

**CITY OF CHICAGO**

**ROOSEVELT/CICERO REDEVELOPMENT PROJECT AREA**

**TAX INCREMENT FINANCE PROGRAM**

**REDEVELOPMENT PLAN AND PROJECT**

**CITY OF CHICAGO  
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and  
THE LAMBERT GROUP, INC.**



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

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## I. INTRODUCTION

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

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

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

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

Much of the Redevelopment Project Area is characterized by:

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

The Redevelopment Project Area represents an opportunity for the City to implement its current plans to preserve, retain, redevelop and expand industry within an area that has traditionally been industrial in nature. Few locations such as the Redevelopment Project Area within the city offer a solid industrial history, diverse transportation systems (expressways as well as public transportation), and an accessible industrial workforce, factors which are factors that are important in the locational decision-making of manufacturing, industrial, storage and distribution-related industries. To ensure that the City maintains a balanced and viable economy, it is necessary to preserve and enhance its existing hubs of industrial activity.

Recognizing the Redevelopment Project Area's continuing potential as an industrial center, the City of Chicago is taking action to facilitate its revitalization, following on its previous actions to stabilize industrial land uses and support industrial expansion and attraction. 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 Roosevelt/Cicero Redevelopment Project Area Tax Increment Finance Program Redevelopment Plan and Project (hereafter the "Plan" or the "Redevelopment Plan") is to create a mechanism to allow for the following: development of new industrial and industrial-support facilities on existing vacant or underutilized land; the adaptive reuse of vacant and underutilized structures to new and growing industries; the expansion of existing industrial businesses; the improvement of the physical environment and infrastructure.

This Plan summarizes the analyses and findings of the consultants' work, which, unless otherwise noted, is the responsibility of Louik/Schneider and Associates, Inc. and The Lambert Group, Inc. The City of Chicago is entitled to rely on the findings and conclusions of this Plan in designating the Redevelopment Project Area as a redevelopment project area under the Act (defined below). Louik/Schneider and Associates, Inc. and The Lambert Group, Inc. have prepared this Plan and the related eligibility study with the understanding that the City would rely: 1) on the findings and conclusions of the Plan and the related eligibility study in proceeding with the designation of the Redevelopment Project Area and the adoption and implementation of the Plan, and 2) on the fact that Louik/Schneider and Associates, Inc. and The Lambert Group, Inc. have obtained the necessary information so that the Plan and the related eligibility study will comply with the Act.

## **A. OVERVIEW**

In 1981, a small section of the Redevelopment Project Area located between B.O.C.T. Railroad, Roosevelt Road, Kostner Avenue, and the Belt Line Railroad was designated as a Blighted Commercial Area (see Map 3 - Roosevelt/Kostner Redevelopment Area). In 1991, that original area was expanded to include Lexington Avenue and West Fifth Street on the north, Roosevelt Road on the south, The Belt Line Railroad and Kildare Avenue on the east and Cicero Avenue

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

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

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

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

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

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

Although there are a few signs of revitalization - the renewed use of the Alden's and Sunbeam facilities and the residential development at Homan Square - the area continues to suffer from severe blight and vacancy.

The continuing decline of the city's industrial base and the loss of industrial jobs threatens the health of Chicago's economy and the public's welfare. Without the use of tax increment financing, the Redevelopment Project Area will continue to decline in its physical environment and disinvestment in industrial facilities will also continue.

## **B. EXISTING LAND USE AND ZONING CHARACTERISTICS**

The Redevelopment Project Area continues to reflect the industrial land use patterns first evidenced along the West side of the City during the 19<sup>th</sup> century. At the present time, the existing land uses are predominantly industrial in nature. In addition to industry, the Redevelopment Project Area is home to residential uses and a small scattering of commercial. These land use patterns are reflective of the underlying zoning. The majority of property within the Redevelopment Project Area is zoned for light to medium industrial uses (M1-1, M1-2, M2-2, M2-3, M2-4, M3-3). There are small sections of the following zoning districts within the Redevelopment Project Area: commercial (C1-2) at the southeast corner of 16th and Kostner Avenue, business (B2-1) south of Taylor between Pulaski Road and Springfield Avenue and two residential (R3 - R4) districts one on the south side of Fillmore between Kildare and Keeler and another on Kilbourn between 14th and 15th on the west side of the street and on both the east and west sides between 15th and 16th Street.

### 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 1990 can be found in Exhibit 1 - 1990 Selected Census Data for Selected Census Tracts Located in the Roosevelt/Cicero Project Area.

## **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 an improved "Blighted Area" and a vacant "Blighted Area" within the definitions set forth in the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1, et seq., as amended (the "Act").

The Act provides a means for municipalities, after the approval of a Redevelopment Plan and Project, to redevelop blighted and conservation areas by pledging the increase in tax revenues generated by public and private redevelopment. This increase in tax revenues is used to pay



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

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

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

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

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

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

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

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

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

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

stimulate redevelopment in the Redevelopment Project Area, an area which cannot reasonably be anticipated to be developed without the adoption of this Plan. Public investments will create the appropriate environment to attract the level of private investment required for rebuilding the area.

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

## II. REDEVELOPMENT PROJECT AREA AND LEGAL DESCRIPTION

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

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

### III. REDEVELOPMENT PROJECT AREA GOALS AND OBJECTIVES

Comprehensive goals and objectives are included in this Plan to guide the decisions and activities that will be undertaken to facilitate the redevelopment of the Redevelopment Project Area. Many of them can be achieved through the effective use of local, state and federal mechanisms.

These goals and objectives generally reflect existing City policies affecting all or portions of the Redevelopment Project Area as identified in the following plans and regulations:

- *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side* (Adopted by the Chicago Plan Commission on February 13, 1992.)
- *Industrial Corridor Capital Investment 1995: A Guide to Industrial Improvement Projects*
- *City of Chicago Capital Improvements Program: 1996 - 2000*
- *1996 Chicago Zoning Ordinance*  
(Planned Manufacturing District Regulations)
- *Roosevelt/Cicero Model Industrial Corridor Strategic Plan* (Lawndale Business and Local Development Corporation and West Side Industrial Research and Retention Corporation, March 1995)
- *Roosevelt/Kostner Redevelopment Plan* (Community Development Commission, June 1992)
- Discussions with staff of Trkla, Pettigrew, Allen and Payne regarding a model corridor plan which they are in the process of drafting.

Certain goals and objectives of these plans and regulations are listed below.

Finally the goals and objectives take into consideration the desires of the local community as expressed by the participants in the Lawndale Business and Local Development Corporation's workshop in January 1997 as a part of their Preliminary Implementation Plan process and by the Constituent and Technical Assistance Committees and Corridor Focus Groups who participated in the Lawndale Business and Local Development Corporation's preparation of their 1995 Model Industrial Corridor Plan.

## **EXISTING CITY POLICIES**

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

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

### 1995 Industrial Corridor Capital Investment Guide

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

### City of Chicago Capital Improvement Program 1996 - 2000

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

- “Encourage private investment”
- Improve the City's tax base
- Encourage the retention and creation of jobs

1995 Roosevelt/Cicero Model Industrial Corridor Strategic Plan

- Increase safety for business owners, employees, customers, vendors and nearby residents
- Improve accessibility and functionality of streets and parking
- Establish a clear direction for the long term use and development of the Corridor
- Establish a sense of stability, safety, success and opportunity through overall enhancement of the visual/spatial conditions in the Corridor
- Create a management organization responsible for directing and accomplishing all aspects of the Corridor's long-term plan

1997 Draft Preliminary Implementation Plan for the Roosevelt/Cicero Industrial Corridor

- Create designs that enhance safety, accessibility and functionality and attractiveness
- Create a management structure that addresses safety, accessibility and functionality, marketability and attractiveness

1992 Roosevelt/Kostner Redevelopment Plan

- Establish the Roosevelt/Kostner area, which is surrounded and served by excellent transportation amenities, as a vital industrial area
- Provide adequate circulation within and through the area for pedestrians, public and private vehicles
- Promote development which employs the most efficient use of energy resources
- Encourage participation of minorities and women in professional and investment opportunities involved in the development of the project area

## **GENERAL GOALS**

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

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

## **REDEVELOPMENT OBJECTIVES**

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

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

- Provide public and private infrastructure improvements and other relevant and available assistance necessary to the successful operation of a modern urban industrial park.
- Promote the implementation of security measures throughout the Redevelopment Project Area.
- Use City programs, where appropriate, to create a unified identity for the industrial portions of the Redevelopment Project Area to enhance the industrial marketability of the Redevelopment Project Area.
- Support the elimination of existing environmental contamination through the remediation of affected sites in order to promote new industrial development.
- Develop properties in a manner which will not adversely affect traffic patterns.
- Establish job training and job readiness programs to provide residents within and surrounding the Redevelopment Project Area with the skills necessary to secure jobs in the Redevelopment Project Area and in adjacent redevelopment project areas.
- Secure commitments from employers in the Redevelopment Project Area and adjacent redevelopment project areas to interview graduates of the Redevelopment Project Area's job readiness and job training programs.

### **DESIGN OBJECTIVES**

Although overall goals and redevelopment objectives are important in the process of redeveloping such a large and important industrial area, the inclusion of design guidelines is necessary to ensure that redevelopment activities result in the development of an attractive, functional and modern urban industrial park 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 according to modern urban industrial park standards which can include groupings to increase efficiency of operation and economic relationships of industry in a compact area.
- Encourage 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 traffic circulation pattern, adequate ingress and egress, and capacity in the Redevelopment Project Area.
- Encourage high standards of building and streetscape design to ensure the high quality appearance of buildings, rights-of-way and open spaces.
- Ensure that necessary security, screening, and buffering devices are attractively designed and are compatible with the overall design of the Redevelopment Project Area.
- Use signage and other devices to create a unified industrial identity for the Redevelopment Project Area to facilitate the marketability of property.

#### 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 project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 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, is detrimental to the public safety, health, morals or welfare. 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; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused 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. ." All factors must 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.

Based upon surveys, site inspections, research and analysis by Louik/Schneider & Associates, Inc., The Lambert Group, Inc. and Pacific Construction Services, the Redevelopment Project Area qualifies as a Blighted Area as defined by the Act. A separate report, entitled "City of Chicago Roosevelt/Cicero Tax Increment Finance Program Eligibility Study" dated October 1997 (the "Eligibility Report"), is attached as Exhibit 5 to this Plan and describes in detail the surveys and analyses undertaken and the basis for the finding that the Redevelopment Project Area qualifies as a Blighted Area under the Act. Summarized below are the findings of the Eligibility Report.

## **SUMMARY OF ELIGIBILITY FACTORS**

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

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

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

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

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

### **Major extent**

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

### **Minor extent**

- dilapidation
- excessive vacancies
- excessive land coverage

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

### CONCLUSION

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

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

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

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

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

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

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

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

The surveys, research and analysis conducted include:

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

Based upon the findings of the Eligibility Study for the Roosevelt/Cicero Redevelopment Project 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.

## V. ROOSEVELT/CICERO REDEVELOPMENT PLAN AND PROJECT

### A. GENERAL LAND USE PLAN

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

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

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

#### INDUSTRIAL

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

#### INSTITUTIONAL

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

### B. REDEVELOPMENT PLAN AND PROJECT

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

It is the City's intention to promote new industrial development as well as the protection and enhancement of existing industries.

This Redevelopment Plan and Project incorporates the use of tax increment revenues to stimulate or stabilize the Redevelopment Project Area through the planning and programming of improvements. The underlying Plan strategy is to develop a public improvement program using tax increment financing, as well as other funding sources available to the City, that reinforces and encourages further private investment. This public improvement program can basically be categorized as follows:

- improving the functionality of the Redevelopment Project Area's physical environment through infrastructure improvements,
- enhancing the marketability of the Redevelopment Project Area as an industrial center by creating an industrial identity, beautifying the physical environment, and improving the attractiveness of the Redevelopment Project Area, and
- strengthening the Redevelopment Project Area's competitiveness as an industrial location by assisting new and existing industrial businesses in locating, expanding, or modernizing their facilities within the Redevelopment Project Area.
- enhance the Corridor through cohesive management

Specific public and private redevelopment strategies to achieve the purpose, goals and objectives of this Redevelopment Plan and Project are described in the following sections.

### **IMPROVING FUNCTIONALITY**

While the Redevelopment Project Area is ideally situated from a transportation standpoint given its proximity to the Eisenhower Expressway, its location on the CSX and Belt Line Railroads, and its accessibility to downtown, there are numerous impediments which impact traffic flow. These impediments include low viaducts, insufficient lanes to accommodate traffic, inadequate roadway surfaces for industrial traffic, insufficient turning radii for truck traffic at certain intersections, and lack of separation between industrial and residential traffic. To address these problems, the following redevelopment strategies are recommended.

#### Public Strategies

- Improve the turning radii at problem intersections, or reconfigure such intersections, along major arterial streets to better accommodate industrial traffic to, from and within the Redevelopment Project Area.



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

#### Private Strategies

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

#### **ENHANCING MARKETABILITY AS AN INDUSTRIAL CENTER**

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

#### Public Strategies

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

- Improve the safety of the Redevelopment Project Area through demolition of abandoned and undevelopable properties, demolition assistance to owners of unused and undevelopable properties, upgraded lighting, increased police presence and other improvements and services.

#### Private Strategies

- Use existing organizations and resources to market the industrial property within the Redevelopment Project Area as a unified modern industrial park.
- Promote the Redevelopment Project Area's amenities that are well suited to industrial development and redevelopment.
- Create an attractive physical environment on private property that will encourage other development within the Redevelopment Project Area.
- Consider using existing public programs such as special service financing to provide a higher level of public services or special services that are not provided by the public sector.
- Employ private security patrols to supplement police activities to increase the area's security.

#### **STRENGTHENING THE PROJECT AREA'S COMPETITIVENESS AS AN INDUSTRIAL CENTER**

The Redevelopment Project Area suffers from constraints affecting industrial development and from competition from modern suburban industrial parks. The potential for redevelopment as an industrial location must be strengthened in order for it to be competitive. The following strategies are recommended to achieve that goal.

#### Public Strategies

- Facilitate the assembly of vacant land and underutilized properties to create development sites for industrial users.
- Encourage the adaptive reuse of existing vacant or underutilized industrial buildings to create uses compatible with the existing industrial development.
- Facilitate the rehabilitation and reuse of vacant or outmoded industrial buildings for new industrial uses through the use of established public programs.
- Demolish obsolete and abandoned buildings to create available space for new construction or expansion of existing businesses.

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

#### Private Strategies

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

### **ENHANCE THE CORRIDOR THROUGH COHESIVE MANAGEMENT**

#### Public Strategies

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

#### Private Strategies

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

- Promote job development/training/placement to maximize employment opportunities for local residents.
- Expand constituent interest and support for the Corridor plan and initiatives.

**C. 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. **ANALYSIS, ADMINISTRATION, STUDIES, LEGAL, ET AL.** Funds may be used by the City or 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. Funds may be used by the City or provided for 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, environmental or other services, provided, however, that no charges for professional services may be based on a percentage of the tax increment collected.
2. **ASSEMBLAGE OF SITES.** To achieve the revitalization of the Redevelopment Project Area, the City of Chicago is authorized to acquire property, clear the property of any and all improvements, if any, engage in other site preparation activities and either (a) sell, lease or convey such property for private redevelopment or (b) sell, lease or dedicate such property for construction of public improvements or facilities. Land assemblage by the City may be by purchase, exchange, donation, lease or eminent domain. The City may 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. Acquisition of land for public rights-of-way may also be necessary for the portions of said rights-of-way that the City does not own.

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

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.

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

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

10. **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 a) 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 companies located in a redevelopment project area; and b) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act (as defined in the Act) and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of The School Code (as defined in the Act).
11. **INTEREST COSTS.** Funds may be provided to developers or redevelopers for a portion of interest costs incurred in the construction of a redevelopment project. Interest costs incurred by a or developer or redeveloper related to the construction, renovation or rehabilitation of a redevelopment project may be funded 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 developer or the redeveloper with regard to the redevelopment project during that year;
  - c) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (11) then the amounts 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 1) costs paid or incurred by the developer or redeveloper for the redevelopment project plus 2) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to the Act.
12. **NEW CONSTRUCTION COSTS.** Funds **may not** be used by the City for the construction of new privately-owned buildings.
13. **REDEVELOPMENT AGREEMENTS.** The City may enter into redevelopment agreements with private developers or redevelopers, 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" (hereafter referred to as the "Redevelopment Project Costs") mean the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Plan pursuant to the Act.

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

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

**TABLE 1 - ESTIMATED REDEVELOPMENT PROJECT COSTS**

<u>Program Action/Improvements</u>	<u>Costs</u>
Planning, Legal, Professional, Administration	\$ 1,000,000
Assemblage of Sites	\$10,000,000
Rehabilitation Costs	\$ 2,000,000
Public Improvements	\$15,000,000
Job Training	\$ 5,000,000
Relocation Costs	\$ 2,000,000
Interest Costs	\$ 500,000
Site Preparation/Environmental Remediation/Demolition	\$19,500,000
<b>TOTAL REDEVELOPMENT PROJECT COSTS*</b>	<b>\$55,000,000 (1)(2)</b>

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

(1) All costs are 1997 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 as a result of changed redevelopment costs and needs.

(2) The total estimated Redevelopment Project Costs amount does not include private redevelopment costs. Total Redevelopment Project Costs are inclusive of redevelopment project costs incurred in contiguous redevelopment project areas or those separated only by a public right of way that are permitted under the Act to be paid from incremental property taxes generated in the Redevelopment Project Area, but do not include redevelopment project costs incurred in the Redevelopment Project Area which are paid from incremental property taxes generated in contiguous redevelopment project areas or those separated only by a public right way.



#### **D. SOURCES OF FUNDS TO PAY REDEVELOPMENT PROJECT COSTS**

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

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

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

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

incremental revenues received from the Redevelopment Project Area to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas, and vice versa. Such revenues may be transferred or loaned between the Redevelopment Project Area and such areas. The amount of revenue from the Redevelopment Project Area so made available, when added to all amounts used to pay eligible Redevelopment Project Costs within the Redevelopment Project Area or other areas as described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in Table 1 of this Plan.

#### **E. ISSUANCE OF OBLIGATIONS**

To finance Redevelopment Project costs, the City 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: 1) net revenues of all or part of any redevelopment project; 2) taxes levied and collected on any or all property in the municipality; 3) the full faith and credit of the municipality; 4) a mortgage on part or all of the Redevelopment Project Area; or 5) any other taxes or anticipated receipts that the municipality may lawfully pledge.

All obligations issued by the City pursuant to this Plan and the Act shall be retired within 23 years (by the year 2020) 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 Plan. The amounts payable in any year as principal and interest on all obligations issued by the City pursuant to the 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 nature. Obligations issued may be 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 1996 equalized assessed valuation for the entire Redevelopment Project Area is \$48,279,419. After verification by the County Clerk of Cook County, this amount will serve as the "Initial Equalized Assessed Valuation" from which all incremental property taxes in the Redevelopment Project Area will be calculated by the County. The 1996 EAV of the Redevelopment Project Area is summarized by permanent index number (PIN) in Table 2 - 1996 Equalized Assessed Valuation of this Redevelopment Plan.

#### **G. ANTICIPATED EQUALIZED ASSESSED VALUATION**

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

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

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

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

of 6.25%, from \$45,438,587 in 1992 to \$48,279,419 in 1996, an average increase of 1.56% per year.

A summary of the building permit requests for new construction and major renovation from the City of Chicago is found in Exhibit 3 - Building Permit Requests. Building permit requests for new construction and renovation for the Study Area from 1993-1997 totaled \$3,200,686. On an annual basis from 1993 - 1996, this represents only 3.5% of assessed value in the Study Area. Of the 16 permits issued, one (1) permit was issued for \$1,900,000. This permit is not representative of the typical request for building permits in the Study Area. Eight of the remaining 15 (53%) permits issued were valued at less than \$10,000. Three (20%) permits were issued from \$10,001 - \$100,000 and the remaining four (27%) for more than \$100,000. Additionally, there were 25 demolition permits issued during the same time period.

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.

## **I. FINANCIAL IMPACT OF THE REDEVELOPMENT PROJECT**

Without the adoption of this Redevelopment Plan 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 possible 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 Plan may enhance the values of properties within and adjacent to the Redevelopment Project Area.

