ERNEST R. SAWYER ENTERPRISES, INC. & GOODMAN WILLIAMS GROUP

PGAV URBAN CONSULTING

Revised August 17, 2000
Revised January 07, 2000
October 11, 1999

City of Chicago • Richard M. Daley, Mayor

Revised #2
Redevelopment Plan and Project
Tax Increment Financing
The Midway Industrial Corridor
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10-11-99

Revised As Of January 7, 2000
Revised As Of August 17, 2000
Attachment P-07 - 1998 Estimated EV by Tax Parcel

Attachment Three - Legal Description

- Exhibit C-2: Land Acquisition Map
- Exhibit C-1: Enterprise Zone Map
- Exhibit F: Sub-Area Key Map
- Exhibit G: Generalized Existing Zoning Map
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Attachment Two - Maps and Plan Exhibits

Attachment One - Eligibility Study

Appendix
opportunities for the residents of the City of Chicago. Can provide growth for the city and employment and business establishing all six districts so that revitalized commercial and industrial sites can be utilized. The overall goal is to establish a Tax Increment Financing District, identify the redevelopment Project Area, and maximize the value of the properties. The proposed Midway Industrial Corridor will help to revitalize properties in the vicinity of Midway Airport.

On the following page is a map indicating the six Tax Increment Financing Districts that fall within the City of Chicago and industrial sites located in the southwester portion of the City. These investments are part of an overall effort to revitalize redevelopment in the vicinity of Midway Airport. Recent transportation investments by the public sector for Midway Airport, the redevelopment effort, and the Acess Extension of the Chicago Expressway are all part of the Plan and Project.

FORWARD
By Study included as Attachment One of the Appendix

Attachment Two of the Appendix contains an assessment of the existing land use and land uses located within the area. This report includes a map of the area and a detailed description of the existing land uses located within the area. The report also includes a map of the area and a detailed description of the existing land uses located within the area.

B. Existing Conditions

A boundary map of the area is included in Attachment Two of the Appendix. This map shows the boundaries of the area and includes exhibit B drawings and exhibit C drawings. The map also includes a detailed description of the existing land uses located within the area. The report includes a map of the area and a detailed description of the existing land uses located within the area.

A. Area Location

Executive Summary

Section 1 - Introduction and Development Plan and Project

Midway Industrial Corridor Project

City of Chicago
The area is characterized by the following conditions:

1. The predominant种族 (79%) of structures that are 35 years of age or older.

2. Depreciation (77%) of structures or the improvement, and
3. Depreciation of physical maintenance (69%) of structures or site improvements.

The negative image of the area, location's (particularly along Chicago Avenue the blighting factors present a serious concern for the overall area and adjoining properties. In some commercial areas, negative influence on the overall area and adjoining properties visible and evident. Issues and land uses exist in several location and negative location factors. Delays in public streets and sidewalks, and depreciation of public infrastructure (parks) are 35 years of age or older. Depreciation of structural conditions evident by decreto.

The Appendices were eight percent (78%) of the buildings are shown on Exhibit Map included in Attachment Two of the Existing Zoning Map. There are areas west of the area, core areas and a pocket of residential along the northern and along several small pockets of commercial zoning designations along Archer Avenue. Future from the proximity is and impact from the industrial uses that surround residential areas exhibit numerous conservation area factors resulting in the City of Chicago redevelopment plan and projects.
The Plan represents an opportunity for the City to implement a Program to improve the area. The Plan identifies the activities, sources of funding and procedures to implement the Plan. The Plan is to correct these problems and address new problems developed in the Plan area. The Plan also identifies a conservation area and a conservation area under the Plan. The Plan documents the qualifications of the Plan developer referred to as the "Plan". The Plan is to implement the Plan, including the Plan Implementation Plan. The Plan also identifies a redevelopment project area and a redevelopment plan. The Plan is to implement the Plan, including the Plan Implementation Plan. The Plan is to implement the Plan, including the Plan Implementation Plan.
City of Chicago
Redevelopment Plan and Project
Midway Industrial Corridor TPP

In implementing this Plan, the City is acting to facilitate the revitalization of the targeted area, including the active use of underutilized properties. This Plan is intended to build on the current operations of Aerocenter and also utilize vacant sites on existing uses to produce greater industrial demand.

