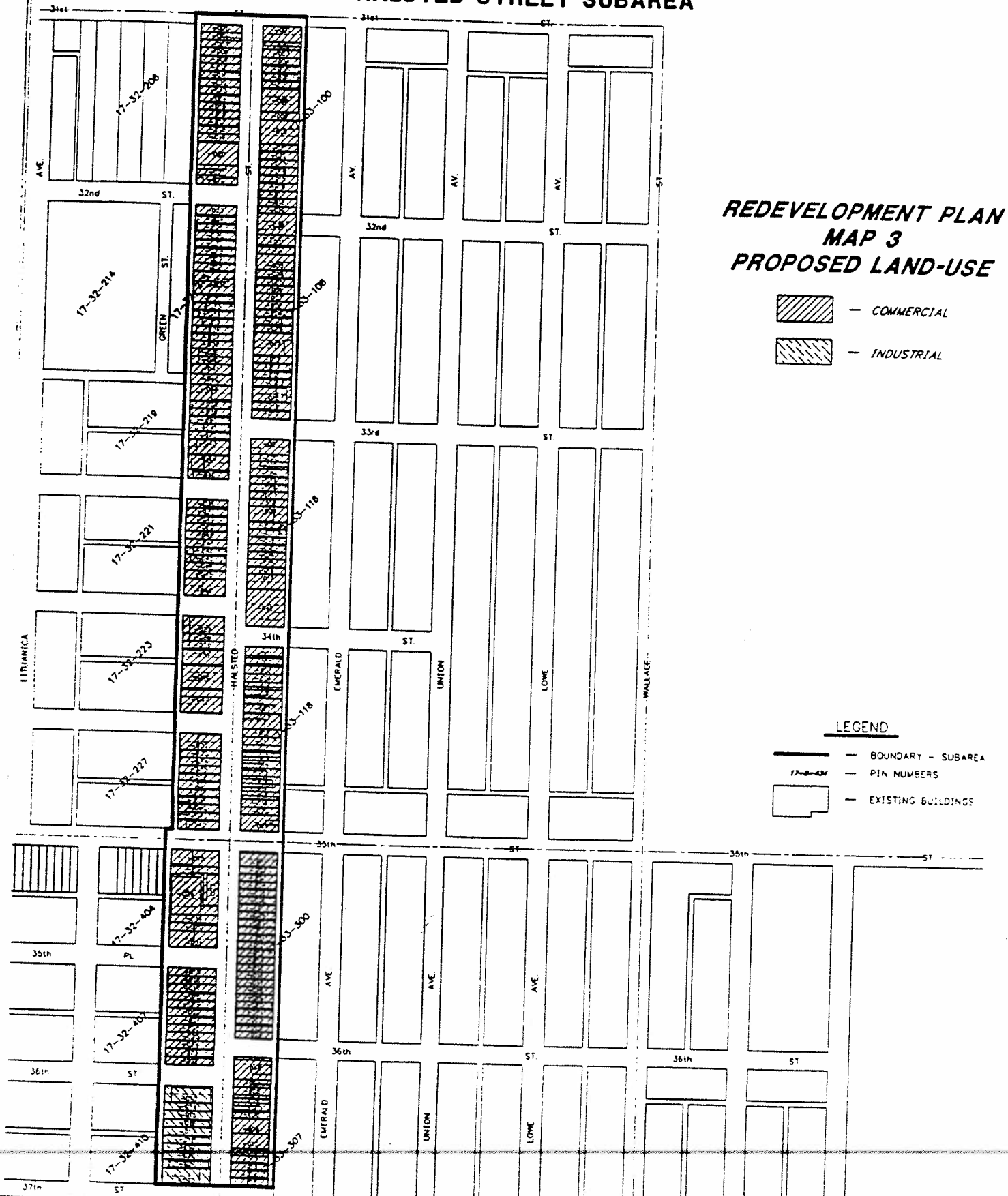
MANHARD CONSULTING, INC.

PLANNING, SURVEYING, ENGINEERING
AND ENVIRONMENTAL CONSULTING
1000 N. MICHIGAN AVE. SUITE 1000
CHICAGO, ILL. 60611
PH: 312/337-1000 FAX: 312/337-1001





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5-21-96




35th AND HALSTED HALSTED STREET SUBAREA




REDEVELOPMENT PLAN MAP 3 PROPOSED LAND-USE

-  - COMMERCIAL
-  - INDUSTRIAL

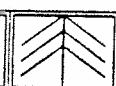
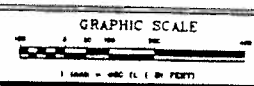
LEGEND

-  - BOUNDARY - SUBAREA
-  - PIN NUMBERS
-  - EXISTING BUILDINGS

LOUIK SCHNEIDER
& ASSOCIATES, INC.