Sections A, B, & C of this Plan describe the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Plan and Project will be staged with various developments taking place over a period of years. If the Redevelopment Plan and Project is successful, various new private projects will be undertaken that will assist in alleviating the blighting 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 Plan and Project expected to have minor financial impacts on the taxing districts affected by the Redevelopment Plan. During the period when tax increment financing is utilized in furtherance of this Plan, real estate tax increment revenues (from the increases in EAV over and above the certified initial EAV established at the time of adoption of this Redevelopment Plan) will be used to pay eligible redevelopment project costs for the Redevelopment Project Area. Incremental revenues will not be available to these taxing districts

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

#### **J. DEMAND ON TAXING DISTRICT SERVICES**

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

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

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

#### **K. PROGRAM TO ADDRESS FINANCIAL AND SERVICE IMPACTS**

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

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

#### **L. PROVISION FOR AMENDING ACTION PLAN**

The Roosevelt/Cicero Redevelopment Project Area Tax Increment Finance Program Redevelopment Plan and Project may be amended pursuant to the provisions of the Act.

#### **M. FAIR EMPLOYMENT PRACTICES, AFFIRMATIVE ACTION PLAN AND PREVAILING WAGE AGREEMENT**

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

1. 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.
2. Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprise and Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in Redevelopment Agreements.
3. 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.
4. Redevelopers will meet City of Chicago standards for the prevailing wage rate as ascertained by the Illinois Department of Labor to all project employees.

#### **N. PHASING AND SCHEDULING OF REDEVELOPMENT**

A phased implementation strategy will be used to achieve a timely and orderly redevelopment of the Redevelopment Project Area. It is expected that over the 23 years that this Plan is in effect 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 and commercial 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 completion date of the Redevelopment Project shall be no later than 23 years from the adoption of the ordinance by the City Council approving the Redevelopment Project Area.

**APPENDIX**

**TABLE 1 - ESTIMATED REDEVELOPMENT PROJECT COSTS**

<u>Program Action/Improvements</u>	<u>Costs</u>
Planning, Legal, Professional, Administration	\$ 1,000,000
Assemblage of Sites	\$10,000,000
Rehabilitation Costs	\$ 2,000,000
Public Improvements	\$15,000,000
Job Training	\$ 5,000,000
Relocation Costs	\$ 2,000,000
Interest Costs	\$ 500,000
Site Preparation/Environmental Remediation/Demolition	\$19,500,000
<b>TOTAL REDEVELOPMENT PROJECT COSTS*</b>	<b>\$55,000,000(1)(2)</b>

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

(1) All costs are 1997 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 as a result of changed redevelopment costs and needs.

(2) The total estimated Redevelopment Project Costs amount does not include private redevelopment costs. Total Redevelopment Project Costs are inclusive of redevelopment project costs incurred in contiguous redevelopment project areas or those separated only by a public right of way that are permitted under the Act to be paid from incremental property taxes generated in the Redevelopment Project Area, but do not include redevelopment project costs incurred in the Redevelopment Project Area which are paid from incremental property taxes generated in contiguous redevelopment project areas or those separated only by a public right of way.



**TABLE 2 - 1996 EQUALIZED ASSESSED VALUATION**

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

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16 15 309 014	\$1,693
16 15 309 015	\$7,208
16 15 309 016	\$3,206
16 15 309 017	\$1,052
16 15 309 018	\$947
16 15 309 019	\$947
16 15 309 020	\$947
16 15 309 021	\$930
16 15 309 022	\$3,275
16 15 309 023	\$91,591
16 15 309 024	Railroad
16 15 309 026	\$9,474
16 15 310 005	\$6,292
16 15 310 006	\$4,183
16 15 310 007	\$3,260
16 15 310 008	\$8,501
16 15 310 009	\$8,968
16 15 310 010	\$1,937
16 15 310 011	\$3,933
16 15 310 012	\$947
16 15 310 015	\$4,015
16 15 310 016	\$947
16 15 310 017	\$6,115
16 15 310 018	\$947
16 15 310 019	\$4,342
16 15 310 020	\$947
16 15 310 021	\$4,230
16 15 310 022	\$1,007
16 15 310 023	\$23,357
16 15 310 024	\$23,357
16 15 310 025	\$2,367
16 15 310 028	\$4,073
16 15 310 029	\$8,394
16 15 310 030	\$9,171
16 15 310 033	\$4,437
16 15 310 034	\$4,198
16 15 310 035	\$4,013
16 15 310 036	\$788
16 15 310 037	\$11,613
16 15 310 038	Exempt
16 15 310 039	Exempt

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

16 15 312 038	\$10,246
16 15 312 039	\$129,760
16 15 313 006	\$947
16 15 313 007	Exempt
16 15 313 008	\$4,045
16 15 313 009	\$947
16 15 313 010	\$947
16 15 313 011	\$947
16 15 313 012	\$947
16 15 313 013	\$2,406
16 15 313 014	Exempt
16 15 313 015	\$947
16 15 313 016	\$947
16 15 313 017	\$2,218
16 15 313 019	\$3,531
16 15 313 020	\$22,599
16 15 313 021	\$22,569
16 15 313 022	\$22,539
16 15 313 023	\$22,494
16 15 313 026	Exempt
16 15 313 027	Exempt
16 15 313 028	Exempt
16 15 313 029	Exempt
16 15 313 030	Exempt
16 15 313 031	Exempt
16 15 313 032	Exempt
16 15 313 033	Exempt
16 15 313 034	\$2,741
16 15 313 035	Exempt
16 15 313 036	\$3,058
16 15 313 037	\$9,734
16 15 313 039	\$3,355
16 15 313 040	Railroad
16 15 313 041	Exempt
16 15 313 042	Railroad
16 15 313 043	Exempt
16 15 313 044	Exempt
16 15 313 045	\$66,914
16 15 314 006	Railroad
16 15 314 007	\$108,104
16 15 319 001	Railroad

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

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16 15 326 004	\$25,024
16 15 326 005	\$25,024
16 15 326 006	\$3,824
16 15 326 007	\$3,824
16 15 326 008	\$11,873
16 15 326 009	\$11,593
16 15 326 010	\$11,593
16 15 326 011	\$41,519
16 15 326 012	\$24,652
16 15 326 013	\$28,015
16 15 326 014	\$6,599
16 15 326 015	\$1,183
16 15 326 016	\$6,150
16 15 326 017	\$6,152
16 15 326 018	\$6,063
16 15 326 019	\$6,087
16 15 326 020	\$6,063
16 15 326 021	\$5,947
16 15 326 022	\$1,183
16 15 326 023	\$1,183
16 15 326 024	\$1,183
16 15 326 025	\$1,183
16 15 326 026	\$3,972
16 15 326 027	\$3,699
16 15 326 030	\$31,025
16 15 326 031	\$4,024
16 15 327 001	\$195,917
16 15 327 002	\$12,887
16 15 327 003	\$17,156
16 15 327 004	\$14,735
16 15 327 005	\$14,735
16 15 327 006	\$14,735
16 15 327 007	\$19,387
16 15 327 008	\$19,387
16 15 327 009	\$19,387
16 15 327 010	\$19,387
16 15 327 011	\$38,126
16 15 327 012	\$39,208
16 15 327 013	\$38,126
16 15 327 014	\$37,121
16 15 327 015	\$37,242

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

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16 15 329 003	\$1,183
16 15 329 004	\$1,478
16 15 329 005	\$1,478
16 15 329 006	\$1,478
16 15 329 007	\$1,478
16 15 329 008	\$20,516
16 15 329 009	\$32,319
16 15 329 010	\$33,104
16 15 329 011	\$23,238
16 15 329 012	\$1,183
16 15 329 013	\$1,183
16 15 329 014	\$15,789
16 15 329 015	\$15,789
16 15 329 016	\$4,448
16 15 329 017	\$4,448
16 15 329 018	\$5,235
16 15 329 019	\$3,781
16 15 329 020	\$18,530
16 15 329 021	\$24,491
16 15 329 022	\$24,618
16 15 329 028	\$74,550
16 15 329 035	\$26,333
16 15 329 036	\$29,067
16 15 329 038	\$20,185
16 15 329 039	\$139,858
16 15 329 040	\$115,030
16 15 329 041	\$89,091
16 15 415 001	\$266,202
16 15 415 002	\$52,271
16 15 415 003	\$53,663
16 15 415 012	Exempt
16 15 415 013	Exempt
16 15 415 014	\$7,189
16 15 415 015	\$4,445
16 15 415 016	\$4,265
16 15 415 017	\$4,618
16 15 415 018	Exempt
16 15 415 019	Exempt
16 15 415 020	Exempt
16 15 415 021	Exempt
16 15 415 022	Exempt



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

16 15 422 034	\$947
16 15 422 037	\$1,362
16 15 422 043	\$16,443
16 15 422 044	\$16,295
16 15 423 001	\$1,904
16 15 423 049	\$61,870
16 15 424 001	\$15,260
16 15 424 002	\$4,551
16 15 424 003	\$4,402
16 15 424 004	\$4,402
16 15 424 005	\$4,790
16 15 424 006	\$4,790
16 15 424 007	\$9,181
16 15 424 008	\$6,427
16 15 424 009	\$5,724
16 15 424 010	\$5,743
16 15 424 011	\$97,752
16 15 424 012	\$34,197
16 15 424 013	\$68,411
16 15 424 014	\$4,725
16 15 424 015	\$4,499
16 15 424 016	\$4,499
16 15 424 017	\$18,580
16 15 425 001	\$5,084
16 15 425 002	\$4,620
16 15 425 003	\$1,289
16 15 425 004	\$6,438
16 15 425 005	\$4,820
16 15 425 010	Exempt
16 15 425 012	\$1,648
16 15 425 013	\$13,939
16 15 425 014	\$11,707
16 15 425 015	\$16,587
16 15 501 001	Railroad
16 15 501 002	Railroad
16 15 501 003	Railroad
16 15 501 007	Railroad
16 15 501 008	\$8,019
16 15 502 001	Railroad
16 16 307 018	Exempt
16 16 308 053	\$73,765

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

16 16 411 002	\$475,063
16 16 501 001	Railroad
16 17 400 009	\$261,528
16 17 400 010	\$91,662
16 17 400 012	\$181,431
16 17 400 014	\$708,770
16 17 400 015	\$472,399
16 17 413 004	\$63,964
16 17 413 006	\$248,717
16 17 413 008	\$233,036
16 17 413 009	\$221,145
16 17 413 010	\$33,422
16 17 413 012	\$329,912
16 17 413 013	\$295,291
16 17 413 014	\$206,978
16 17 413 016	\$130,331
16 17 413 017	\$116,168
16 17 413 019	\$23,963
16 17 413 020	\$341,869
16 17 413 021	\$154,950
16 17 413 023	\$610,399
16 17 413 024	\$36,011
16 17 413 025	\$143,647
16 17 413 026	\$172,388
16 17 413 027	\$373,701
16 17 413 028	\$141,491
16 17 413 029	\$240,001
16 17 501 002	Railroad
16 22 106 002	\$554,665
16 22 106 003	\$165,347
16 22 106 004	\$357,057
16 22 106 005	\$8,420
16 22 106 011	Railroad
16 22 106 012	\$78,737
16 22 106 014	Railroad
16 22 106 015	\$88,749
16 22 106 016	\$1,590
16 22 106 017	\$1,299,119
16 22 106 018	\$5,795
16 22 106 019	\$914,735
16 22 107 003	\$214,490

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

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16 22 115 012	\$1,168
16 22 115 013	\$1,168
16 22 115 014	\$1,168
16 22 115 015	\$1,168
16 22 115 016	Exempt
16 22 115 019	\$4,258
16 22 115 020	\$6,956
16 22 115 021	\$1,235
16 22 115 022	\$6,206
16 22 115 023	Exempt
16 22 115 024	Exempt
16 22 115 025	Exempt
16 22 115 026	Exempt
16 22 115 027	\$5,341
16 22 115 028	\$936
16 22 115 029	\$7,116
16 22 115 030	\$6,698
16 22 115 031	\$936
16 22 115 032	\$936
16 22 115 033	\$5,777
16 22 115 034	\$936
16 22 115 035	Exempt
16 22 115 036	\$8,037
16 22 115 037	\$8,379
16 22 115 038	\$1,136
16 22 115 039	\$6,961
16 22 115 040	\$7,363
16 22 115 041	\$7,247
16 22 115 042	\$6,905
16 22 115 043	\$1,069
16 22 115 045	\$196,747
16 22 116 003	\$6,758
16 22 116 004	\$689
16 22 116 005	\$5,825
16 22 116 006	\$850
16 22 116 009	\$6,481
16 22 116 010	Exempt
16 22 116 011	\$947
16 22 116 012	\$5,803
16 22 116 013	\$5,345
16 22 116 014	\$6,403

City of Chicago  
Roosevelt/Cicero Redevelopment Plan

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

City of Chicago  
Roosevelt/Cicero Redevelopment Plan

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16 22 313 020	\$130,397
16 22 313 021	\$143,473
16 22 313 022	\$1,363,504
16 22 313 023	\$165,216
16 22 313 027	\$300,745
16 22 313 029	\$475,805
16 22 313 030	\$3,471
16 22 313 031	\$39,553
16 22 313 032	\$177,879
16 22 313 033	\$74,001
16 22 313 034	\$265,834
16 22 313 035	Exempt
16 22 313 036	\$19,540
16 22 313 038	\$28,349
16 22 313 039	\$86,836
16 22 313 040	\$7,927
16 22 400 039	\$11,834
16 22 400 040	\$345,492
16 22 402 007	\$32,788
16 22 402 008	\$31,809
16 22 402 009	\$31,809
16 22 402 036	\$209,236
16 22 500 013	Exempt
16 22 500 014	Exempt
16 22 501 005	Railroad
16 22 501 006	Railroad
16 22 502 001	\$16,585

Total: \$48,279,419



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

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

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

**RACE: BY SEX; BY AGE**

Universe: White males

Under 5 years	
5 to 14 years	87
15 to 59 years	114
60 to 64 years	559
65 years and over	19
	88

**RACE: BY SEX; BY AGE**

Universe: White females

Under 5 years	
5 to 14 years	51
15 to 59 years	46
60 to 64 years	463
65 years and over	44
	191

**RACE: BY SEX; BY AGE**

Universe: Black male

Under 5 years	
5 to 14 years	703
15 to 59 years	1,589
60 to 64 years	4,620
65 years and over	350
	650

**RACE: BY SEX; BY AGE**

Universe: Black female

Under 5 years	
5 to 14 years	703
15 to 59 years	1,590
60 to 64 years	5,710
65 years and over	535
	892

**RACE: BY SEX; BY AGE**

Universe: American Indian, Eskimo, and Aleut males

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

**RACE: BY SEX; BY AGE**

Universe: American Indian, Eskimo, and Aleut females

Under 5 years	
5 to 14 years	0
15 to 59 years	0
60 to 64 years	37
65 years and over	0
	0

RACE: BY SEX; BY AGE

Universe: Asian Pacific Islander male

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

RACE: BY SEX; BY AGE

Universe: Asian Pacific Islander female

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

RACE: BY SEX; BY AGE

Universe: Other race males

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

RACE: BY SEX; BY AGE

Universe: Other race females

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

PERSONS IN HOUSEHOLD

Universe: Households

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

FAMILY TYPE AND PRESENCE AND AGE OF CHILDREN

Universe: Families

Married -couple family:	
With children 18 years and over	
No children 18 years and over	673
Other family:	1,140
Male householder, no wife present:	
With children 18 years and over	102

No children 18 years and over	225
Female householder, no husband present:	
With children 18 years and over	908
No children 18 years and over	1,538

**HOUSEHOLD TYPE AND RELATIONSHIP**

Universe: Persons	
In Family households:	
Householder	
Spouse	4,586
Child:	1,888
Natural-born or adopted	
Step	7,089
Grandchild	263
Other Relatives	1,419
Nonrelatives	1,355
In nonfamily households:	620
Male householder:	
Living alone	597
Not living alone	95
Female householder:	
Living alone	803
Not living alone	131
Non relatives	286
In group quarters:	
Institutionalized persons	181
Other persons in group quarters	0

**MEANS OF TRANSPORTATION TO WORK**

Universe: Workers 16 Years And Over	
Car, truck, or van:	
Drive alone	2,566
Carpooled	957
Public Transportation:	
Bus or trolley bus	1,383
Subway or elevated	538
Railroad	22
Taxicab	10
Motorcycle	0
Bicycle	0
Walked	191
Other means	23
Worked at home	52

**PRIVATE VEHICLE OCCUPANCY**

Universe: Workers 16 Years and Over	
Car, truck, or van:	
Drove alone	2,566
In 2-person carpool	709
In 3-person carpool	146
In 4-person carpool	89

In 5-person carpool	13
In 6-person carpool	0
In 7 or more person carpool	0
Other Means	0
	2,219
<b>INDUSTRY</b>	
Universe: Employed Persons 16 Years And Over	
Agriculture, forestry, and fisheries	0
Mining	0
Construction	226
Manufacturing, nondurable goods	446
Manufacturing, durable goods	758
Transportation	549
Communications and other public utilities	121
Wholesale Trade	169
Retail trade	923
Finance, insurance, and real estate	586
Business and repair services	290
Personal services	176
Entertainment and recreation services	45
Professional and related services:	
Health services	667
Educational services	340
Other professional and related services	387
Public administration	251
<b>OCCUPATION</b>	
Universe: Employed Persons 16 Years And Older	
Managerial and Professional specialty occupations:	
Executive, administrative, and managerial	276
Professional specialty occupations	423
Technical, sales, and administrative support occupations:	
Technicians and related support occupations	286
Sales occupations	310
Administrative support, including clerical	1,535
Service occupations:	
Private household occupations	6
Protective service occupations	184
Service, except protective and household	1,022
Farming, forestry, and fishing occupations	11
Precision production, craft, and repair	504
Operators, fabricators and laborers:	
Machine operators, assemblers, and inspectors	678
Transportation and material moving occupations	432
Handlers, equipment cleaners, helpers, and laborer	432
<b>HOUSEHOLD: INCOME IN 1989</b>	
Universe: Households	
Household Income in 1989	
Less than \$5,000	1,259
\$5,000 to \$9,999	818
\$10,000 to \$12,499	427
\$12,500 to \$14,999	350
\$15,000 to \$17,499	321

\$17,500 to \$19,999	
\$20,000 to \$22,499	335
\$22,500 to \$24,999	255
\$25,000 to \$27,499	239
\$27,500 to \$29,999	261
\$30,000 to \$32,499	178
\$32,500 to \$34,999	206
\$35,000 to \$37,499	178
\$37,500 to \$39,999	261
\$40,000 to \$42,499	144
\$42,500 to \$44,999	146
\$45,000 to \$47,499	112
\$47,500 to \$49,999	106
\$50,000 to \$54,999	62
\$55,000 to \$59,999	201
\$60,000 to \$74,999	126
\$75,000 to \$99,999	131
\$100,000 to \$124,999	67
\$125,000 to \$149,999	19
\$150,000 or more	0
	10

**MEDIAN HOUSEHOLD INCOME IN 1989**

Universe: Households  
 Median Household income in 1989

19,421

**AGGREGATE HOUSEHOLD INCOME IN 1989**

Universe: Households  
 Less than \$150,000  
 \$150,000 or more

133,311,195  
 4,137,000

**FAMILY INCOME IN 1989**

Universe: Families  
 Family Income In 1989

Less than \$5,000	
\$5,000 to \$9,999	843
\$10,000 to \$12,499	547
\$12,500 to \$14,999	212
\$15,000 to \$17,499	267
\$17,500 to \$19,999	197
\$20,000 to \$22,499	238
\$22,500 to \$24,999	226
\$25,000 to \$27,499	203
\$27,500 to \$29,999	124
\$30,000 to \$32,499	130
\$32,500 to \$34,999	186
\$35,000 to \$37,499	132
\$37,500 to \$39,999	250
\$40,000 to \$42,499	106
\$42,500 to \$44,999	147
\$45,000 to \$47,499	123
\$47,500 to \$49,999	98
	39

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

**RACE BY SEX BY EMPLOYMENT STATUS**

Universe: Persons 16 years and over

White:

Male:

In labor Force:

In Armed Forces

Civilian:

Employed

Unemployed

Not in labor Force

0

412

10

Female:

244

In labor Force:

In Armed Forces

Civilian:

Employed

Unemployed

Not in labor Force

0

302

9

Black:

372

Male:

In labor Force:

In Armed Forces

Civilian:

Employed

Unemployed

Not in labor Force

7

2,197

818

Female:

2,422

In labor Force:

In Armed Forces

Civilian:

Employed

Unemployed

Not in labor Force

0

2,908

722

American Indian, Eskimo, or Aleut:

3,303

Male:

In labor Force:

In Armed Forces

Civilian:

Employed

Unemployed

Not in labor Force

0

7

0

Female:

0

In labor Force:

In Armed Forces

Civilian:

Employed

Unemployed

0

9

8

Not in labor Force	20
Asian or Pacific Islander:	
Male:	
In labor Force:	
In Armed Forces	
Civilian:	0
Employed	
Unemployed	13
Not in labor Force	0
Female:	22
In labor Force:	
In Armed Forces	
Civilian:	0
Employed	
Unemployed	17
Not in labor Force	0
Other race:	17
Male:	
In labor Force:	
In Armed Forces	
Civilian:	0
Employed	
Unemployed	66
Not in labor Force	0
Female:	5
In labor Force:	
In Armed Forces	
Civilian:	0
Employed	
Unemployed	21
Not in labor Force	14
	20

**SEX BY EMPLOYMENT STATUS**

Universe: Persons 16 years and over

Male:	
In labor force:	
In Armed Forces	
Civilian:	7
Employed	
Unemployed	2,677
Not in labor force	828
	2,693
Female:	
In labor force:	
In Armed Forces	
Civilian:	0
Employed	
Unemployed	3,257
Not in labor force	753
	3,732

**POVERTY STATUS IN 1989: BY AGE**

Universe: Persons for Whom Poverty Status is Determine  
 Income in 1989 Above poverty level:



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

Income in 1989 below poverty level:

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

POVERTY STATUS IN 1989 BY SEX BY AGE

Universe: Persons for who poverty status is determined  
 income in 1989 above poverty level:

Male:

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

Female:

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

Income in 1989 below poverty level:

Male:

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

12 to 17 years	
18 to 64 years	453
65 to 74 years	1,259
75 years and over	91
Female:	63
Under 5 years	
5 years	391
6 to 11 years	69
12 to 17 years	587
18 to 64 years	438
65 to 74 years	1,902
75 years and over	186
	76

**100-PERCENT COUNT OF HOUSING UNITS**

Universe: Housing Units	
Total	6,639

**OCCUPANCY STATUS**

Universe: Housing units	
Occupied	6,090
Vacant	567

**TENURE**

Universe: Occupied Housing Units	
Owner occupied	2,062
Rent occupied	4,483

**AGGREGATE PERSONS BY TENURE**

Universe: Occupied housing units	
Owner occupied	6,816
Renter occupied	12,316

**AGGREGATE PERSONS BY TENURE BY RACE OF HOUSEHOLDER**

Universe: Persons in occupied housing units	
Total:	
Owner occupied:	
White	
Black	754
American Indian, Eskimo, or Aluet	5,845
0	
Asian or Pacific Islander	
Other race	72
Renter occupied:	145
White	
Black	851
American Indian, Eskimo, or Aluet	11,268
Asian or Pacific Islander	146
Other race	6
	45

**SOURCE OF WATER**

Universe: Year-Round Housing Units

Source of Water

Public system or private company

6,657

Individual well:

Drilled

Dug

0

Some other source

0

0

**SEWAGE DISPOSAL**

Universe: Year-Round Housing Units

Sewage Disposal

Public sewer

0

Septic tank or cesspool

6,502

Other means

74

81

**YEAR STRUCTURE BUILT**

Universe: Housing Units

1989 to March 1990

50

1985 to 1988

0

1980 to 1984

285

1970 to 1979

78

1960 to 1969

486

1950 to 1959

679

1940 to 1949

1,331

1939 or earlier

3,748

**MEDIAN YEAR STRUCTURE BUILT**

Universe: Housing Units

Median year structure built

13,584

**YEAR STRUCTURE BUILT**

Universe: Vacant Housing Units

1989 to March 1990

3

1985 to 1988

0

1980 to 1984

9

1970 to 1979

0

1960 to 1969

48

1950 to 1959

32

1940 to 1949

132

1939 or earlier

343

**PLUMBING FACILITIES BY UNITS IN STRUCTURE**

Universe: Housing Units

Complete plumbing facilities:

1, detached	917
1, attached	169
2	2,439
3 or 4	1,783
5 to 9	421
10 to 19	485
20 to 49	242
50 or more	0
Mobile home or trailer	11
Other	45

Lacking complete plumbing facilities:

1, detached	26
1, attached	0
2	55
3 or 4	31
5 to 9	21
10 to 19	12
20 to 49	0
50 or more	0
Mobile home or trailer	0
Other	0

**HOUSE HEATING FUEL**

Universe: Occupied Housing Units

Utility gas	5,983
Bottled, tank, or LP gas	133
Electricity	142
Fuel oil, kerosene, etc.	153
Coal or coke	0
Wood	0
Solar energy	14
Other fuel	57
No fuel used	63

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

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

UNITS IN STRUCTURE	
Universe: Housing units	
1, detached	
1, attached	943
2	3,860
3 or 4	2,494
5 to 9	1,814
10 to 19	442
	497

20 to 49	
50 or more	242
Mobile home or trailer	0
Other	11
	45

**CONDOMINIUM STATUS BY VACANCY STATUS**

Universe: Vacant housing units

Condominium:

For rent

For sale only 0

For seasonal, recreational, or occasional use 0

All other vacants 0

Not condominium: 0

For rent

For sale only 255

For seasonal, recreational, or occasional use 8

All other vacants 7

297

**CONDOMINIUM STATUS BY TENURE AND MORTGAGE STATUS**

Universe: Occupied housing units

Condominium:

Owner occupied:

With a mortgage

Not mortgaged 0

Renter occupied 0

Not condominium: 0

Owner occupied:

With a mortgage

Not mortgaged 924

Renter occupied 1,183

3,983

0

## EXHIBIT 2 - LEGAL DESCRIPTION

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

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

ALLEY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KARLOV AVENUE; THENCE WESTERLY TO THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF KARLOV AVENUE WITH THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 7 OF BUTLER LOWRY'S CRAWFORD AVENUE ADDITION TO CHICAGO; THENCE WESTERLY ALONG SAID SOUTHERLY ALLEY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KEELER AVENUE; THENCE WESTERLY TO THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF KEELER AVENUE WITH THE NORTHERLY LINE OF THE SOUTH HALF OF LOT 5 IN BLOCK 6 IN WEBSTER BATCHELLER'S SUBDIVISION; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE EASTERLY EXTENSION OF THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 6 IN SAID SUBDIVISION; THENCE WESTERLY ALONG SAID SOUTHERLY ALLEY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID KILDARE AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO SAID CENTERLINE OF ROOSEVELT ROAD; THENCE WESTERLY ALONG SAID CENTERLINE TO THE WESTERLY RIGHT-OF-WAY LINE OF KOSTNER AVENUE; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF 14TH STREET; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 2 OF BRENOCK'S ADDITION TO CHICAGO; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 15TH STREET; THENCE SOUTHERLY TO THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID 15TH STREET WITH THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 2 OF PINKERT AND SCHULTE'S SUBDIVISION; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN SAID BLOCK 2; THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE NORTHEAST CORNER OF LOT 3 IN SAID BLOCK 2; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 3 TO THE SOUTHERLY RIGHT-OF-WAY LINE OF 16TH STREET; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF LOT 20 IN BLOCK 2 OF JOSEPH B. FORD & CO'S. WEST 16TH STREET SUBDIVISION; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 20 AND ITS SOUTHERLY EXTENSION TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN SAID BLOCK 2; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE NORTHEAST CORNER OF LOT 32 IN SAID BLOCK 2; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 32 TO THE NORTHERLY RIGHT-OF-WAY LINE OF 17TH STREET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE NORTHERLY EXTENSION OF THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 3 OF SAID JOSEPH B. FORD & CO.'S WEST 16TH STREET SUBDIVISION; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 18TH STREET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KOSTNER AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF CERMAK ROAD; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID BELT LINE RAILWAY; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO SAID CENTERLINE OF ROOSEVELT ROAD; THENCE WESTERLY ALONG SAID CENTERLINE TO SAID POINT OF BEGINNING.



**EXHIBIT 3 - BUILDING PERMIT REQUESTS**

**NEW CONSTRUCTION/INVESTMENT PERMITS**

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

**DEMOLITION PERMITS**

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

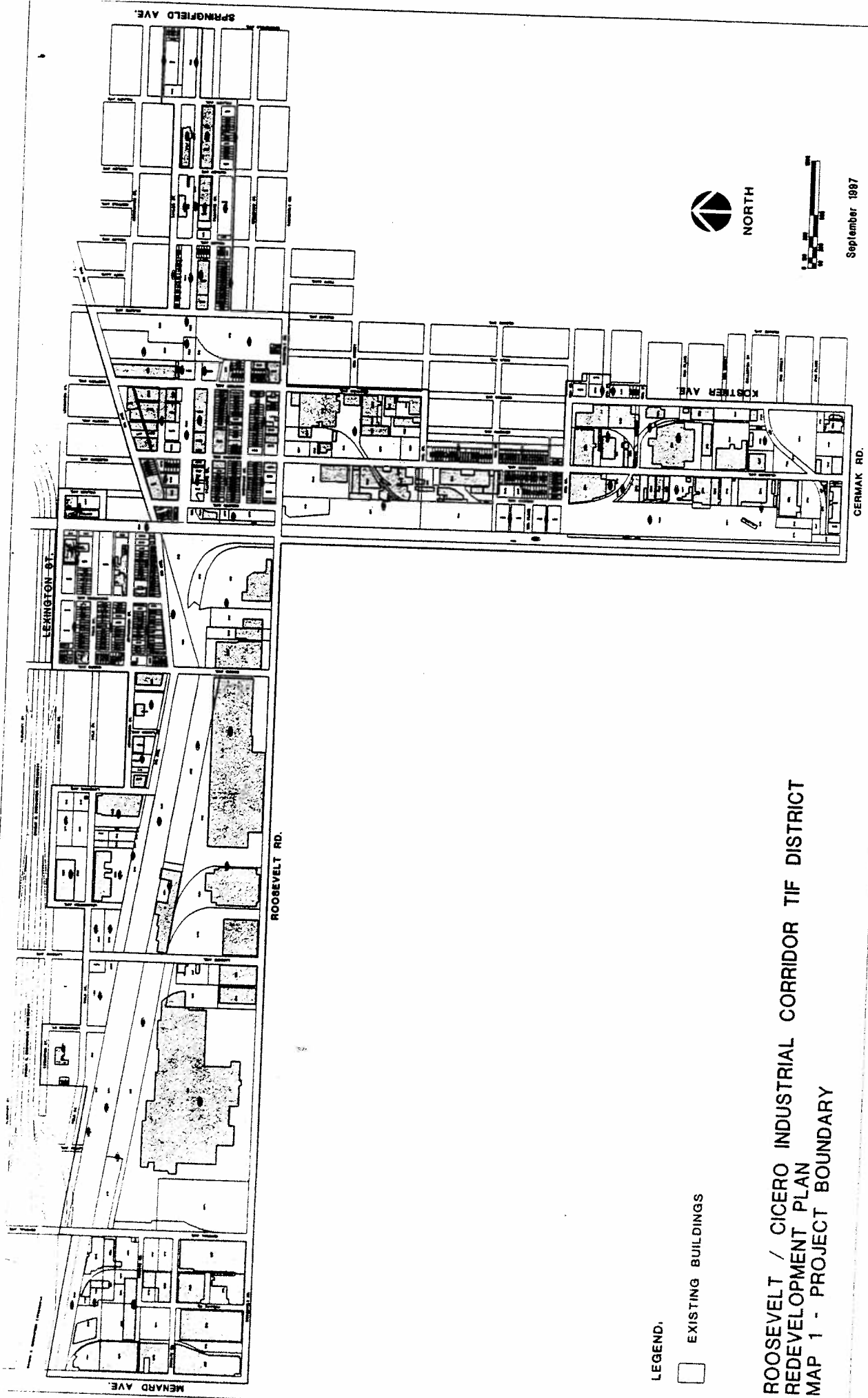
City of Chicago  
 Roosevelt/Cicero Redevelopment Plan

779739	12/17/93	916 S. Springfield	\$0
790096	8/8/94	5700 W. Roosevelt Rd.	\$0
803252	4/28/95	4515 W. Fifth Ave.	\$1,500
805116	5/31/95	1157 S. Kostner Ave.	\$0
810268	8/28/95	4225 W. Fillmore St.	\$0
810716	9/5/95	4512 W. 16th St..	\$0
811356	9/18/95	1330 S. Kilbourn Ave.	\$5,000
817584	1/23/96	5600 W. Roosevelt Rd.	\$0
96002357	03/27/96	4641 W. Arthington St.	\$7,450
96002358	03/27/96	4625 W. Arthington Rd.	\$7,450
96009916	07/23/96	5300 W. Roosevelt Rd.	\$20,000
829462	8/13/96	5660 W. Taylor St.	\$50,000
831821	9/19/96	5300 W. Roosevelt Rd.	\$32,800
835818	11/14/96	4704 W. Fifth Ave.	\$36,000
836697	11/26/96	4747 W. Arthington St.	\$5,200
840521	02/10/97	4456 W. 16th St.	\$14,700
842924	03/21/97	4426 W. Grenshaw St.	\$5,500
844956	04/22/97	5740 W. Roosevelt Rd	\$800,000
845814	05/06/97	1427 S. Kilbourn Ave.	\$7,300
845829	05/06/97	4733 W. Arthington St.	\$14,700
851932	07/17/97	1318 S. Kilbourn Ave.	\$414,000
854000	08/04/97	4445 W. Fifth Ave.	\$5,000
		<b>TOTAL (25 demolition permits)</b>	<b>\$1,426,600</b>

**EXHIBIT 4 - MAP LEGEND**

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





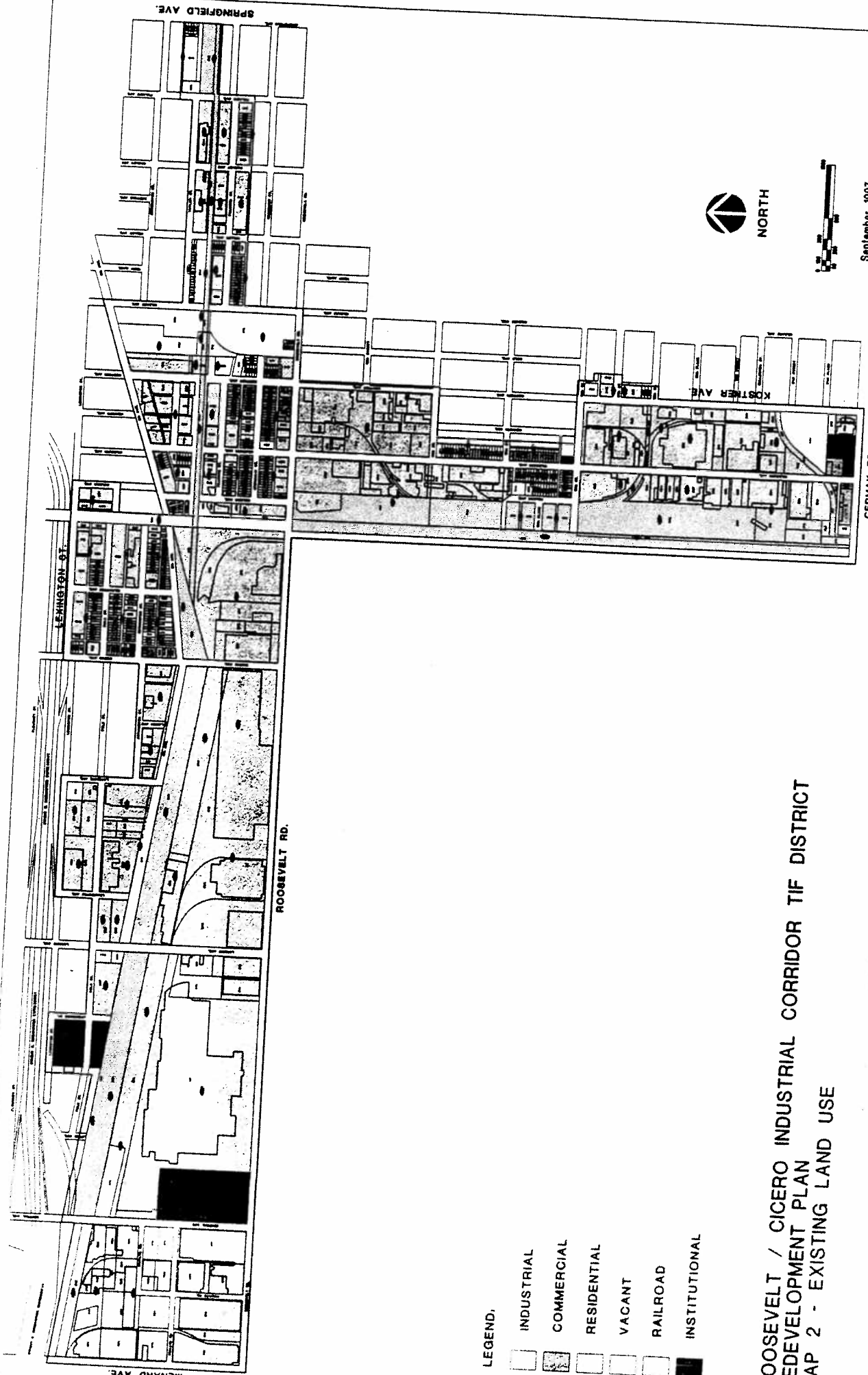
LEGEND.

EXISTING BUILDINGS

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

September 1987











September 1987



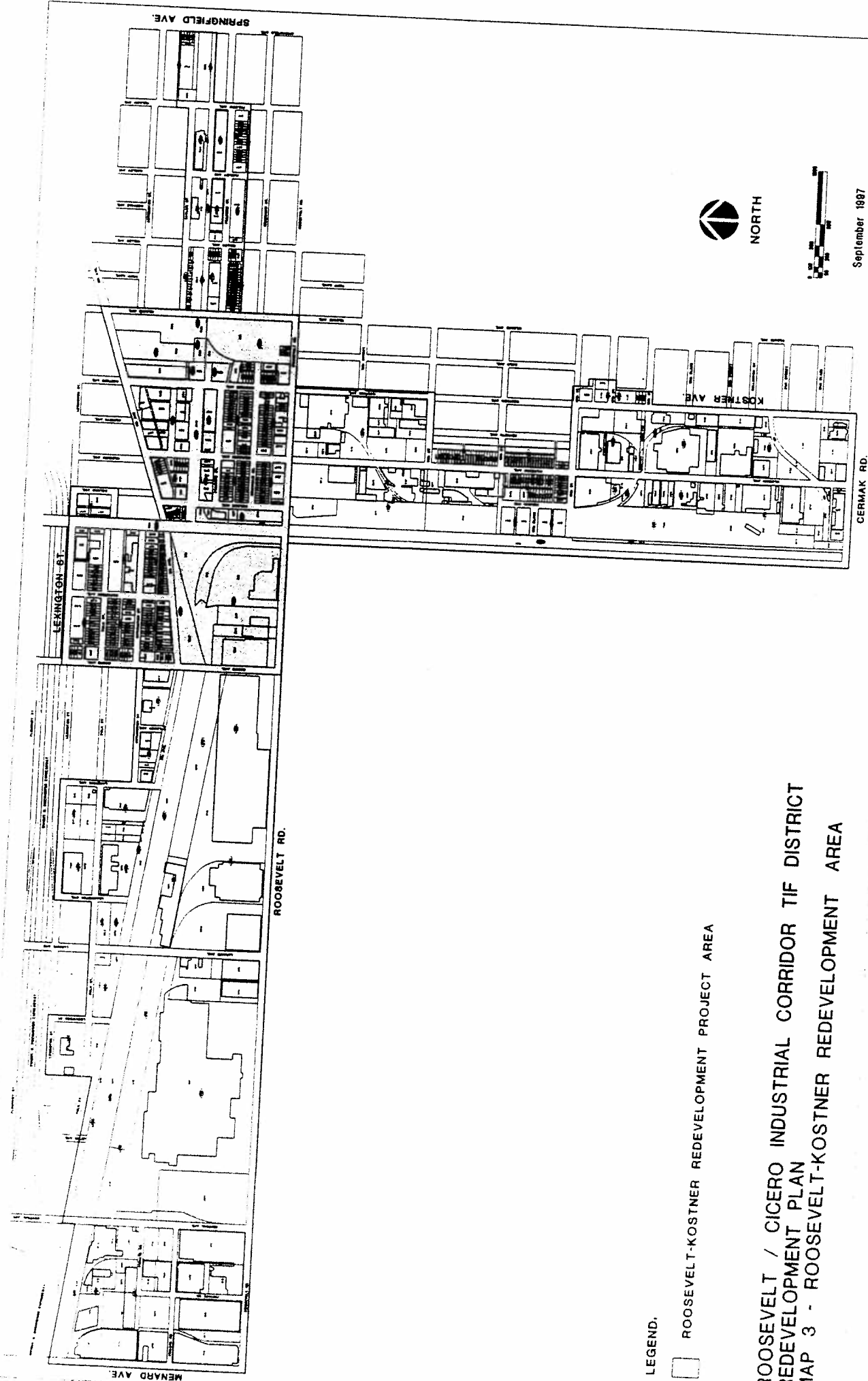
LEGEND.