Improving public facilities located near the area, industrial uses will be encouraged to develop within. New uses will be sought for vacant sites. In some instances, transformation of vacant industrial sites into uses in the area and new industrial locations near the area. Industrial uses will be encouraged to concentrate as a series of commercial or manufacturing uses that provide services to the area.

This Plan creates a mechanism to revitalization the area by improving the area by improvements to the area.

- Develop new commercial and industrial buildings on underutilized property and vacant properties in the area.
- Expand the tax base through reuse and rehabilitation of commercial and industrial properties.
- Retain the employment base and provide new employment opportunities.
- Support the tax base of the area.

City of Chicago
Redevelopment Plan and Project
Midway Industrial Corridor TPP

This Plan creates a mechanism to facilitate new development and a place to do business. The process is intended to use TPP to address needs in the area and the conditions that qualify the area as a conservation area.

- Establish a program of phased public improvements to help retain and invest in the area.
- Develop new commercial and industrial buildings on underutilized property and vacant properties in the area.
C. Summary & Conclusions

The activities listed in Table 2.6 for Estimated Redevelopment Project Costs. The total estimated cost for the anticipated activities and associated costs are shown on Table 2.6.

Planning Studies.

Environmental Remediation and

Market Test and Promotion

Site Clean-up and Preparation

Private Developer Assistance

The anticipated costs for improvements:

- Property Rehabilitation and Improvements to Various Existing Properties

Utility Work

and at Grade Rail Crossings

Transportation Improvements (including Improvements to Viaduct

Street, Alley and Sidewalk Reconstruction

Property Assembly

The projects anticipated for the area may include, but are not limited to:

F. Redevelopment Plan and Project Activities and Costs

Initiatives for industrial and industrial uses that can benefit from airport and highway proximity and the expressway's location provide unique opportunities to attract companies. The Plan is also intended to build upon the area's proximity to Highway 90. The City recognizes that the area's proximity to industrial and industrial uses that can benefit from airport and highway proximity and the expressway's location provide unique opportunities to attract companies.

City of Chicago

Midway Industrial Corridor TIF

10-11-69
The study and survey of the area indicate that the requirements necessary to be developed without the adoption of the Plan, investment by private enterprise, and would not reasonably be anticipated by the consultant hereinafter referred to as the Appendices are contained in the Feasibility Study (ii) and the supporting documentation contained in the Feasibility Study (iii) which are compiled under the terms of the definitions in the Act. The Plan to designate the improved portion of the area as a conservation area and to designate the area as a blank area are present. Therefore, the Plan will comply with the Act.

The study and survey of the area indicate that the requirements necessary to be developed without the adoption of the Plan, and (ii) the fact that the consultant compiled the necessary information so that the Plan and the related Study in proceeding with the designation of the area and the would rely on the findings and conclusions of the Plan and the related Study with the understanding that the only area under the Act (defined herein). The consultant has prepared this Plan.
Attachment Fours of the Appendix.

Area are provided as 1998 Estimated EIA, by Tax Parcel included as
numbers and the 1998 Equalized assessed value for all properties in the

Appendix. A listing of the permanent index
touches are described in the Legal Description of the area included as A-

TFR. Area included in Attachment Two of the Appendix, and the bound-
ary map of

The boundaries of the area are shown on Exhibit A, Boundary Map of

The Plan.

neatly 354 acres of land, the statutory minimum of 1.5 acres is exceeded.

underwritten as a part of the Plan. Since the boundaries of the area include

property and improvements substantially benefited by the activities to be

The boundaries of the area include only those contiguous parcels of real

PROJECT BOUNDARY

SECTION II - LEGAL DESCRIPTION AND

City of Chicago

Midway Industrial Corridor TIF
Tax increment financing does not generate new revenues by increasing tax revenue. It enhances redevelopment project costs, a municipality may issue obligation any part of any combination of the following:

- Any other taxes or surcharges, except that the municipality may:
  - a mortgage on part or all of the redevelopment project; or
  - the full faith and credit of the municipality;
  - taxes levied and collected on any or all property in the municipality;
  - net revenues of all or part of any redevelopment project;

The current tax rate, which results in incremental property taxes, a decrease in the current tax rate of 0.4% of the assessed value of the property, and an increase in the assessed value of the property based on the increment in the assessment of the property, is then multiplied by the current tax rate and adjusted for the property tax and other property taxes levied by the municipality. The resulting amount is called the "incremental property tax," and it is the amount that the municipality will receive as a result of the implementation of the redevelopment plan.