MANHARD
CONSULTING 

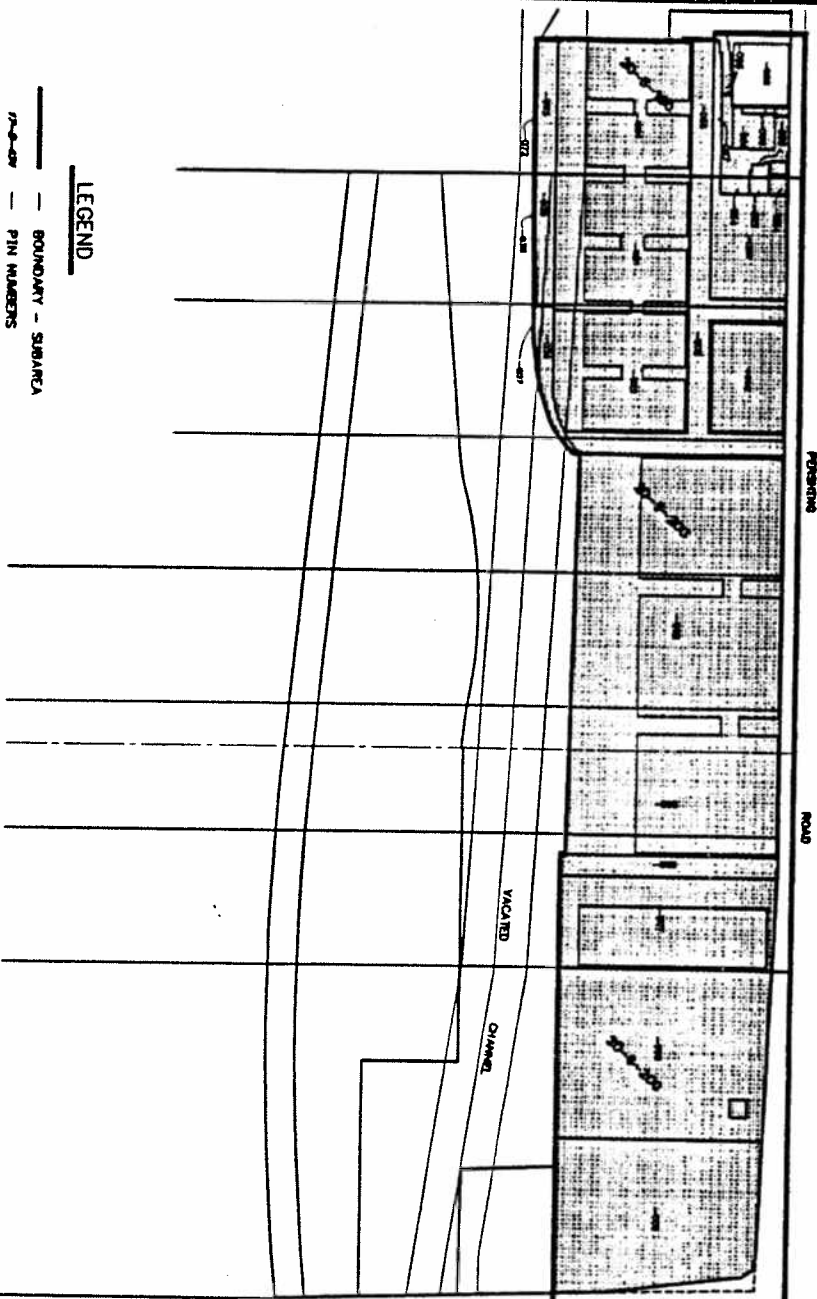
ENGINEERS-SURVEYORS-PLANNERS
800 FLOODLANDS PARWAY
HERSHEN HILLS, IL 60001
PH: 617/834-3358 FAX: 617/834-8895







CITY OF CHICAGO
6-28-96

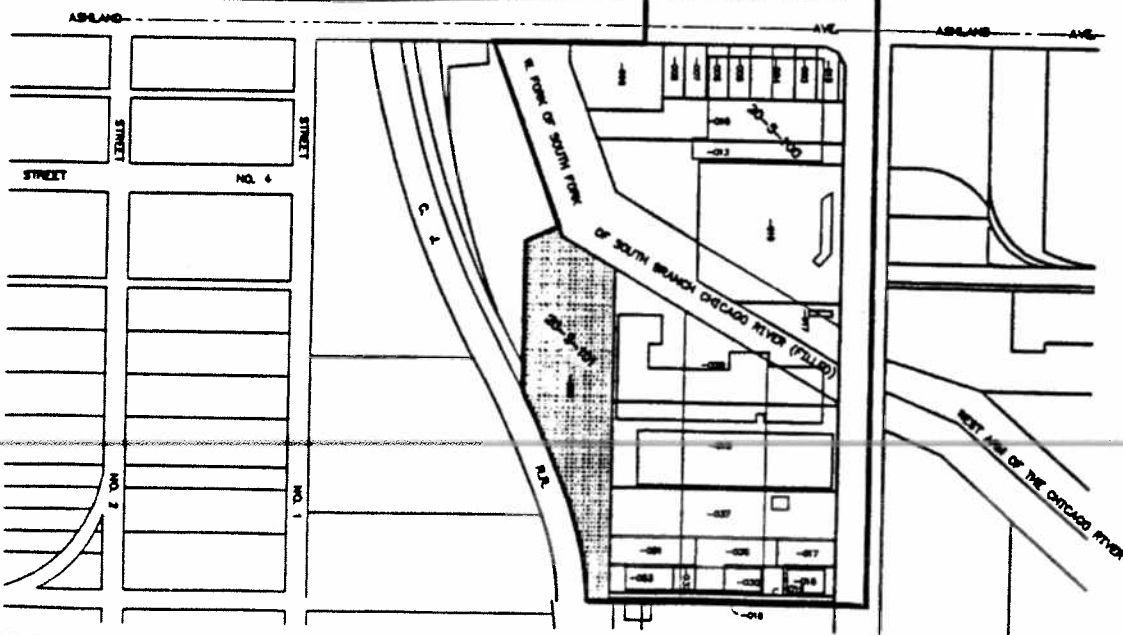
35th AND HAI STED PERSHING ROAD SUBAREA

**REDEVELOPMENT PLAN
MAP 4
PROPERTY AUTHORIZED
TO BE ACQUIRED**



LEGEND

-  BOUNDARY - SUBAREA
-  PIN NUMBERS
-  EXISTING BUILDINGS
-  PROPERTY AUTHORIZED TO BE ACQUIRED



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GRAPHIC SCALE
1 inch = 100 feet

CITY OF CHICAGO
2/20/87