-  INDUSTRIAL
-  COMMERCIAL
-  RESIDENTIAL
-  VACANT
-  RAILROAD
-  INSTITUTIONAL

ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT  
 REDEVELOPMENT PLAN  
 MAP 2 - EXISTING LAND USE







LEGEND.

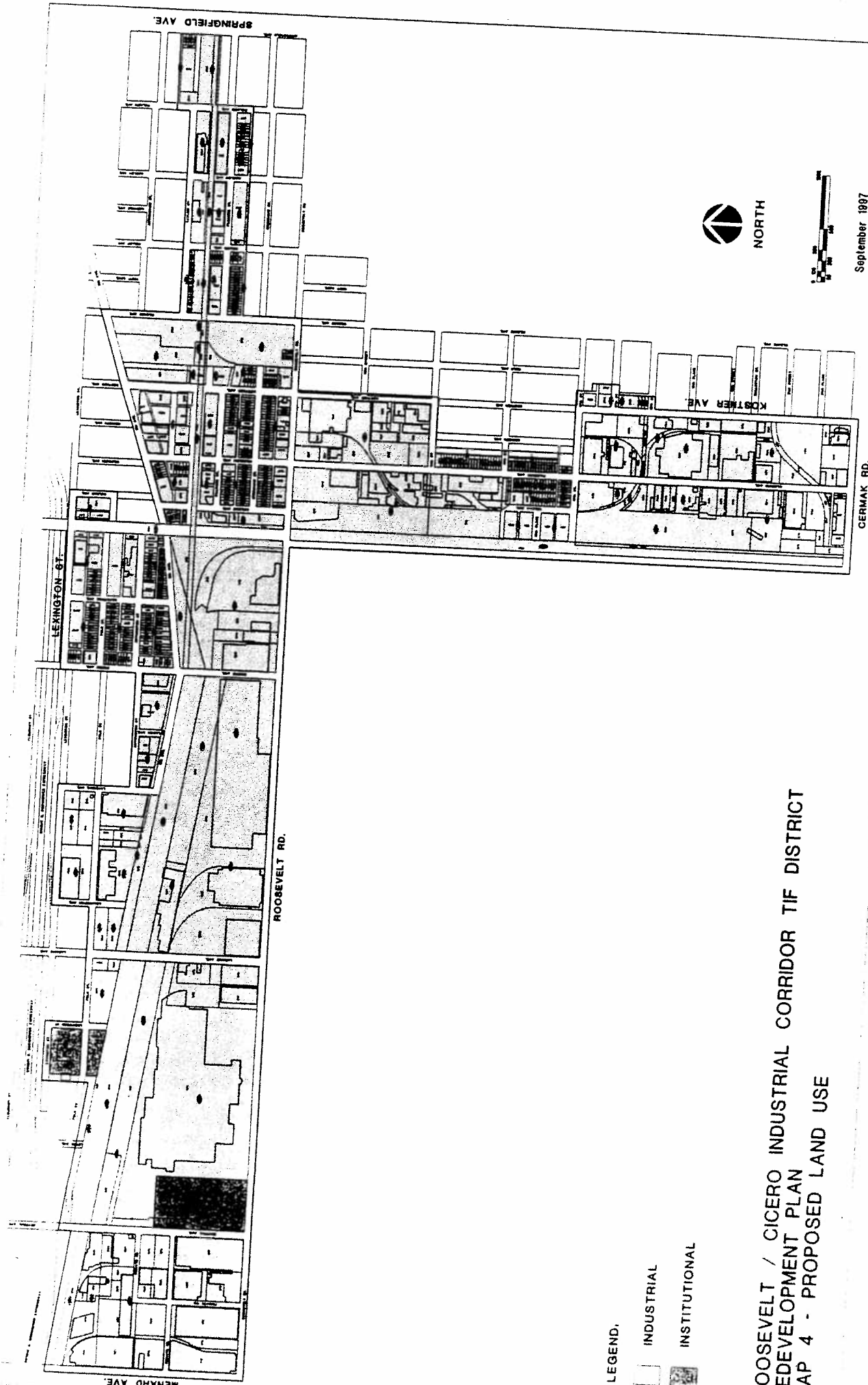
□ ROOSEVELT-KOSTNER REDEVELOPMENT PROJECT AREA

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





September 1987





LEGEND.

-  INDUSTRIAL
-  INSTITUTIONAL

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

September 1987



**EXHIBIT 5 - ELIGIBILITY STUDY**



**CITY OF CHICAGO**

**ROOSEVELT/CICERO**

**TAX INCREMENT FINANCE PROGRAM**

**ELIGIBILITY STUDY**

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

**OCTOBER 1997**

**PREPARED BY**

**LOUIK/SCHNEIDER & ASSOCIATES, INC.**

**THE LAMBERT GROUP, INC.**

**PACIFIC CONSTRUCTION SERVICES**





**ELIGIBILITY STUDY**  
**ROOSEVELT/CICERO**  
**TAX INCREMENT FINANCE PROGRAM**

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## I. INTRODUCTION

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

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

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

## II. BACKGROUND INFORMATION

### A. LOCATION

The Roosevelt/Cicero Study Area is located on the west side of the City of Chicago, approximately five (5) miles from the central business district. The Study Area contains approximately 531 acres and consists of 56 (full and partial) blocks.

The boundaries of the Study Area are shown on Map 1 - Project Boundary Map, and the existing land uses are identified on Map 2 - Existing Land Uses.

### B. DESCRIPTION OF CURRENT CONDITIONS

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

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

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

Additionally, a lack of growth and investment by the private sector is evidenced by 1) the building permit requests for the Study Area, and 2) the overall increase of equalized assessed valuation ("EAV") of the property in the Study Area during the period from 1992 to 1996. Specifically:

- Exhibit 2 - Building Permit Requests, contains a summary of the building permit requests for new construction and major renovation from the City of Chicago. Building permit requests for new construction and renovation for the Study Area from 1993-1996 totaled \$3,200,686. On an annual basis from 1993 - 1996, this represents only 3.5% of assessed value in the Study Area. Of the 16 permits issued, one (1) permit was issued for \$1,900,000. This permit is not representative of the typical request for building permits in the Study Area. Eight of the remaining 15 (53%) permits issued were valued at less than \$10,000. Three (20%) permits were issued from \$10,001 - \$100,000 and the remaining four (27%) for more than \$100,000.

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

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

### **C. AREA HISTORY AND PROFILE**

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

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

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

and Pulaski Road attracted light manufacturing activities. Heavier industry such as the Sunbeam Corporation became predominant employers in the area."

According to the *Roosevelt/Cicero Model Industrial Corridor Strategic Plan*, "The Corridor, like the adjoining Lawndale Neighborhood, has deteriorated greatly since the 1950s. Major corporations, including Alden's and Sunbeam, vacated primary facilities. Numerous smaller companies have also left the area leaving a patchwork of abandoned buildings, vacant sites and remaining businesses. Renewed use of the Alden's Headquarters (5000 West Roosevelt) and Sunbeam Plant (Sungate Park) together with the South Kilbourn Avenue area, suggest a continuing vitality for the Roosevelt/Cicero Corridor. "Excellent access to highway and rail, a centralized metropolitan location and relatively good infrastructure are the Corridor's major strengths. High crime rates, obsolete facilities and a deteriorated physical environment, including blighted conditions, are the most detrimental characteristics of the Corridor."

According to the draft "Preliminary Implementation Plan-Roosevelt Cicero Industrial Corridor, "North Lawndale faced numerous catastrophes in the 1960s, usually resulting in deteriorating social, economic and physical climate. When riots followed the Martin Luther King assassination in 1968, a substantial number of businesses along Roosevelt Road were destroyed by fire and other store owners moved out as insurance companies canceled their policies or increased premiums. The businesses haven't been replaced." "In 1969, International Harvester closed its tractor works, resulting in a loss of 3,400 jobs. Between 1950 and 1970 it is believed that North Lawndale lost 75 percent of its businesses and 25 percent of their jobs. Throughout the 1970s, as Zenith and Sunbeam electronics factories shut down, and the Copenhagen snuff plant closed, 80 percent of the area's manufacturing jobs disappeared along with 44 percent of the retail and service jobs. The downturn continued through the 1980s as Western Electric disappeared completely by 1985, and Sears closed its Homan Avenue complex in 1987, resulting in a loss of 1,800 jobs."

Although there are a few signs of revitalization - the renewed use of the Alden's and Sunbeam facilities and the residential development at Homan Square, the area continues to suffer from severe blight and vacancy.

The continuing decline of the City's industrial base and the loss of industrial jobs threatens the health of Chicago's economy and the public's welfare. Without the use of tax increment financing, the Study Area will continue to decline in its physical environment and disinvestment in industrial facilities will also continue.

#### **D. EXISTING LAND USE AND ZONING CHARACTERISTICS**

The Study Area continues to reflect the industrial land use patterns first evidenced along the West side of the City during the 19<sup>th</sup> century. At the present time, the existing land uses are predominantly industrial in nature. In addition to industry, the Study Area is home to residential uses and a small scattering of commercial. These land use patterns are reflective of the underlying zoning. The majority of property within the Study Area is zoned for light to medium

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

### III. QUALIFICATION AS A BLIGHTED AREA

#### A. ILLINOIS TAX INCREMENT ACT

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a Blighted Area, a Conservation Area (or a combination of the two) or an Industrial Park Conservation Area.

As set forth in the Act, "a Blighted Area means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 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; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused 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". The Act also states that, "all factors must 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.

On the basis of this approach, the Roosevelt/Cicero Study Area will be considered eligible for designation as a vacant and improved Blighted Area within the requirements of the Act.



## B. SURVEY, ANALYSIS AND DISTRIBUTION OF ELIGIBILITY FACTORS

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

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

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

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

## C. BUILDING EVALUATION PROCEDURE

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

### HOW BUILDING COMPONENTS AND IMPROVEMENTS ARE EVALUATED

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

Building components and improvements examined were of two types:

### **PRIMARY STRUCTURAL COMPONENTS**

These include the basic elements of any building or improvement including foundation walls, load bearing walls and columns, roof and roof structure.

### **SECONDARY COMPONENTS**

These are components generally added to the primary structural components and are necessary parts of the building and improvements, including porches and steps, windows and window units, doors and door units, facade, chimneys, and gutters and downspouts.

Each primary and secondary component and improvement was evaluated separately as a basis for determining the overall condition of the building and surrounding area. This evaluation considered the relative importance of specific components within the building and the effect that deficiencies in components and improvements have on the remainder of the building.

Once the buildings are evaluated, they are classified as identified in the following section.

### **BUILDING COMPONENT AND IMPROVEMENT CLASSIFICATIONS**

The four categories used in classifying building components and improvements and the criteria used in evaluating structural deficiencies are described as follows:

#### **1. SOUND**

Building components and improvements which contain no defects, are adequately maintained, and require no treatment outside of normal ongoing maintenance.

#### **2. REQUIRING MINOR REPAIR -- DEPRECIATION OF PHYSICAL MAINTENANCE**

Building components and improvements which contain defects (loose or missing material or holes and cracks over a limited area) which often may be corrected through the course of normal maintenance. Minor defects have no real effect on either primary or secondary components and improvements and the correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated components and improvements. Minor defects are not considered in rating a building as structurally substandard.

#### **3. REQUIRING MAJOR REPAIR -- DETERIORATION**

Building components and improvements which contain major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings and improvements in this category would require replacement or rebuilding of components and improvements by people skilled in the building trades.

**4. CRITICAL -- DILAPIDATED**

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

**D. VACANT BLIGHTED AREA ELIGIBILITY FACTORS**

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

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

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

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

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

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

**TRACT #1**

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

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

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

Environmental Site Assessment have been completed of the site. The site will be entered into the Illinois Environmental Protection Agency's - Site Remediation Program in November 1997. Remediation of the site, expected to cost about \$200,000.

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

**1. OBSOLETE PLATTING OF VACANT LAND**

This vacant portion of the Study Area consists of 12 parcels, six (6) of which exhibit obsolete platting. Three (3) of the parcels are of insufficient size for contemporary industrial uses. Two (2) parcels are "land-locked" and accessible from adjacent parcels only. The last parcel is L-shaped making industrial development extremely unlikely to occur. Therefore, obsolete platting is a factor within this vacant portion of the Study Area

**2. DIVERSITY OF OWNERSHIP OF VACANT LAND**

Of the 12 parcels in Tract #1, there are three (3) different property owners. The number of different owners would impede the ability of a developer to assemble the land for development meeting contemporary development standards.

**TRACT #3**

16 22 313 034

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

Tract #3 is covered with debris and construction materials, and is engulfed with waste resulting from fly dumping. Debris and construction materials are present in significant amounts and waste resulting from fly dumping is present.

**TRACT #2 AND TRACT #4**

**TRACT #2**

16 15 419 001      16 15 419 007  
16 15 419 002      16 15 419 008  
16 15 419 003      16 15 419 009  
16 15 419 004      16 15 419 010  
16 15 419 005      16 15 419 011  
16 15 419 006      16 15 501 004

**TRACT #4**

16 17 413 010  
16 17 413 017  
16 17 413 019

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

**1. OBSOLETE PLATTING OF VACANT LAND**

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

**2. DIVERSITY OF OWNERSHIP OF VACANT LAND**

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

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

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

**CONCLUSION**

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

**E. IMPROVED BLIGHTED AREA ELIGIBILITY FACTORS**

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

**1. AGE**

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

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

## CONCLUSION

Age is **present to a major extent** in the Study Area. Age is present in 196 of the 233 (84.1%) buildings and in 42 of the 56 blocks in the Study Area. The results of the analysis of age are shown in Map 4.

## 2. DILAPIDATION

Dilapidation refers to an advanced state of disrepair of buildings and improvements. In August of 1997, Pacific Construction Services and The Lambert Group, Inc. conducted an exterior survey of all the structures and the condition of each of the buildings in the Study Area. The analysis of building dilapidation is based on the survey methodology and criteria described in the preceding section on "How Building Components and Improvements are Evaluated."

Based on exterior building surveys, it was determined that many buildings are dilapidated and exhibit major structural problems making them structurally substandard. These buildings are all in an advanced state of disrepair. Major masonry wall work is required where water and lack of maintenance has allowed buildings to incur structural damage. Since wood elements require most maintenance of all exterior materials, these are the ones showing the greatest signs of deterioration.

Dilapidation is present primarily in both the residential and industrial structures in the Study Area. Its presence is seen as bowed and sagging walls in both homes and industrial buildings, as missing primary components, and as broken, loose or missing secondary components.

Dilapidation is present in 82 of the 233 (35.2%) buildings. Dilapidation is present to a major extent in 22 blocks and to a minor extent in 11 blocks.

## CONCLUSION

Dilapidation is **present to a minor extent** in the Study Area. Dilapidation is present in 82 of the 233 (35.2%) buildings and 33 of the 56 blocks. The results of the dilapidation analysis are presented in Map 5.

## 3. OBSOLESCENCE

Webster's New Collegiate Dictionary defines "obsolescence" as "being out of use; obsolete." "Obsolete" is further defined as "no longer in use; disused" or "of a type or fashion no longer current." These definitions are helpful in describing the general obsolescence of buildings or site improvements in the proposed Study Area. In making findings with respect to buildings and improvements, it is important to distinguish between *functional obsolescence* which relates to the physical utility of a structure, and *economic obsolescence* which relates to a property's ability to compete in the marketplace.

- **FUNCTIONAL OBSOLESCENCE**

Structures historically have been built for specific uses or purposes. The design, location, height and space arrangement are intended for a specific occupancy at

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

- **ECONOMIC OBSOLESCENCE**

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

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

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

**OBSOLETE BUILDING TYPES**

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

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

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

The obsolescence of building types is evidenced by the current demolition of several large, industrial structures in the district. Many of the large industrial buildings occupy the majority of or entire parcel. This diminishes their desirability for future use. Also, these older buildings are not cost-effective to upgrade for current standards of use and are typically expensive to maintain.

Obsolescence of building types is present in 214 of the 233 (91.8%) buildings in the Study Area.

#### **OBSOLETE PLATTING**

Obsolete platting includes parcels of irregular shape, narrow or small size, and parcels improperly platted within the Study Area blocks. Throughout the Study Area, particularly along Kilbourn Avenue between 15th Avenue and Cermak Road, there are parcels small in size (25' x 125-150") that have typically been utilized for residential structures yet are currently used for industrial buildings. Additionally, single buildings are located on multiple parcels. Development of the individual parcels is not possible without the development of the surrounding parcels.

Platting characteristics that are obsolete include the land adjacent to the rail spur running diagonally through the Study Area. Parcels appear to have been subdivided over time into various sizes and shapes. The resulting diverse platting creates parcels that are difficult to market. The land adjacent to the rail spur can only be used as open space, and therefore renders the parcels adjacent to the spur economically obsolete.

Obsolescence in platting is present in 520 of the 603 (86.2%) parcels in the Study Area.

#### **OBSOLETE SITE IMPROVEMENTS**

Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of obsolescence may include inadequate utility capacities, outdated designs, and others. Two hundred and nine (209) of the 276 (75.7%) parcels with sites improvements are obsolete.

Obsolescence of site improvements is present to a major extent in 43 of the 56 blocks and present to a minor extent in five (5) blocks in the Study Area.

#### **CONCLUSION**

Obsolescence is **present to a major extent** in the Study Area. Obsolescence is present in 214 of the 233 (91.8%) buildings, 520 of the 603 (86.2%) parcels and 48 of the 56 blocks. The results of the obsolescence analysis are presented in Map 6.

#### **4. DETERIORATION**

Deterioration refers to any physical deficiencies or disrepair in buildings or site improvements requiring major treatment or repair.



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

### **DETERIORATION OF BUILDINGS**

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

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

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

### **DETERIORATION OF PARKING AND SURFACE AREAS**

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

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

## CONCLUSION

Deterioration is **present to a major extent** in the Study Area. Deterioration is present in 176 of the 233 (75.5%) buildings, in 327 of the 603 (54.2%) parcels and in 43 of the 56 blocks. The results of the deterioration analysis are presented in Map 8.

## 5. ILLEGAL USE OF INDIVIDUAL STRUCTURES

Illegal use of individual structures refers to the presence of uses or activities which are not permitted by law.

## CONCLUSION

A review of the Chicago Zoning Ordinance indicates that there are no illegal uses of the structures or improvements in the Study Area.

## 6. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards include all structures which do not meet the standards of zoning, subdivision, building, housing, property maintenance, fire, or other governmental codes applicable to the property. The principal purposes of such codes are 1) to require buildings to be constructed in such a way as to sustain safety of loads expected from the type of occupancy, 2) to make buildings safe for occupancy against fire and similar hazards, 3) and to establish minimum standards essential for safe and sanitary habitation.

From January of 1992 through February of 1997, 125 of the 233 (53.6%) buildings have been cited for building code violations by the City of Chicago's Department of Buildings.

## CONCLUSION

Structures below minimum code standards are **present to a major extent**. Structures below minimum code standards have been identified in 125 of the 233 (53.6%) buildings in the Study Area see Map 7.

## 7. EXCESSIVE VACANCIES

Excessive vacancy refers to buildings which are unoccupied or underutilized and that exert an adverse influence on the area because of the frequency, duration or extent of vacancy. Excessive vacancies include properties which evidence no apparent effort directed toward their occupancy or underutilization.

Excessive vacancies occur in varying degrees throughout the Study Area. A building is considered to have excessive vacancies if at least 50% of the building is vacant or underutilized. There are vacancies in the following building types: commercial buildings and single/purpose industrial buildings. There are 26 of the 233 (11.2%) buildings in the Study Area totally vacant or partially vacant (over 50%) buildings covering 37 parcels. Excessive vacancies are present to a major extent in nine (9) blocks and present to a minor extent in 22 blocks of the Study Area.

### **CONCLUSION**

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

### **8. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES**

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

### **CONCLUSION**

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

### **9. LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES**

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

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

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

### **CONCLUSION**

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

## 10. INADEQUATE UTILITIES

Inadequate utilities refer to deficiencies in the capacity or condition of the infrastructure which services a property or area, including, but not limited to, storm drainage, water supply, electrical power, streets, sanitary sewers, gas and electricity.

There were a few parking lots at industrial buildings which did not appear to have storm sewers. These parking lots evidently channel storm run-off water into the adjacent streets, which is not an adequate design.

### CONCLUSION

Based on the exterior surveys and analyses undertaken within the Study Area, there is no evidence of inadequate utilities.

## 11. EXCESSIVE LAND COVERAGE

Excessive land coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of spread of fires due to close proximity to nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provision for loading and service. Excessive land coverage conditions have an adverse or blighting effect on nearby development.