In January 1977, TIF was made possible by the Illinois General Assembly through the passage of the "Tax Increment Allocation Redevelopment Act."
an area must qualify generally either as

development project area qualifies for designation. With certain exceptions,

these requirements is that the municiplality must demonstrate that a tax-

municipality can proceed with implementing a redevelopment plan. One of

test, the act specifies certain requirements that must be met before a

to ensure that the exercise of these powers is proper and in the public in-

mores of the public

ions which lead to blight, are detrimental to the safety, health, welfare and

These findings were made on the basis that the presence of blight, or condi-

sent to the public interest and welfare.

of conservation areas by redevelopment projects are es-

2. That the eradication of blighted areas and the treatment and im-

1. That there exists in many municiplalties within the State blighted

The Illinois General Assembly made various findings in adopting the act:

permitted by the Act.

rehabilitation, interest subsidies, construction of public infrastructure, etc. As

development project costs such as land acquisition, site clearance, building

revenue. The increase of "income" can be used to enhance "re-

increase the B.A.V. of the property and, thus, generate increased real prop-

redevelopment project that occurs in a designated redevelopment project area will

redevelopment project area.

thereby to enhance the tax base of the taxing district or city in question. The

and redevelopment project area for utilization of such increased tax base of

redevelopment area or conservation area, the term "plan" means the comprehen-

planning of both blighted areas and conservation areas, or a com-

park conservation area of a blighted area or a conservation area, or a con-

there exist conditions which cause the area to be classified as an industrial

before by the municiplality, which is not less than the aggregate than 1-1/2

1/2 sections of a redevelopment plan. The term "area" means an area de
dications and not used for public and private development project in accordance of the ob-

municipality. ("project")

planning and projects.

costs and obligations are paid.

benefit from the increased property tax base after redevelopment project
The City may, from time to time: (1) undertake activities to be undertaken to accomplish the City's above-stated Goal. Our Plan sets forth the overall Project which are those Public and Private

3. Accomplishes objectives within a reasonable and defensible period so

that the Phasing factors are eliminated, and

2. Occurs on a reasonable, comprehensive and integrated basis to en-

and standards; and
designed to functionally integrate and meet present-day principles

I. Occurs on a coordinated rather than piecemeal basis to ensure that

rehabilitation and new development on a comprehensive and planned basis to ensure that private investment in

through implementation of this Plan is that the entire area be realized

order to stimulate private investment in the area. The goal of the City,

and is intended to effect improvements and activities within the area in

This Plan has been formulated in accordance with the provisions of the Act

use of TIF.

As evidenced herein, the area as a whole has not been subject to growth

Corridor Tax Increment Financing Redevelopment Project Area

H. The Redevelopment Plan and Project for the Midway Industrial

lors (1988) were used in this regard in preparing this Plan. The definitions and explanations of exime and Conservation Area.

The Act currently does not offer detailed definitions of the Phasing factors

a combination of both platted areas and conservation areas within

a conservation area: or

a platted area (both "improved" and "vacant" or a combination of

City of Chicago
industries and accommodate desired new development.

The construction of an improved system of roadways, utilities and other infrastructure which better serve existing businesses and industries, and accommodate opportunities for residents of the City.

An increase in construction and existing buildings.

An increased sales tax base resulting from new and existing development.

An increased property tax base arising from new commercial and industrial.

Successful implementation of this Plan requires that the City utilize its potential jurisdiction over the area. The increased property taxes will permit the City to directly improve the area and coordinate public improvements and activities to stimulate private development. The use of incremental property taxes will permit the City to direct, improve the area by the development of the area by the private sector.

Appendix A: The Redevelopment Plan and Project

This plan specifically describes the area and summarizes the factors which

Promote:\n
B. Identify the "Concentration Area" and the vacant portion of the area.

C. The "Concentration Area" is an area of several parcels (collectively referred to as "redeveloped") that may be developed for commercial or industrial use.
B. Redevelopment Objectives

7. Enhance residential from within the area as well as adjacent neighborhoods.

6. Create new job opportunities within the area.

5. Improve the appearance of the commercial and industrial properties within the area.

4. Attract new business and industrial development within the area.

3. Retain sound and viable businesses and industries within the area.

2. Stabilize and enhance the real estate and sales tax base of the City.

1. Improve the quality of life within the City by revitalizing the area.

These goals provide the overall focus and direction of this Plan.

A. General Goals for Midway Industrial Corridor Redevelopment

The area as noted in this section, these goals, various goals and objectives have been established for the area, the city by the ACT and to address area problems and needs. To address the area boundaries have been established to maximize the development.

Consultant

Where expressed at neighborhood meetings and held information by the City of Chicago, various neighborhood groups, community information regarding the needs of the area and proposals for the future.
recognize the need for institutional, park, green space and retail.

-rehabilitation of commercial and industrial uses.

The area.

I. Land Use

- a coordinated development pattern and create an attractive and quality image.

II. Guidelines are intended to help attract desirable new businesses, foster

II. Land Use

and investment throughout the area.

III. The City in directing and coordinating public and private improvement

IV. Listed below are specific development and design objectives which will as-

C. Development and Design Objectives

1. Maximize the existing transportation network of the area and ensure

2. Provide opportunities for women-owned and minority-owned busi-

3. Provide public improvements and facilities in relationship to pro-

4. Facilitate business retention, rehabilitation and new develop-

5. Assist in the establishment of job training, job readiness and welfare

6. Provide opportunities for women-owned and minority-owned busi-

7. Enhance the area's identity for the area.

8. Develop that the area is served by a street system and public transportation


10. Reduce or eliminate those conditions that adversely affect the improved par-

II. The Eligibility Study (see Appendix One of the Appendix)

III. These conditions are described in detail in

IV. The area as a "planned area." These conditions are described in detail in

V. The area as a "conservation area" and the vacant land of the

- the area as land use and zoning patterns.
- the area as a "planned area." These conditions are described in detail in
- the area as a "conservation area" and the vacant land of the

City of Chicago

Environmental Study Plan and Projects
Widewa Industrial Corridor TP
2. Promote shared parking.
   - Provide for shared parking associated with Midway Airport, not infringing on surrounding residential neighborhoods.

   2.1. Building and Site Development
   - Use existing buildings in serviceable condition for new business, commercial or industrial uses.
   - Encourage secure parking, offices and support facilities that can be shared by multiple businesses and industries.

   2.2. Transportation and Infrastructure
   - Encourage consistent decorative elements around the perimeter of industrial sites and commercial buildings.
   - Encourage screening around parking and maintenance facilities associated with airport activity.
   - Provide safe and convenient access to the area for trucks, autos and public transportation.
   - Promote new developments that take advantage of existing access to the City's mass transit network.

   3. Improve streets, sidewalks, curbs, and traffic signalization.
   - Promote well-defined, safe pedestrian connections within the area, and between the area and nearby destinations.
   - Upgrade the CFC corridor.

   4. Improve or repair substandard viaducts and upgrade at-grade road intersections where possible.
To achieve a high level of security...

Ensuring that all open spaces are designed and landscaped and lighted...

Including courtyards, outdoor eating areas, recreational areas, etc.

Promote the development of shared open spaces within the area...

City of Chicago Landscape Ordinance...

Ensure that landscaping and design materials comply with the...
Area's acreage is provided on the following page.

The area consists of 76 (full and partial) city blocks, 134 buildings and 376 parcels covering approximately 34 acres. The land use breakdown of the area is as follows:

Section V - Basis for Eligibility

A. Introduction

The boundaries of the area are described in the Legal Description in the Appendix.

B. Existing Land Use Assessment

The boundaries of the area are described in the Legal Description in the Appendix.

The area is located twelve miles southwest of downtown Chicago. The area is located between the Stevenson Expressway (I-55) and the Chicago Avenue overpass. South of the Stevenson Expressway, the boundary generally parallels two belt railways: the Chicago, North Western, and the North Western.

Section IV - Findings

A. Introduction

The boundaries of the area are described in the Legal Description in the Appendix.
Depotation of Physical Maintainence

Floors in need of replacement or building frames in need of realignment.

Boards and panels missing or in need of replacement, deteriorated, brittle, and discolored. Materials, cracks in masonry construction, broken window, loose gutters, and missing columns observed in the area. Approximately 89% of buildings.

Depreciation of Physical Maintainence

Floors in need of replacement or building frames in need of realignment.