Excessive land coverage occurs in 198 of the 357 (55.5%) parcels with structures/buildings in the Study Area. Many multi-story buildings have been built from property line to property line, leaving no area for parking, open space or other amenities. Because these buildings cover virtually the entire parcel, there is an inadequate amount of space for off-street loading of residents, employees and/or customers. Excessive land coverage can be found to a major extent in 18 of the 56 blocks and to a minor extent in 16 blocks of the Study Area.

### CONCLUSION

Excessive land coverage is **present to a minor extent** in the Study Area. Excessive land coverage is present in 88 of the 233 (37.8%) buildings and in 34 of the 56 blocks. The results of the excessive land coverage analysis are presented in Map 10.

## 12. DELETERIOUS LAND USE OR 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. It also includes residential uses which front on or are located near heavily traveled streets, thus causing susceptibility to noise, fumes and glare. Deleterious layout includes evidence of improper or obsolete platting of the land, inadequate street layout, and

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

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

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

### **CONCLUSION**

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

### **13. DEPRECIATION OF PHYSICAL MAINTENANCE**

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

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

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

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

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

## **CONCLUSION**

Depreciation of physical maintenance is **present to a major extent** in the Study Area. Depreciation of physical maintenance is present in 208 of the 233 (89.3%) buildings, 512 of the 603 (84.9%) parcels, and in 49 of the 56 blocks. The results of the depreciation of physical maintenance analysis are presented in Map 12.

## **14. LACK OF COMMUNITY PLANNING**

Lack of community planning may be a factor if the proposed redevelopment area was developed prior to or without the benefit of a community plan. This finding may be amplified by other evidence which shows the deleterious results of the lack of community planning, including adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, and parcels of inadequate size or shape to meet contemporary development standards.

The Study Area has been the subject of numerous development plans, so lack of community planning is not evidenced.

## **CONCLUSION**

Based on the exterior surveys and analyses undertaken within the Study Area, lack of community planning was not found in the Study Area.

## **SUMMARY**

Nine (9) Blighted Area eligibility criteria are present in varying degrees throughout the Study Area - six (6) are present to a major extent and three (3) are present to a minor extent. The nine (9) Blighted Area eligibility factors that have been identified in the Study Area are as follows:

- |              |  |
|--------------|--|
| Major extent | <ul style="list-style-type: none"><li>• age</li><li>• obsolescence</li><li>• deterioration</li><li>• structures below minimum code</li><li>• deleterious land use or layout</li><li>• depreciation of physical maintenance</li></ul> |
| Minor extent | <ul style="list-style-type: none"><li>• dilapidation</li><li>• excessive vacancies</li><li>• excessive land coverage</li></ul>   |

#### IV. SUMMARY AND CONCLUSION

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

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

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

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

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

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

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

The conclusions presented in this report are those of the consulting team. The local governing body should review this report and, if satisfied with the summary of findings contained herein, adopt a resolution making a finding of a Blighted Area and making this report a part of the public record. The analysis above was based upon data assembled by Louik/Schneider & Associates, Inc., The Lambert Group, Inc. and Pacific Construction Services. The surveys, research and analysis conducted include:

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



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

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

**APPENDIX**

**EXHIBIT 1- LEGAL DESCRIPTION**

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

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

THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF KARLOV AVENUE WITH THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 7 OF BUTLER LOWRY'S CRAWFORD AVENUE ADDITION TO CHICAGO; THENCE WESTERLY ALONG SAID SOUTHERLY ALLEY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KEELER AVENUE; THENCE WESTERLY TO THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF KEELER AVENUE WITH THE NORTHERLY LINE OF THE SOUTH HALF OF LOT 5 IN BLOCK 6 IN WEBSTER BATCHELLER'S SUBDIVISION; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE EASTERLY EXTENSION OF THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 6 IN SAID SUBDIVISION; THENCE WESTERLY ALONG SAID SOUTHERLY ALLEY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID KILDARE AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO SAID CENTERLINE OF ROOSEVELT ROAD; THENCE WESTERLY ALONG SAID CENTERLINE TO THE WESTERLY RIGHT-OF-WAY LINE OF KOSTNER AVENUE; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF 14TH STREET; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 2 OF BRENOCK'S ADDITION TO CHICAGO; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 15TH STREET; THENCE SOUTHERLY TO THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID 15TH STREET WITH THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 2 OF PINKERT AND SCHULTE'S SUBDIVISION; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN SAID BLOCK 2; THENCE WESTERLY ALONG SAID SOUTHERLY LINE TO THE NORTHEAST CORNER OF LOT 3 IN SAID BLOCK 2; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 3 TO THE SOUTHERLY RIGHT-OF-WAY LINE OF 16TH STREET; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF LOT 20 IN BLOCK 2 OF JOSEPH B. FORD & CO'S. WEST 16TH STREET SUBDIVISION; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 20 AND ITS SOUTHERLY EXTENSION TO THE SOUTHERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN SAID BLOCK 2; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE NORTHEAST CORNER OF LOT 32 IN SAID BLOCK 2; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 32 TO THE NORTHERLY RIGHT-OF-WAY LINE OF 17TH STREET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE NORTHERLY EXTENSION OF THE EASTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY IN BLOCK 3 OF SAID JOSEPH B. FORD & CO.'S WEST 16TH STREET SUBDIVISION; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 18TH STREET; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF KOSTNER AVENUE; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF CERMAK ROAD; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF SAID BELT LINE RAILWAY; THENCE NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO SAID CENTERLINE OF ROOSEVELT ROAD; THENCE WESTERLY ALONG SAID CENTERLINE TO SAID POINT OF BEGINNING.

**EXHIBIT 2 - BUILDING PERMIT REQUESTS**

**NEW CONSTRUCTION/INVESTMENT PERMITS**

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

**DEMOLITION PERMITS**

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

City of Chicago  
Roosevelt/Cicero - Eligibility Study

790096	8/8/94	5700 W. Roosevelt Rd.	\$0
803252	4/28/95	4515 W. Fifth Ave.	\$1,500
805116	5/31/95	1157 S. Kostner Ave.	\$0
810268	8/28/95	4225 W. Fillmore St.	\$0
810716	9/5/95	4512 W. 16th St..	\$0
811356	9/18/95	1330 S. Kilbourn Ave.	\$5,000
817584	1/23/96	5600 W. Roosevelt Rd.	\$0
96002357	03/27/96	4641 W. Arthington St.	\$7,450
96002358	03/27/96	4625 W. Arthington Rd.	\$7,450
96009916	07/23/96	5300 W. Roosevelt Rd.	\$20,000
829462	8/13/96	5660 W. Taylor St.	\$50,000
831821	9/19/96	5300 W. Roosevelt Rd.	\$32,800
835818	11/14/96	4704 W. Fifth Ave.	\$36,000
836697	11/26/96	4747 W. Arthington St.	\$5,200
840521	02/10/97	4456 W. 16th St.	\$14,700
842924	03/21/97	4426 W. Grenshaw St.	\$5,500
844956	04/22/97	5740 W. Roosevelt Rd	\$800,000
845814	05/06/97	1427 S. Kilbourn Ave.	\$7,300
845829	05/06/97	4733 W. Arthington St.	\$14,700
851932	07/17/97	1318 S. Kilbourn Ave.	\$414,000
854000	08/04/97	4445 W. Fifth Ave.	\$5,000
		<b>TOTAL (25 demolition permits)</b>	<b>\$1,426,600</b>

**EXHIBIT 3 - BUILDING CODE VIOLATIONS**

4641 W. Arthington St.  
4653 W. Arthington St.  
4719 W. Arthington St.  
4723 W. Arthington St.  
4728 W. Arthington St.  
4747 W. Arthington St.  
4819 W. Arthington St.  
4949 W. Arthington St.  
4400 W. Cermak Rd.  
4450 W. Cermak Rd.  
4506 W. Cermak Rd.  
739 S. Cicero Ave.  
759 S. Cicero Ave.  
801 S. Cicero Ave.  
815 S. Cicero Ave.  
900 S. Cicero Ave.  
901 S. Cicero Ave.  
921 S. Cicero Ave.  
927 S. Cicero Ave.  
1030 S. Cicero Ave.  
1111 S. Cicero Ave.  
1142 S. Cicero Ave.  
4515 W. Fifth Ave.  
4724 W. Fifth Ave.  
4746 W. Fifth Ave.  
4100 W. Fillmore St.  
4108 W. Fillmore St.  
4112 W. Fillmore St.  
4225 W. Fillmore St.  
4227 W. Fillmore St.  
4235 W. Fillmore St.  
4242 W. Fillmore St.  
4247 W. Fillmore St.  
4249 W. Fillmore St.  
4251 W. Fillmore St.  
4413 W. Fillmore St.  
4425 W. Fillmore St.  
4444 W. Fillmore St.  
4455 W. Fillmore St.  
4506 W. Fillmore St.  
4510 W. Fillmore St.  
4426 W. Grenshaw St.  
1001 S. Keeler Ave.  
1102 S. Keeler Ave.  
1024 S. Kilbourn Ave.  
1101 S. Kilbourn Ave.  
1235 S. Kilbourn Ave.  
1242 S. Kilbourn Ave.  
1246 S. Kilbourn Ave.

1300 S. Kilbourn Ave.  
1318 S. Kilbourn Ave.  
1348 S. Kilbourn Ave.  
1400 S. Kilbourn Ave.  
1402 S. Kilbourn Ave.  
1411 S. Kilbourn Ave.  
1427 S. Kilbourn Ave.  
1501 S. Kilbourn Ave.  
1508 S. Kilbourn Ave.  
1531 S. Kilbourn Ave.  
1534 S. Kilbourn Ave.  
1537 S. Kilbourn Ave.  
1637 S. Kilbourn Ave.  
1812 S. Kilbourn Ave.  
1820 S. Kilbourn Ave.  
1821 S. Kilbourn Ave.  
1846 S. Kilbourn Ave.  
1914 S. Kilbourn Ave.  
2001 S. Kilbourn Ave.  
2140 S. Kilbourn Ave.  
922 S. Kilpatrick Ave.  
1007 S. Kolmar Ave.  
900 S. Kostner Ave.  
1000 S. Kostner Ave.  
1034 S. Kostner Ave.  
1100 S. Kostner Ave.  
1125 S. Kostner Ave.  
1157 S. Kostner Ave.  
1200 S. Kostner Ave.  
1330 S. Kostner Ave.  
1338 S. Kostner Ave.  
1350 S. Kostner Ave.  
1850 S. Kostner Ave.  
4535 W. Lexington St.  
4553 W. Lexington St.  
4701 W. Lexington St.  
5055 W. Lexington St.  
5109 W. Lexington St.  
5117 W. Lexington St.  
4600 W. Polk St.  
4640 W. Polk St.  
4706 W. Polk St.  
4713 W. Polk St.  
4738 W. Polk St.  
4739 W. Polk St.  
4740 W. Polk St.  
4742 W. Polk St.  
5059 W. Polk St.  
5263 W. Polk St.

4340 W. Roosevelt Rd.  
4350 W. Roosevelt Rd.  
4401 W. Roosevelt Rd.  
4402 W. Roosevelt Rd.  
4412 W. Roosevelt Rd.  
4424 W. Roosevelt Rd.  
4436 W. Roosevelt Rd.  
4442 W. Roosevelt Rd.  
4516 W. Roosevelt Rd.  
4538 W. Roosevelt Rd.  
4718 W. Roosevelt Rd.  
4734 W. Roosevelt Rd.  
4800 W. Roosevelt Rd.  
5100 W. Roosevelt Rd.  
5140 W. Roosevelt Rd.  
5200 W. Roosevelt Rd.  
5300 W. Roosevelt Rd.  
5600 W. Roosevelt Rd.  
5626 W. Roosevelt Rd.  
5700 W. Roosevelt Rd.  
5750 W. Roosevelt Rd.  
4001 W. Taylor St.  
4131 W. Taylor St.  
4501 W. 16th St.  
4508 W. 16th St.  
4510 W. 16th St.  
4512 W. 16th St.

**Total: 125 building code  
violations**

**EXHIBIT 4 - DISTRIBUTION OF CRITERIA MATRIX**

BLOCK	1	2	3	4	5	6	7	8	9	10	11	12	13	14
16 14 317	X		X	X						P	P	X	X	
16 14 319	X	X	P	P							P	X	X	
16 15 308	X	X	X	X			P				P	P	X	
16 15 309	X	X	X	X							X	X	X	
16 15 310	X	P	X	X			P		P		P	X	X	
16 15 311	X	P	X	X			P		P		P	X	X	
16 15 312	X	X	X	X			X				P	P	X	
16 15 313	X	X	X	X			P				X	X	X	
16 15 314	X	X	X	X			P		X		X	X	X	
16 15 319	X	X	P	X			P				P	X	X	
16 15 320	X		X	P							P	X	X	
16 15 321	X		X	X			X						X	
16 15 322			X										X	
16 15 323	X	X	X	X			P				P	P	X	
16 15 324	X		X	X			P				P	P	X	
16 15 325	X	X	X	X							X	X	X	
16 15 326	X	X	X	P			P		P	P	P	X	X	
16 15 327	X	X	X	X			P		P	P	X	X	X	
16 15 328	X		X	X			X				P	X	X	

**Key**

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

**Criteria**

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



**EXHIBIT 4 - DISTRIBUTION OF CRITERIA MATRIX (CONT.)**

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

**Key**

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

**Criteria**

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

**EXHIBIT 4 - DISTRIBUTION OF CRITERIA MATRIX (CONT.)**

BLOCK	1	2	3	4	5	6	7	8	9	10	11	12	13	14
16 16 411	X	X	P	X	X		P				X	X	X	
16 16 501			X	X								X	X	
16 17 400	X	P	P	X	X		P				X	X	X	
16 17 413	X	X	X				X							
16 17 500														
16 17 501													X	
16 22 106	X	X	X	X			P				P	X	X	
16 22 107	X		X	X			P			P		P	X	
16 22 109	X	P	X	X							P	X	X	
16 22 113			X											
16 22 114			X	X								X	X	
16 22 115	X	P	X	X			X				P	X	X	
16 22 116	X	P	X	X			P					X	X	
16 22 312	X	P	X	X			P				X	P	X	
16 22 313	X	P	X	X			P				X	P	X	
16 22 400	X		X	X			X				X	X	X	
16 22 402	X		X	X							X	X	X	
16 22 500														
16 22 501		X	X											
16 22 502														

**Key**

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

**Criteria**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 AGE</li> <li>2 DILAPIDATION</li> <li>3 OBSOLESCENCE</li> <li>4 DETERIORATION</li> <li>5 ILLEGAL USE OF INDIVIDUAL STRUCTURES</li> <li>6 PRESENCE OF STRUCTURES BELOW MINIMUM CODE</li> <li>7 EXCESSIVE VACANCIES</li> </ul> | <ul style="list-style-type: none"> <li>8 OVERCROWDING</li> <li>9 LACK OF VENTILATION, LIGHT OR SANITARY FACILITIES</li> <li>10 INADEQUATE UTILITIES</li> <li>11 EXCESSIVE LAND COVERAGE</li> <li>12 DELETERIOUS LAND USE OR LAYOUT</li> <li>13 DEPRECIATION OF PHYSICAL MAINTENANCE</li> <li>14 LACK OF COMMUNITY PLANNING</li> </ul> |
|--|---|

**EXHIBIT 5 - DISTRIBUTION OF BLIGHTED FACTORS**

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

**MATRIX OF BLIGHTED FACTORS (CONT.)**

A. Block Number	320	321	323	324	325	326	327	328	329	415
B. Number of Buildings	1	2	8	1	3	10	5	4	8	5
C. Number of Parcels	13	2	11	5	9	27	34	21	34	14
1. Number of buildings 35 years or older	1	2	8	1	3	10	5	4	6	5
2. A. Number of buildings showing decline of physical maintenance	1	2	7	1	3	10	5	4	6	5
2. B. Number of parcels with site improvements exhibiting decline of physical maintenance	12	N/A	3	3	5	15	27	16	20	9
3. A. Number of deteriorated buildings	1	2	8	1	2	3	2	2	4	5
3. B. Number of parcels with site improvements that are deteriorated	6	0	2	2	3	1	0	4	4	0
4. A. Number of dilapidated buildings	0	0	6	0	2	7	1	0	1	2
5. A. Number of obsolete buildings	1	2	7	1	3	10	5	4	8	5
5. B. Number of parcels with site improvements that are obsolete	12		3	1	5	13	13	14	20	9
6. Number of buildings below minimum code										
7. Number of buildings lacking ventilation, light, or sanitation facilities	0	0	0	0	0	4	1	0	0	0
8. Number of buildings with illegal uses	0	0	0	0	0	0	0	0	0	0
9. Number of buildings with excessive vacancies	0	7	1	0	0	1	1	2	0	0
10. Number of parcels with excessive vacancies	0		0	1	0	0	0	1	4	0
11. Total number of eligibility factors represented in block	6	5	8	7	7	10	10	7	9	7

MATRIX OF BLIGHTED FACTORS (CONT.)

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

MATRIX OF BLIGHTED FACTORS (CONT.)

A. Block Number	308	309	310	400	406	408	410	411	501	400
B. Number of Buildings	0	0	8	0	2	1	4	2	0	1
C. Number of Parcels	1	3	13	4	2	10	6	3	1	5
1. Number of buildings 35 years or older	N/A	N/A	9	N/A	2	1	4	2	N/A	1
2. A. Number of buildings showing decline of physical maintenance	N/A	N/A	9	N/A	2	1	4	2	N/A	1
2. B. Number of parcels with site improvements exhibiting decline of physical maintenance	1	3	4	4	0	1	0	2	1	1
3. A. Number of deteriorated buildings	N/A	N/A	9	N/A	2	1	4	2	N/A	0
3. B. Number of parcels with site improvements that are deteriorated	0	0	2	4	0	0	0	0	0	1
4. A. Number of dilapidated buildings	N/A	N/A	5	N/A	1	0	2	0	0	0
5. A. Number of obsolete buildings	N/A	N/A	8	N/A	2	1	4	2	N/A	1
5. B. Number of parcels with site improvements that are obsolete	1	0	3	4	0	6	0	2	1	0
6. Number of buildings below minimum code										
7. Number of buildings lacking ventilation, light, or sanitation facilities	N/A	N/A	0	N/A	0	0	0	0	N/A	0
8. Number of buildings with illegal uses	N/A	N/A	0	N/A	0	0	0	0	N/A	0
9. Number of buildings with excessive vacancies	N/A	N/A	2	2	1	1	1	0	N/A	0
10. Number of parcels with excessive vacancies	1	3	0	0	2	1	0	0	0	1
11. Total number of eligibility factors represented in block	3	3	8	3	8	7	7	5	4	8