Boards and panels missing or in need of replacement, deteriorated, brittle, and discolored. Materials, cracks in masonry construction, broken window, loose gutters, and missing columns observed in the area. Approximately 89% of buildings.

Obsolescence

Provisions for on-site parking.

Seventy-five percent of buildings in need of improvements exhibited evidence of obsolescence.

Obsolescence

Provisions for on-site parking.

Seventy-five percent of buildings in need of improvements exhibited evidence of obsolescence.

<table>
<thead>
<tr>
<th>Percent of Land Area</th>
<th>Percent of N/A</th>
<th>2.3%</th>
<th>11.5%</th>
<th>7.8%</th>
<th>1.7%</th>
<th>1.1%</th>
<th>0.1%</th>
<th>0.9%</th>
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<td>Public Right-of-Way</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Industrial</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Commercial</td>
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<td></td>
<td></td>
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<tr>
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<td></td>
<td></td>
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Net land area exclusive of public right-of-way:

City of Chicago

Redevelopment Plan and Projects

Widtman Industrial Corridor LP
was $39.5 million. In 1996, the E.A. of the area was $48.7 million.
that the six-year period. In 1996, the E.A. of the area and the area's population, which represents a gain of $0.9 billion (annual
development project area increased from $3.1 billion to $4.0 billion in 1996.

Township, the township that includes the Midway Industrial Corridor Re-

From 1993 through 1996, the Burlington assessed value (E.A. V.) of Lake

The factors that cause the area to qualify as a redevelopment area are:

the factors identified in Exhibit 1, which is included in Exhibit 2, are:

2. Exhibit 1, Enterprise Zone Map included in Exhibit 2

Also, exhibit 1, Entrepreneur Zone Map includes:

2. Exhibit 1, Enterprise Zone Map included in Exhibit 2

The City is considering developing this plan in an attempt to attract new

The City is currently developing this plan in an attempt to attract new

with area businesses andMA, which is considered to be a major facility.

are needed to replace or update the current public infrastructure.

places need to be replaced or updated. Several streets are in need of
corridors and are not in good condition.

A large portion of the area is subject to growth and development constraints.

The area is subject to growth and development constraints and is not in the

and the E.A. by the city's transportation planning and economic development.

the requirements of commerce.

through investment by private enterprise on a level consistent with other

The area on the whole has not been subject to growth and development

City of Chicago

Redevelopment Plan and Project

Midway Industrial Corridor TP
Further under the appearance of the area as a gateway to Chicago, these conditions have contributed to the decline of adjacent properties and the necessity to assemble multiple parcels in the area around the property. The presence of obstructed sites, poor access, the presence of industrial and commercial uses, and the need to redevelop these sites quickly under our current and future urban development plans. The likelihood of these sites becoming part of the area's economic engine is significant."
use (Archer Park) is located in the eastern portion of the area. The rail lines that border the area near Archer Avenue. One institutional
Commercial uses are concentrated along Archer Avenue adjacent to one of

The residential pocket located in the northern portion of the area is 92%

of the net land area (is industrial)

Table One

<table>
<thead>
<tr>
<th>N/A</th>
<th>%</th>
<th>100.0%</th>
<th>22.3</th>
<th>86.6</th>
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<tr>
<td>N/A</td>
<td>%</td>
<td>100.0%</td>
<td>77.7</td>
<td>61.6</td>
<td>Subtotal - Net Area</td>
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<tr>
<td>11.5</td>
<td>0</td>
<td>9</td>
<td>34</td>
<td>11.5</td>
<td>Vacant/Undeveloped</td>
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<tr>
<td>5.2</td>
<td>0</td>
<td>4</td>
<td>12.5</td>
<td>5.2</td>
<td>Institutional</td>
</tr>
<tr>
<td>53.3</td>
<td>60.9</td>
<td>223.9</td>
<td>233.9</td>
<td>Industrial</td>
<td></td>
</tr>
<tr>
<td>2.8</td>
<td>2</td>
<td>1</td>
<td>2.2</td>
<td>2.8</td>
<td>Commercial</td>
</tr>
<tr>
<td>2.2</td>
<td>1.7</td>
<td>5</td>
<td>17.5</td>
<td>Residential</td>
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Land Use

<table>
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<tr>
<th>Land Use</th>
<th>Land Area % of Net Land Area</th>
<th>Gross Area % of Cross Area</th>
<th>Land Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Right-of-Way</td>
<td></td>
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</tbody>
</table>
4. On-site field inspection of the proposed area conditions by expert utilties, etc.

3. Inspection and research as to the condition of local building, streets,

2. Aerial photographs, street, block, sheet, etc. were utilized.

1. Questions with local individuals knowledgeable of area conditions and

sources below:

the field surveys. The data includes information as assembled from the
meets of the actual, various methods of research were utilized in addition to
In determining whether the proposed area meets the eligibility require-

D. Investigation and Analysis of Conservation Area

 Albania and Protection of Conservation Area

or alley.

separating residential and commercial/industrial uses is often a local street
that uses are in close proximity to industries and businesses. The boundary
(see Exhibit D, Generalized Existing Zoning Map included in Appendix)

The majority of property within the area is zoned in industrial categories.

mixed-use buildings should be encouraged.

of the second of which have uses. Maximum use and occupancy of these
The focus on ground floor uses is not intended to minimize the importance
high rates of occupancy even if the first floor commercial use or vacant.
the building. In the majority of these instances, upper floor experience
rooms above the shop and maximize the corner income potential of
could both be above this shop and maximize the businesses on the upper floors.

The land use survey and map focus on the use at street level. It should be
I. Diphosphation

... must exist for an area to qualify as a conservation area under the Act...

Conservation Area: A combination of three or more of the following factors...

1. Study included in the Appendix defines all of the terms and the method.
2. The facts exhibited by the consultant in arriving at the conclusions as to eligibility.
3. The act currently does not define the specific terms, thus, the consultant has defined the terms as meaningful.

Factors must be met:

4. For each street to be declared as "blighted area" additional criteria and public safety, health, morals of welfare, and may become a blighted area.
5. Although the area is not yet a blighted area, it is determined to be such, and a combination of 3 or more of the 14 factors must be found to exist in order to make the determination of eligibility. The area currently sees for 14 separate factors that are to be used to determine eligibility.
6. The determination of eligibility is not required that each and every property or building in the area qualify. It is the area as a whole.

In making the determination of eligibility, it is not required that each and every health, welfare, and morals of the public.

C. These findings are made on the basis that the presence of blight is an indication which lead to blight, is determined to the safety.

1. These findings are made on the basis that the presence of blight is an indication which lead to blight, is determined to the safety.
2. The eradication of blighted areas within the meaning of the Act.
3. The eradication of blighted areas within the meaning of the Act.
4. In many Illinois municipalities areas that are conservation or general assembly in establishing the Act. These are...

6. Adherence to basic findings of need as established by the Illinois Urban Development Plan and Project.

Midway Industrial Corridor Plan

City of Chicago
4. The area consists of a combination of 2 or more of the following factors:

- Lack of community planning
- Depreciation of physical maintenance
- Decreased land use or below
- Excessive land coverage
- Indebtedness utilities
- Overcrowding of structures and community facilities
- Excessive vacancies
- Abandonment
- Presence of structures below minimum code standards
- Increased use of individual structures
- Decrease
- Obsolescence

Table 1.2, Conservation Area Factors Matrix, provided on the following page.

The following are various provisions that permit vacant ar-

areas to qualify as blighted.

Blighted area, the following are various provisions that permit vacant ar-

The area immediately prior to becoming vacant qualified as a

The area adjacent to the vacant land, or

The area consists of unused rail yards, rail tracks or railroad rights.-

Table 1.2, Conservation Area Factors Matrix, provided on the following page.

City of Chicago

10.11.99

1. Redevelopment Plan and Project

Midway Industrial Corridor TIP
### Conservation Area Factors Matrix

**Midway Industrial Corridor Redevelopment Project Area**

**Table Two**

<table>
<thead>
<tr>
<th>Factor</th>
<th>Total</th>
<th>10%</th>
<th>20%</th>
<th>30%</th>
<th>40%</th>
<th>50%</th>
<th>60%</th>
<th>70%</th>
<th>80%</th>
<th>90%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Factor 1</td>
<td></td>
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<td>Factor 2</td>
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<td>Factor 3</td>
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<td>Factor 4</td>
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<td>Factor 5</td>
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<td>Factor 6</td>
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</tr>
</tbody>
</table>

*Note: Additional columns for 70%, 80%, 90%*
Appendix and summarized in the discussion below. In the Appendix D, exhibits, the vacant parcels are illustrated on the Exhibit D, Exhibit E. Further discussion of the relevant eligibility considerations for the vacant parcels included in the exhibit D is included in the exhibit E.