**MATRIX OF BLIGHTED FACTORS (CONT.)**

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

**MATRIX OF BLIGHTED FACTORS (CONT.)**

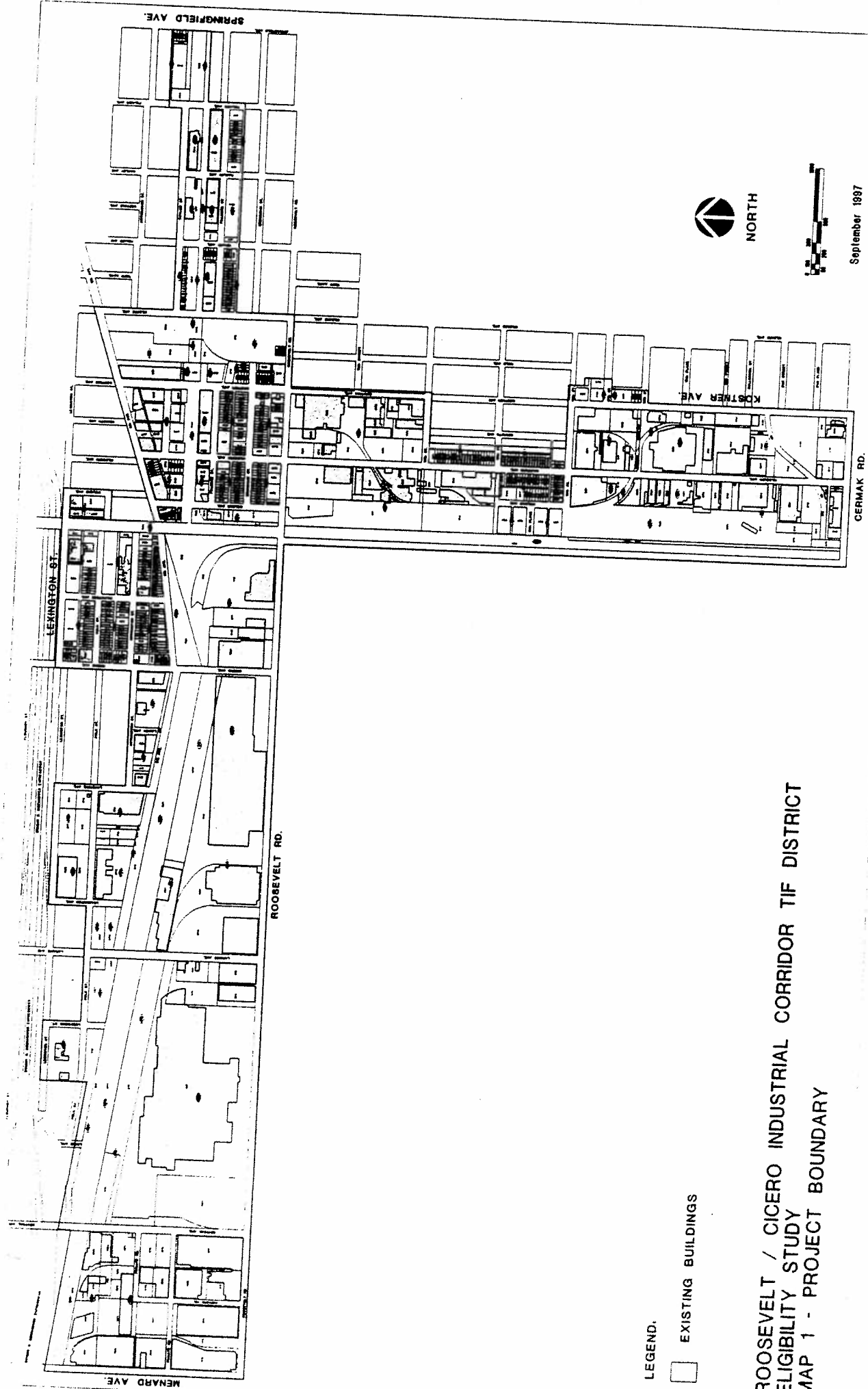
A. Block Number	313	400	402	500	501	502
B. Number of Buildings	16	1	1	0	0	0
C. Number of Parcels	27	2	4	2	2	1
1. Number of buildings 35 years or older	12	0	1	N/A	N/A	N/A
2. A. Number of buildings showing decline of physical maintenance	12	1	1	N/A	N/A	N/A
2. B. Number of parcels with site improvements exhibiting decline of physical maintenance	4	1	0	0	1	0
3. A. Number of deteriorated buildings	13	1	1	N/A	N/A	N/A
3. B. Number of parcels with site improvements that are deteriorated	3	1	0	0	1	0
4. A. Number of dilapidated buildings	1	0	0	N/A	N/A	N/A
5. A. Number of obsolete buildings	15	0	1	N/A	N/A	N/A
5. B. Number of parcels with site improvements that are obsolete	5	1	0	0	1	0
6. Number of buildings below minimum code				0	0	0
7. Number of buildings lacking ventilation, light, or sanitation facilities	1	0	0	N/A	N/A	N/A
8. Number of buildings with illegal uses	0	0	0	N/A	N/A	N/A
9. Number of buildings with excessive vacancies	0	0	0	N/A	N/A	N/A
10. Number of parcels with excessive vacancies	1	0	1	N/A	N/A	N/A
11. Total number of eligibility factors represented in block	9	6	6	4	4	0



**EXHIBIT 6 - MAP LEGEND**

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





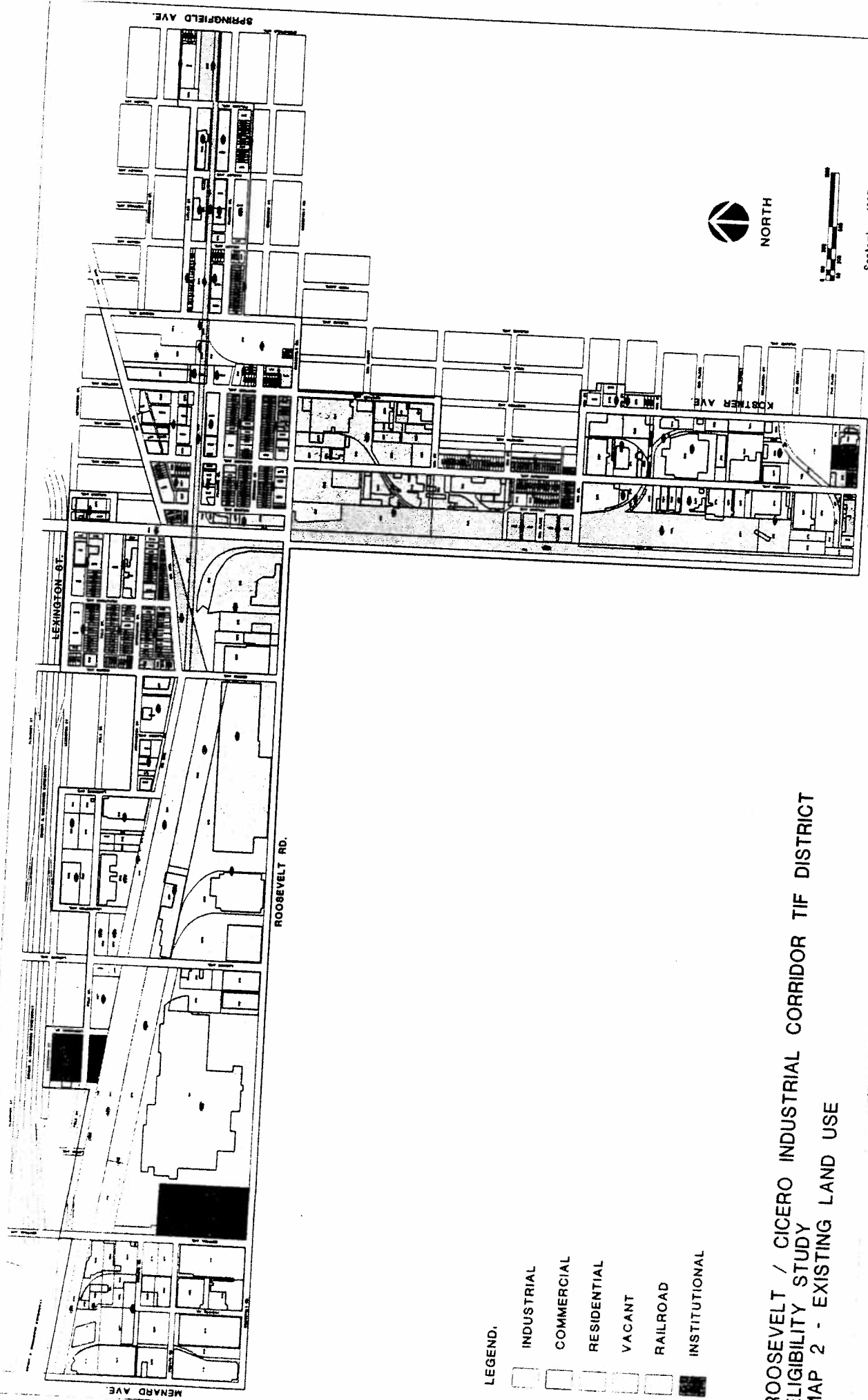
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□ EXISTING BUILDINGS







**ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT  
ELIGIBILITY STUDY  
MAP 1 - PROJECT BOUNDARY**

September 1997





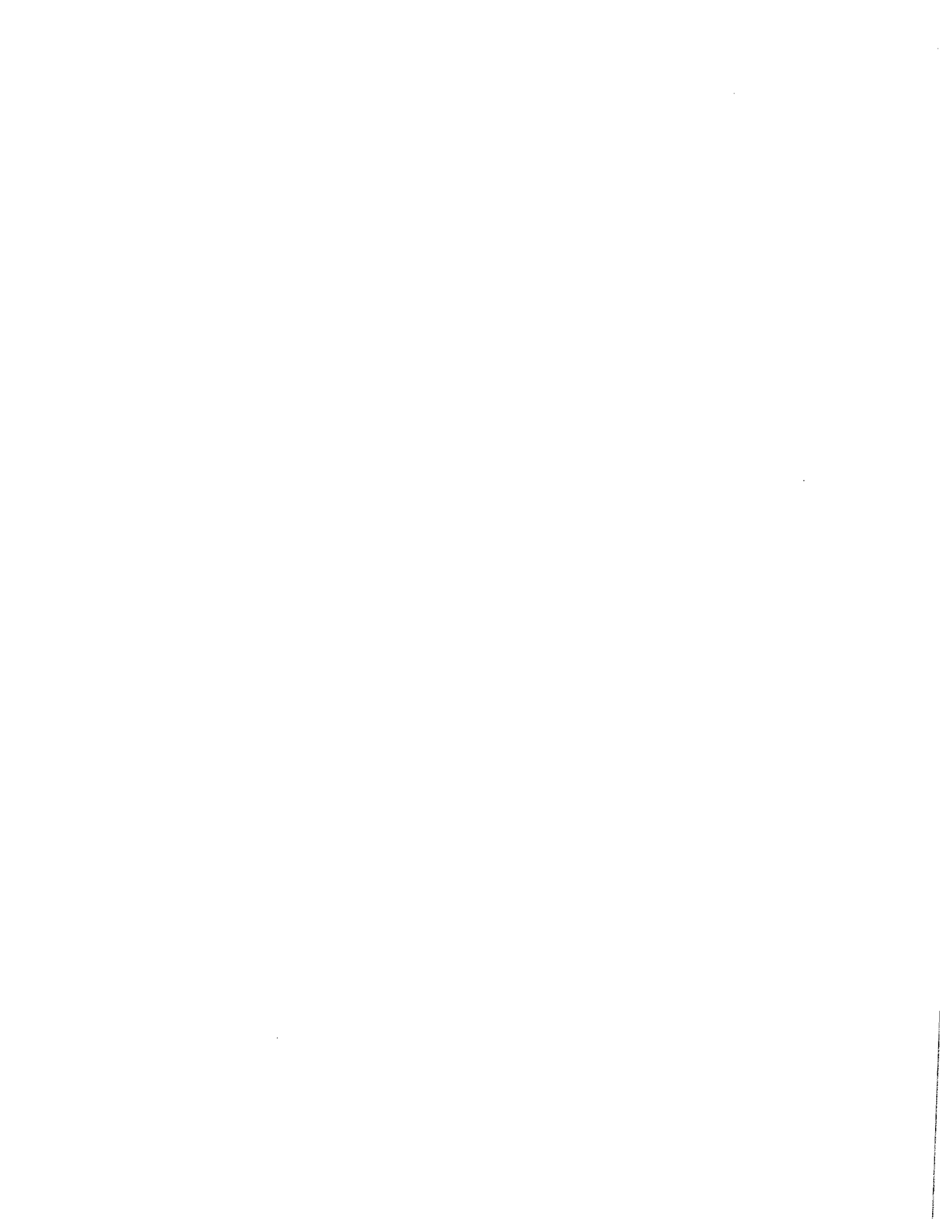
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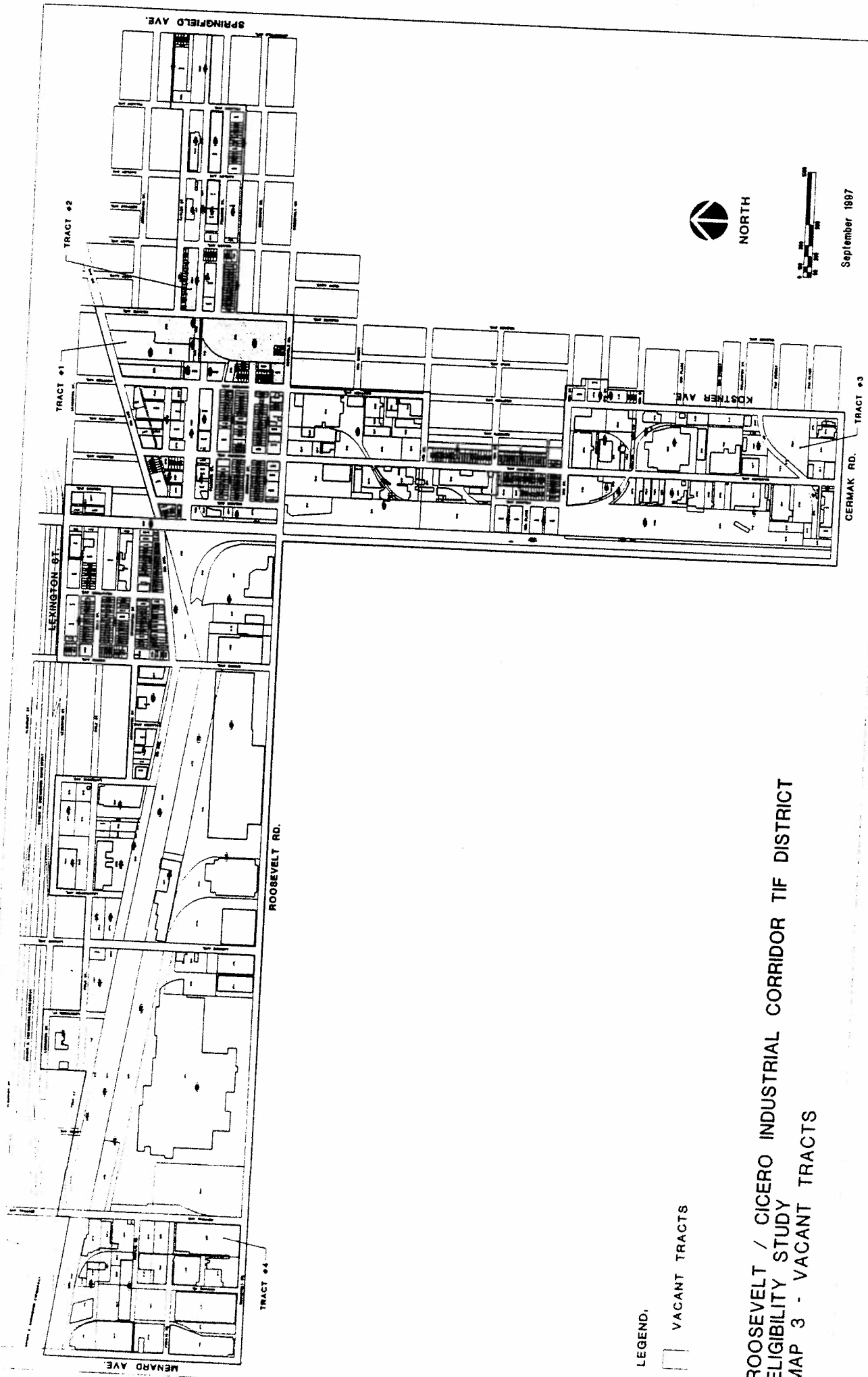
-  INSTITUTIONAL
-  INDUSTRIAL
-  COMMERCIAL
-  RESIDENTIAL
-  VACANT
-  RAILROAD

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



September 1997





LEGEND.

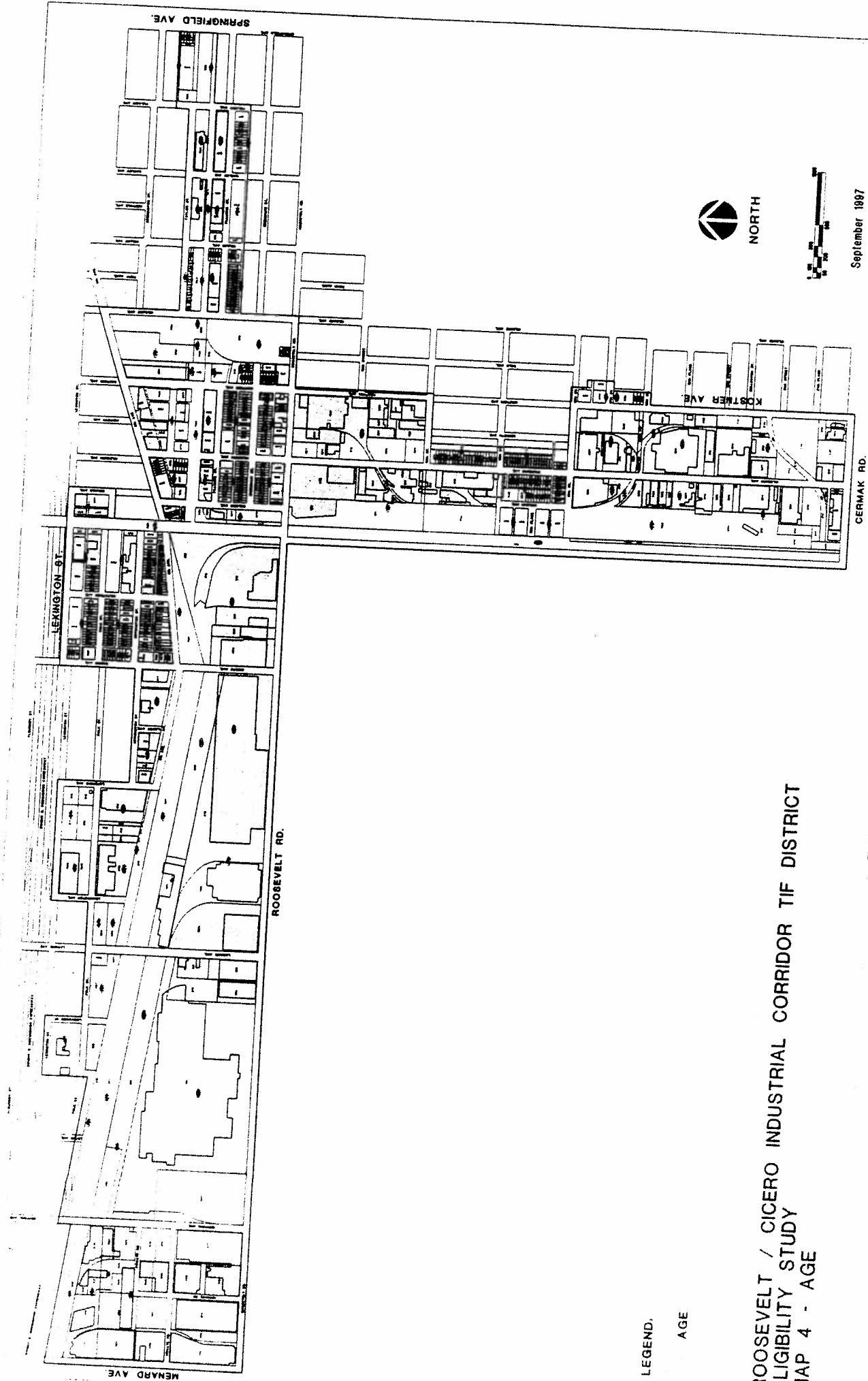
□ VACANT TRACTS

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

September 1987





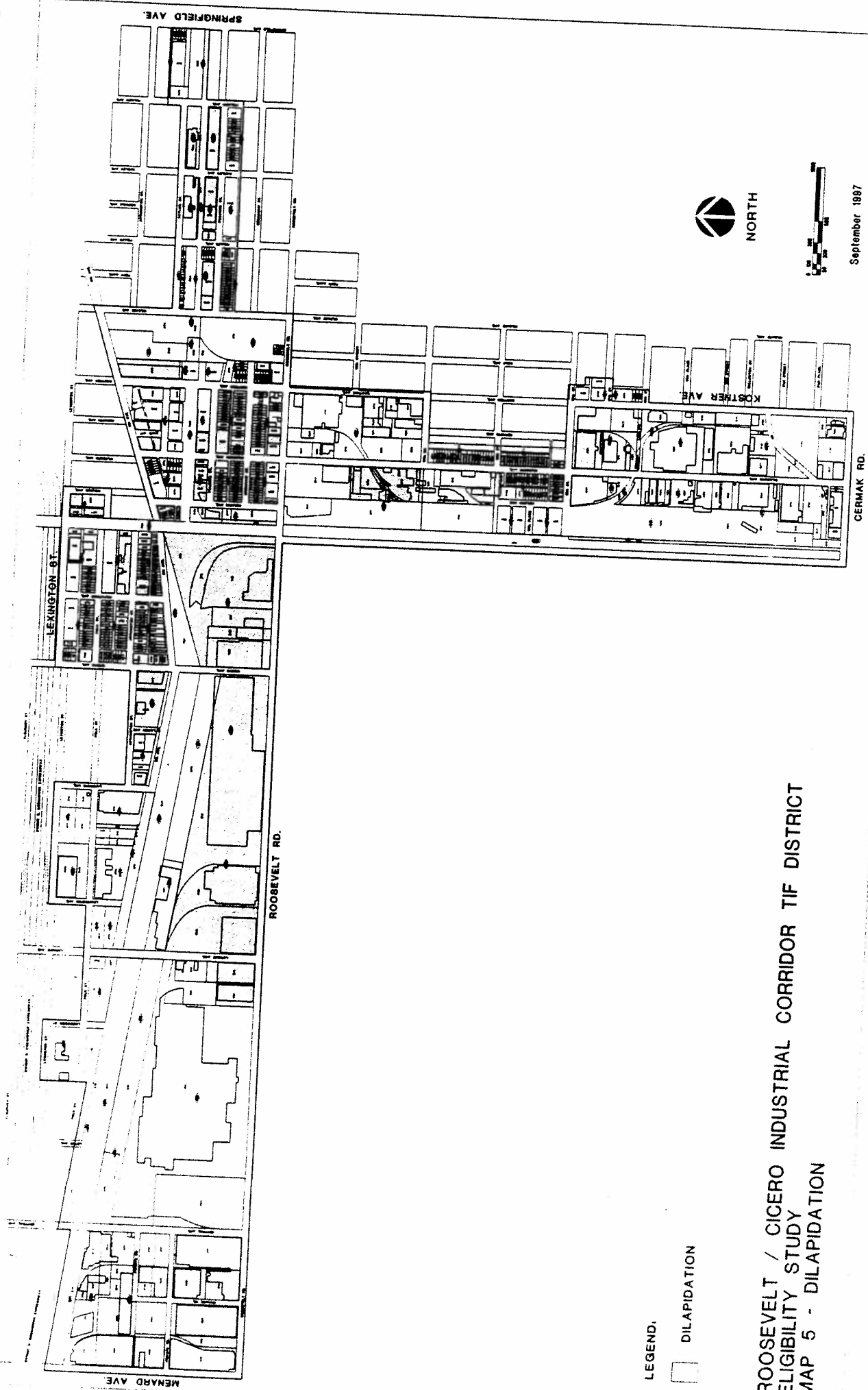


September 1987

LEGEND.  
AGE

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





LEGEND.

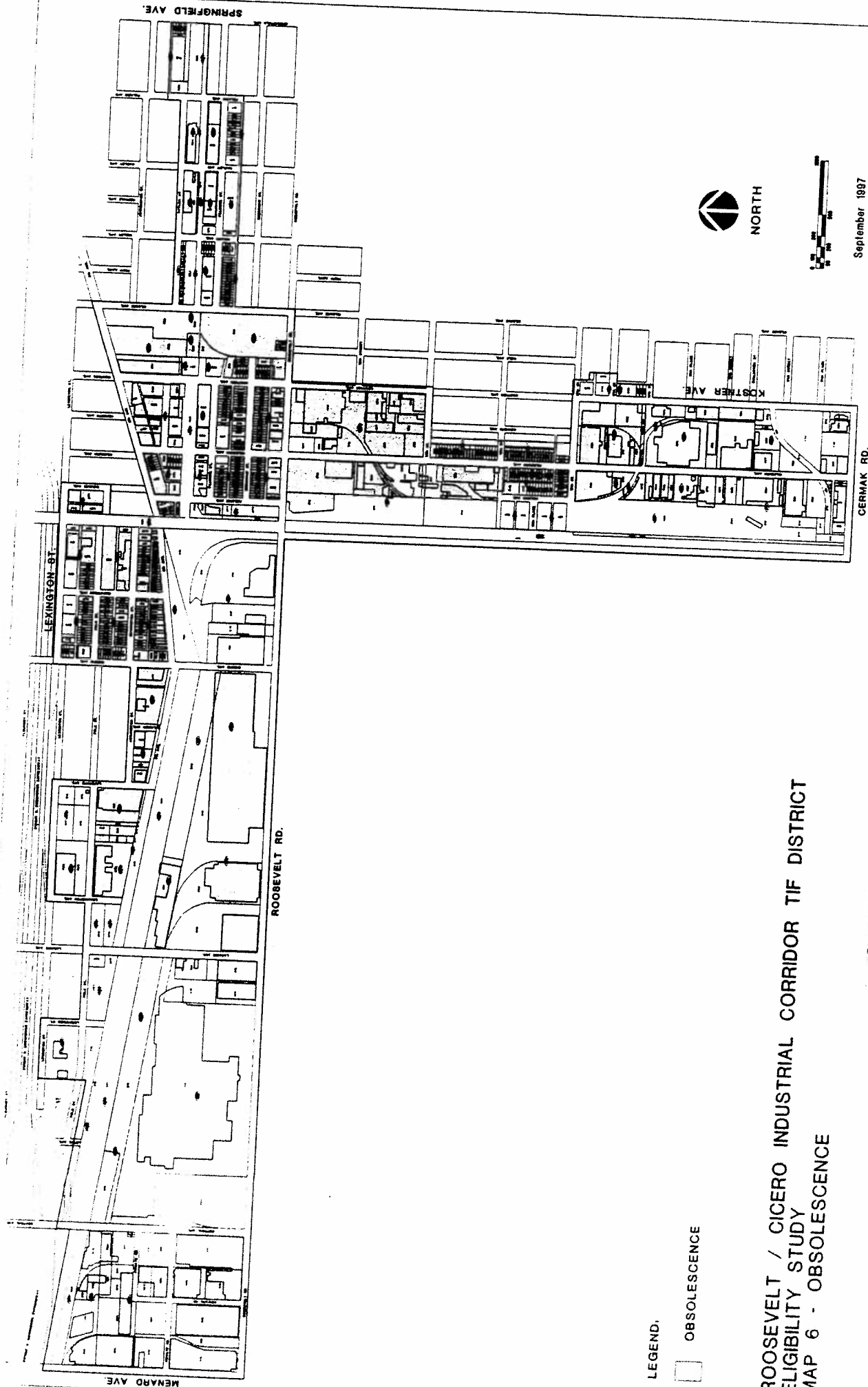
□ DILAPIDATION

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



September 1987



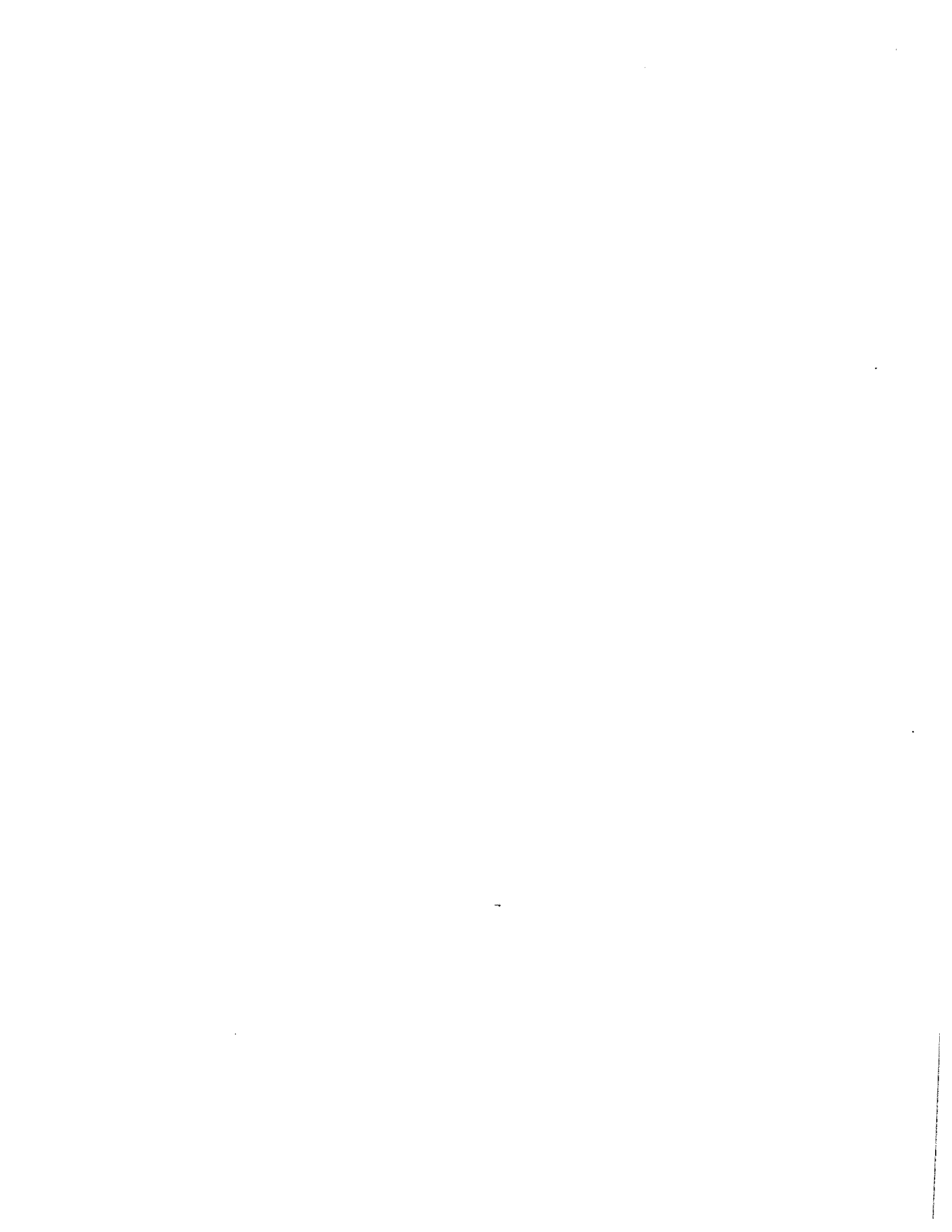


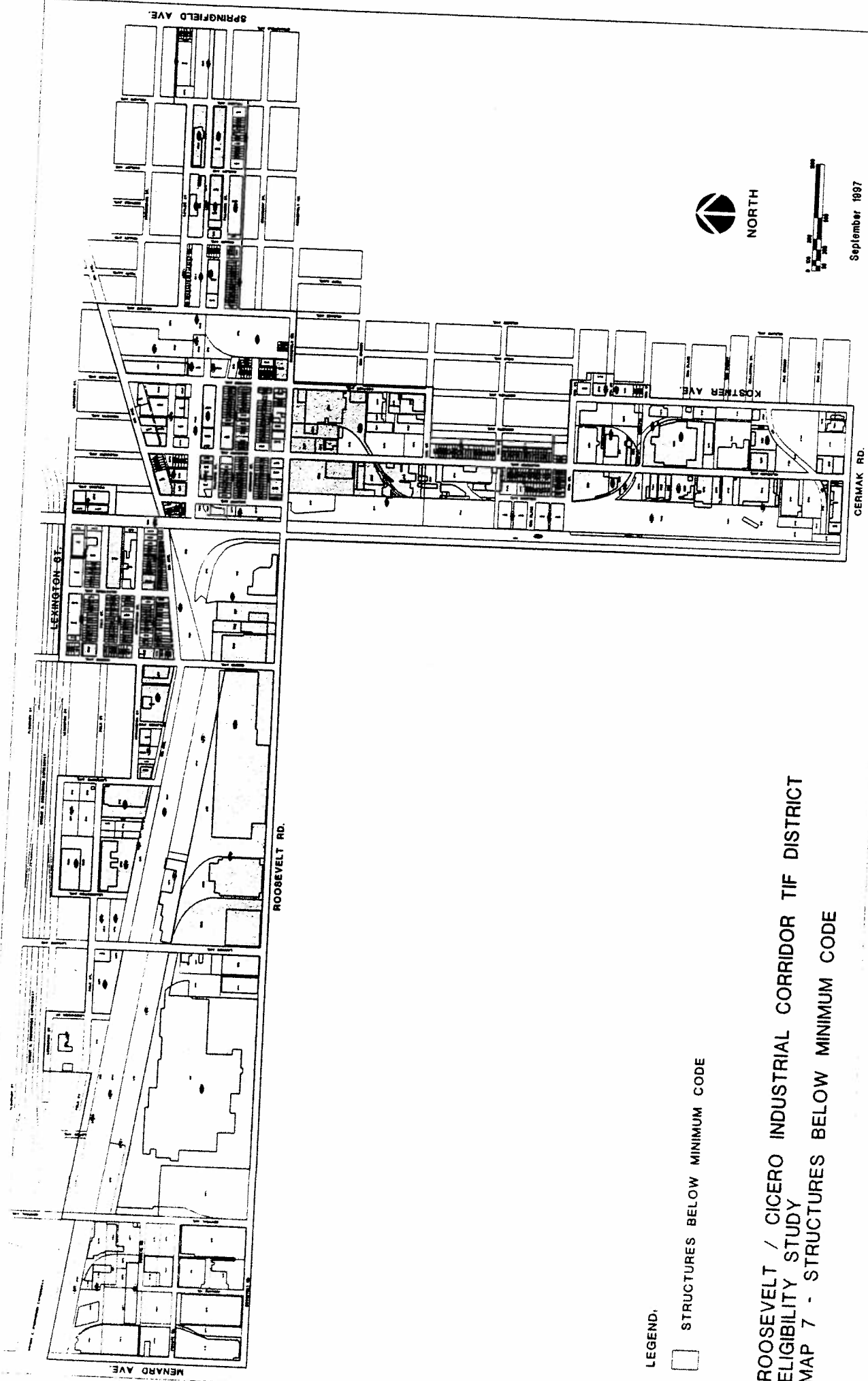
LEGEND,

□ OBSESCENCE

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

September 1997





LEGEND.

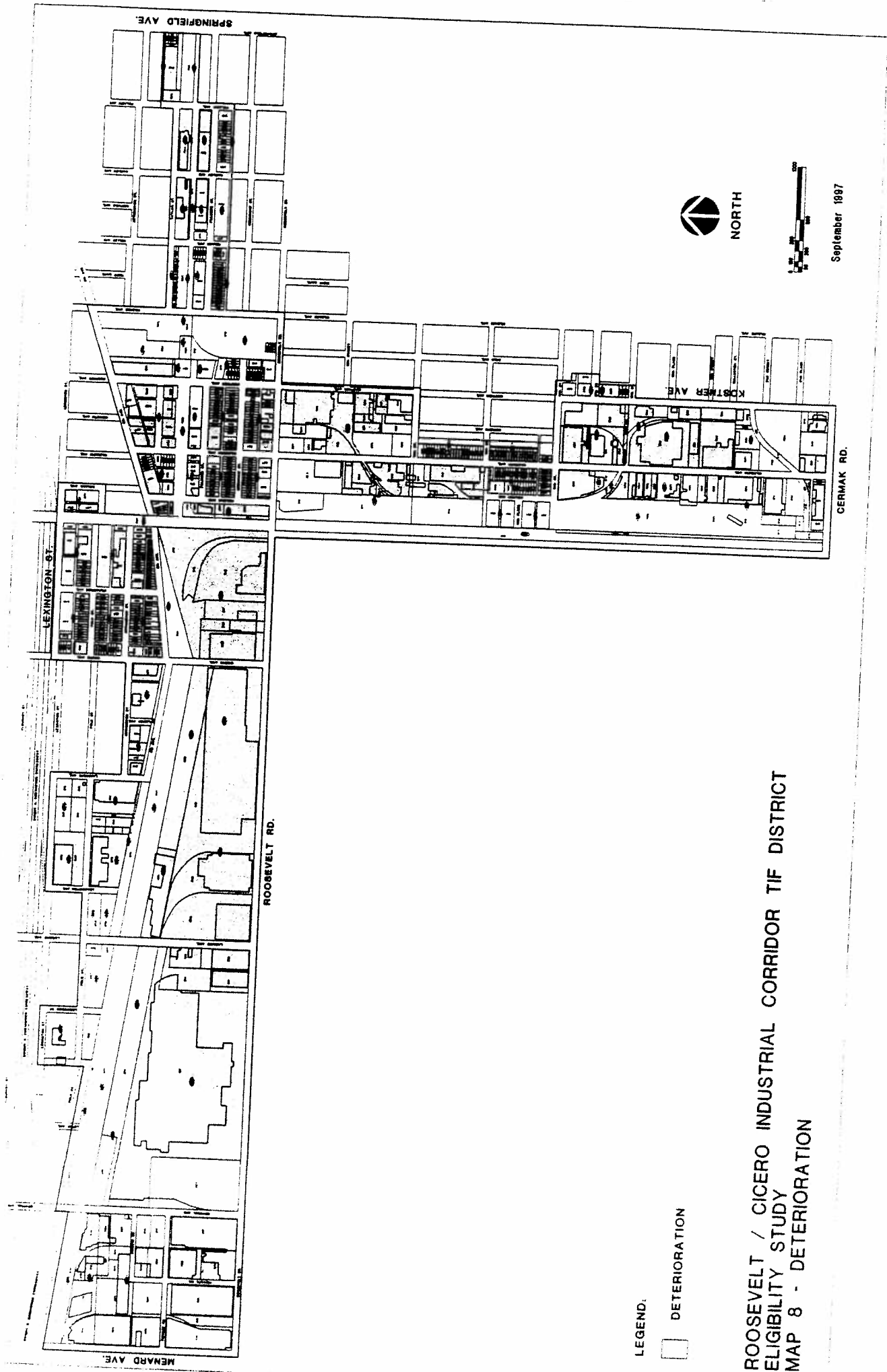
□ STRUCTURES BELOW MINIMUM CODE

**ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT  
ELIGIBILITY STUDY  
MAP 7 - STRUCTURES BELOW MINIMUM CODE**

September 1997







LEGEND.

□ DETERIORATION

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

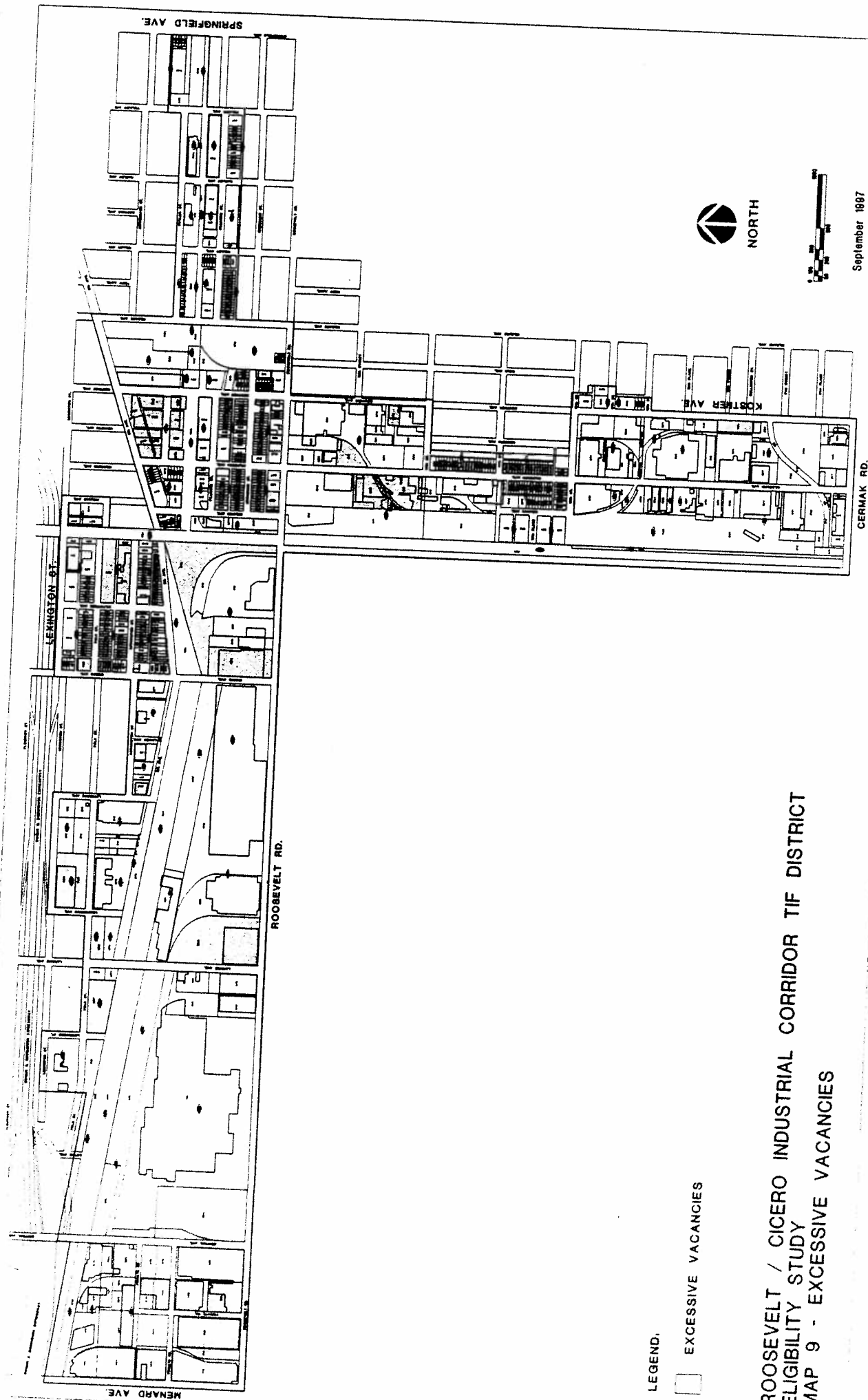


NORTH



September 1997





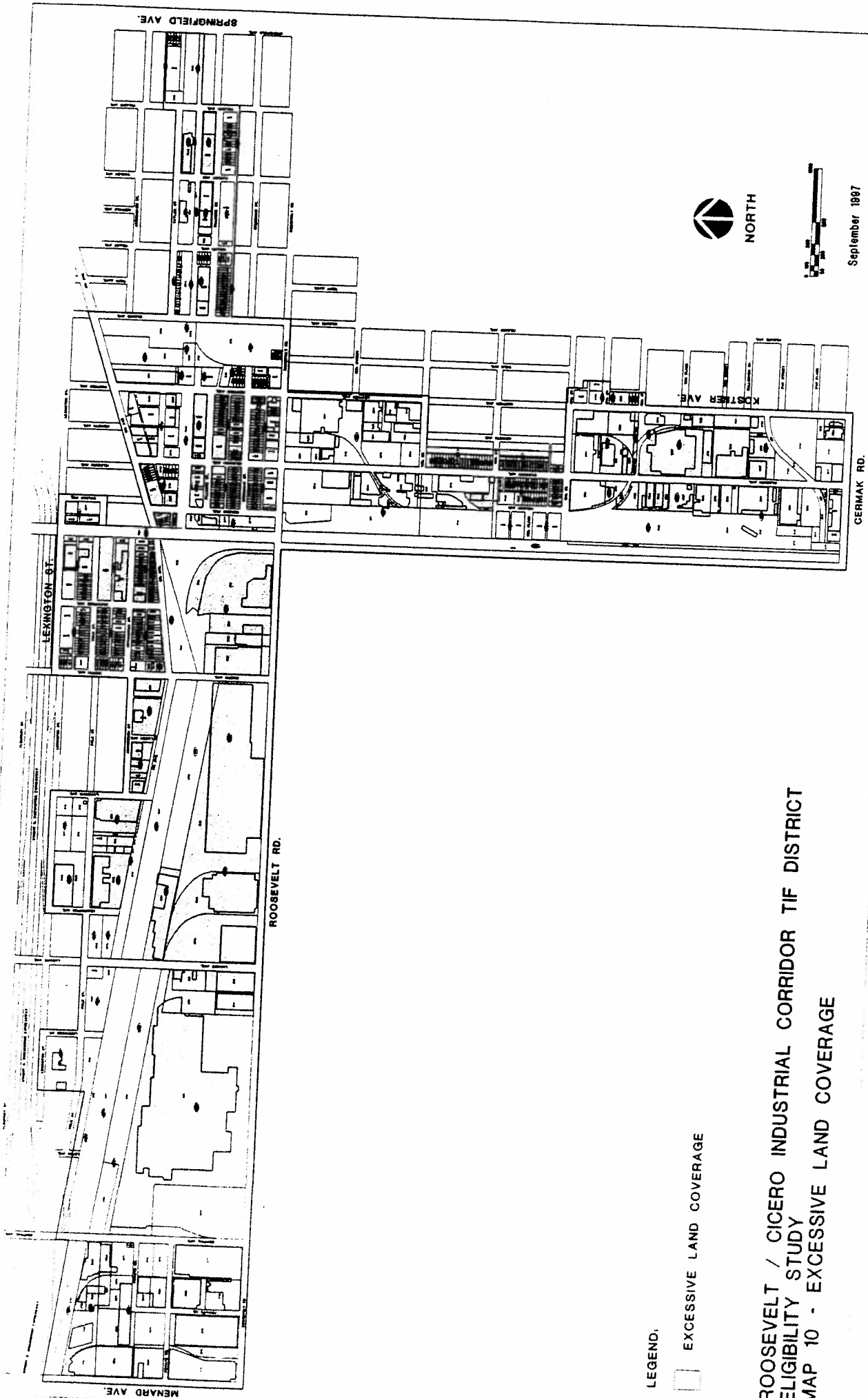
September 1987

LEGEND.

□ EXCESSIVE VACANCIES

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





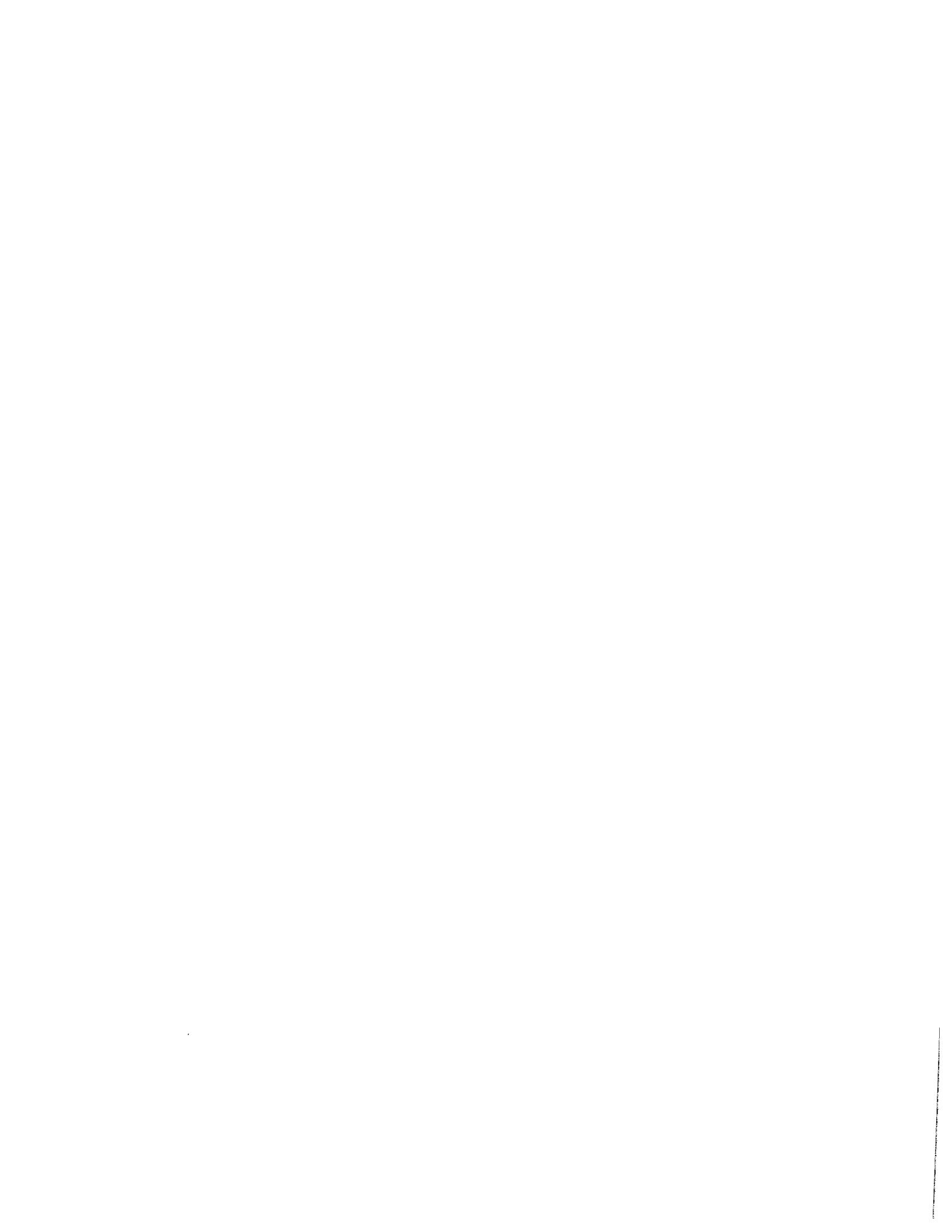
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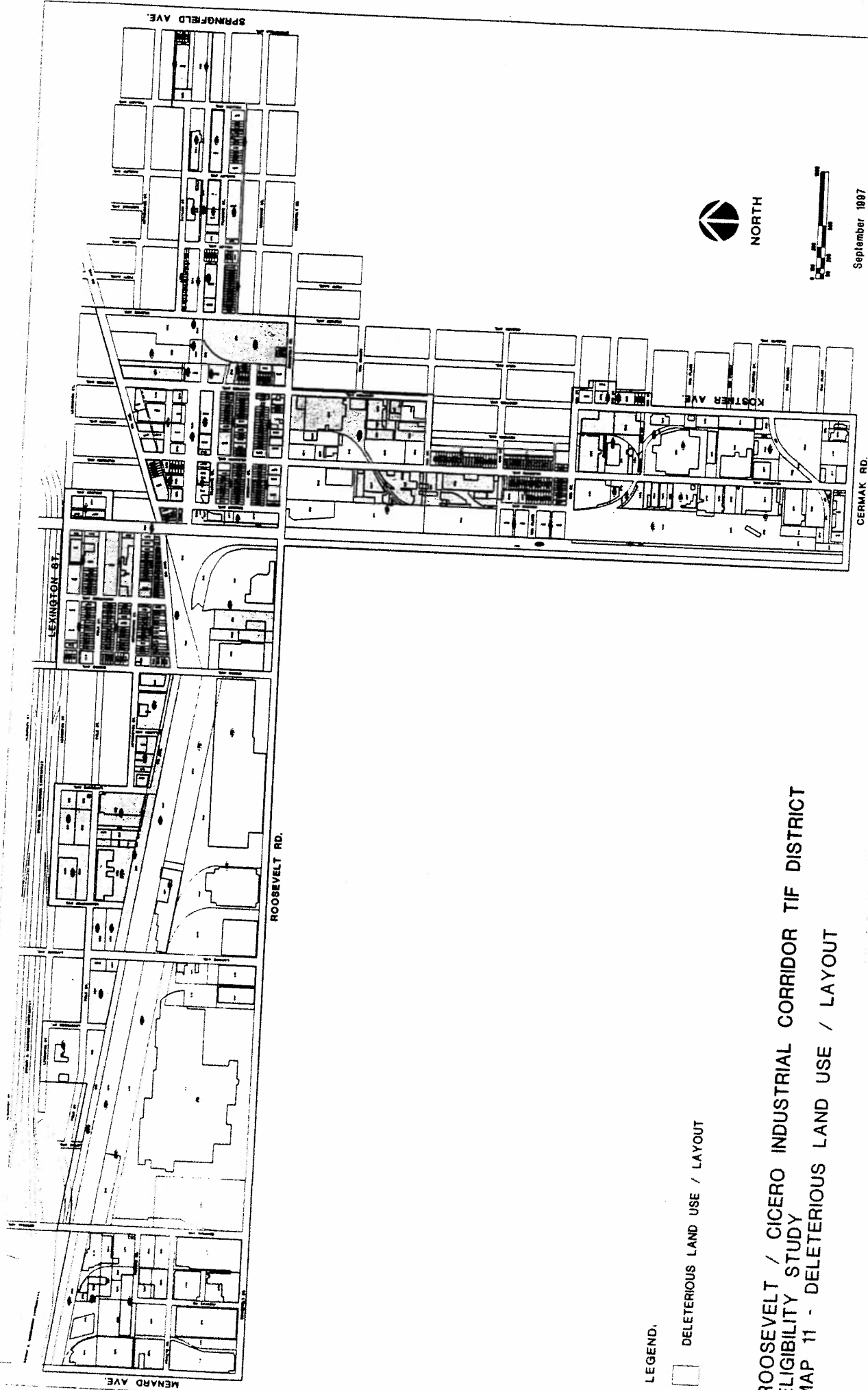
EXCESSIVE LAND COVERAGE

ROOSEVELT / CICERO INDUSTRIAL CORRIDOR TIF DISTRICT  
 ELIGIBILITY STUDY  
 MAP 10 - EXCESSIVE LAND COVERAGE



September 1987



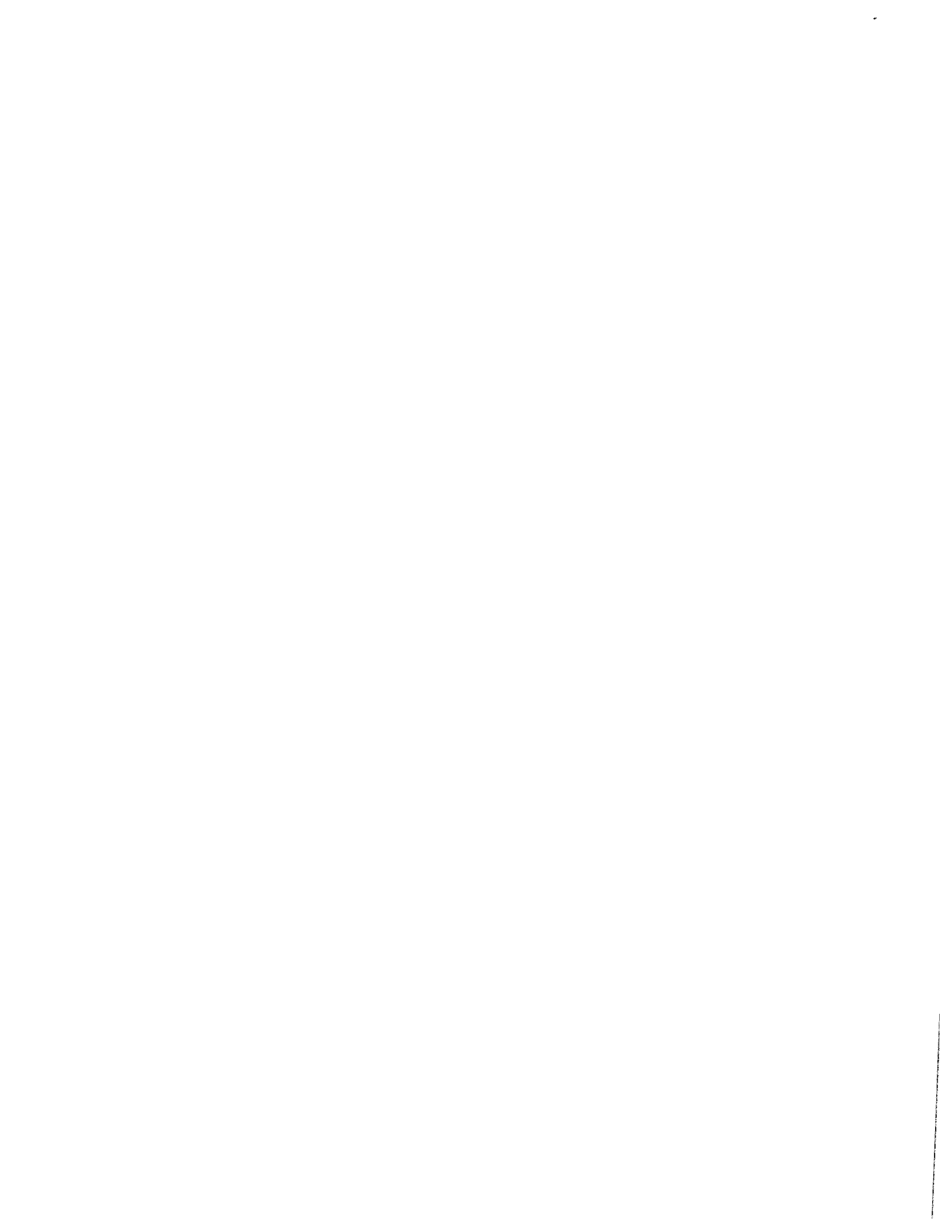


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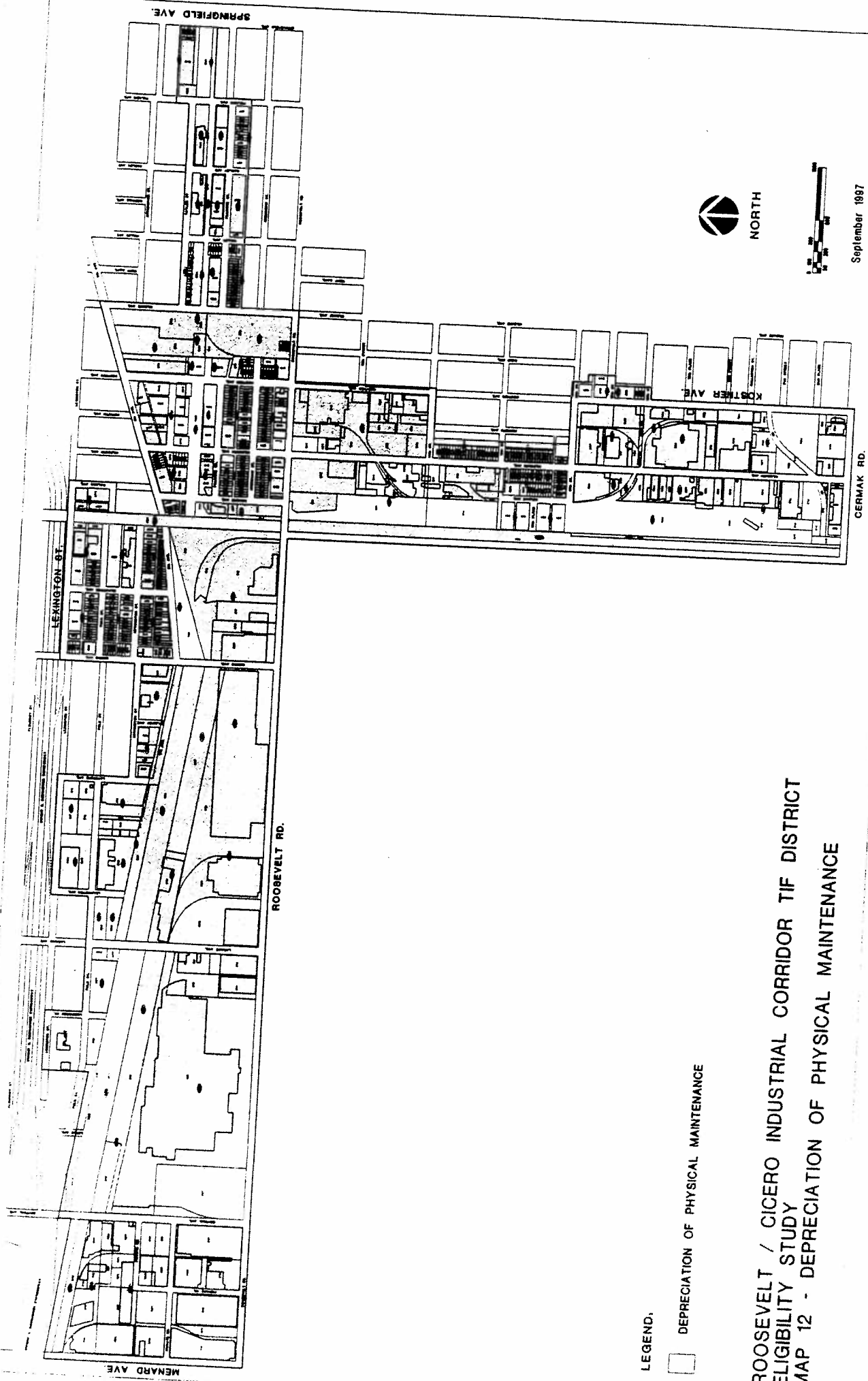
□ DELETERIOUS LAND USE / LAYOUT

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

September 1997







LEGEND.

☐ DEPRECIATION OF PHYSICAL MAINTENANCE

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



September 1997

## Roosevelt/Cicero

**Consultant/Firm:** Louik/Schneider & Associates, Inc

**Ward(s)/Alderman:** 22<sup>nd</sup>, Ricardo Munoz; 24<sup>th</sup>, Michael Chandler

**Community area(s):** 26, West Garfield Park; 29, North Lawndale

**Location:** Redevelopment area includes land bounded by Menard Avenue on the west (north of Roosevelt Road) and the Belt line Railroad/City Limits of Chicago on the west (south of Roosevelt Road); Pulaski Avenue on the east; Cermak Avenue on the south; and Lexington Avenue/ the Eisenhower Expressway on the north.

**Proposed Land Uses:** Industrial

**Acreage and/or Number of Pins:** 531 acres, 632 PIN's

**EAV at time of plan(1997):** \$48,279,419

**Anticipated EAV of TIF District:** \$55,000,000-70,000,000

**Estimated Budget:**

Land acquisition & Assembly	\$ 10,000,000
Planning, Legal, etc	\$ 1,000,000
Rehabilitation	\$ 2,000,000
Public Improvements	\$ 15,000,000
Site Preparation	\$ 19,500,000
Job Training & Retraining	\$ 5,000,000
Relocation	\$ 2,000,000
Interest Costs	\$ 500,000
<b>Total Cost</b>	<b>\$ 55,000,000</b>

**TIF Legislative Dates**

**TIF expiration date:** 2/5/2021

**City Council Approval:** 2/5/98

**CDCP Hearing:** 12/9/97

**Portability:** Portable

**Adjacencies:** none

**Expiration of adjacencies:** n/a

**Prior Land Uses:** The area consists of predominately industrial land