Further discussion of the relevant eligibility considerations for the vacant parcels included in the exhibit D is included in the exhibit E.

The vacant parcels are illustrated on the Exhibit D, Exhibit E. Given the deterioration of existing structures on the vacant parcels, the vacant parcels are under multiple ownerships, adjacent vacant parcels have been identified in the area.

In addition, several of the sites identified are blighted. It is evident from approximately 27.6 acres of 7% of the gross land area (1.9% of the net land area) within the area was identified as blighted. It is evident from approximately 27.6 acres of 7% of the gross land area (1.9% of the net land area) within the area was identified as blighted.

The area is not less than 50 nor more than 100 acres. The area consists of an unneeded disposal site, containing earth, soil, and vegetation debris of similar material which were removed from the site. The area is not less than 50 nor more than 100 acres.

The area is not less than 50 nor more than 100 acres. The area is not less than 50 nor more than 100 acres. The area is not less than 50 nor more than 100 acres.
In addition to the presence of multiple conservation area and buffered area

area similar because of proximity to an area that exhibits Philippine factors.

area size is not importantly found in quality as a conservation or buffered

area especially. Secondly, the distribution of conservation area and buffered

necessary. Second, the distribution of conservation area and buffered

designs and the area that cause it to qualify. This evaluation

the area a conservation area and a buffered area set aside in

tion of the area as a conservation area and a buffered area documented in this report warrant the decision.

The conclusion of the consultant is that the number, degree and distri-

cluded in Attachment 2 of the Appendix.

uses to attract private investment (see Exhibit F, Enterprise Zone Map)
can meet needs of the area and reinforces the need for public financial in-

iting conditions in the area. This designation also recognizes the sig-

State of Illinois Enterprise Zone 2 as a further response to deter-

The City and the State have designated a portion (36.5%) of the area as

able for more than 12 months.

Many of these properties appear to have been again

cess of 28,000 square feet of vacant floor space and approximately 34.5

vestment and little interest in the area by the private market. There is in

are further evidence of declining conditions in the area, lack of presence in-

Vacant industrial buildings, vacant commercial structures and vacant land

opportunities areas.

the area to qualify consistent with the strategy of the City in other regard.

cludes measures designed to reduce or eliminate the deficiencies that cause

area and vacant area are summarized in this section. The Plan in-

act the highest priority actions that were determined to exist in the improved

were the highest priority actions of the area qualify as a "conservation area" under the

It was determined in the investigation and analysis of conditions in the

Summary of Findings/Area Qualification
## 1. Improved Land Statutory Factors

<table>
<thead>
<tr>
<th>ELIGIBILITY FACTOR</th>
<th>EXISTING IN AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Age²</td>
</tr>
<tr>
<td>1 Dilapidation</td>
<td>78% of buildings are or exceed 35 years of age.</td>
</tr>
<tr>
<td>2 Obsolescence</td>
<td>Present</td>
</tr>
<tr>
<td>3 Deterioration</td>
<td>Major Extent</td>
</tr>
<tr>
<td>4 Illegal use of individual structures</td>
<td>Minor Extent</td>
</tr>
<tr>
<td>5 Presence of structures below minimum code standards</td>
<td>Minor Extent</td>
</tr>
<tr>
<td>6 Abandonment</td>
<td>Not Present</td>
</tr>
<tr>
<td>7 Excessive vacancies</td>
<td>Not Present</td>
</tr>
<tr>
<td>8 Overcrowding of structures and community facilities</td>
<td>Not Present</td>
</tr>
<tr>
<td>9 Lack of ventilation, light or sanitary facilities</td>
<td>Not Present</td>
</tr>
<tr>
<td>10 Inadequate utilities</td>
<td>Not Present</td>
</tr>
<tr>
<td>11 Excessive land use or layout</td>
<td>Minor Extent</td>
</tr>
<tr>
<td>12 Inadequate utilities</td>
<td>Not Present</td>
</tr>
<tr>
<td>13 Depreciation of physical maintenance</td>
<td>Major Extent</td>
</tr>
<tr>
<td>14 Lack of community planning</td>
<td>Minor Extent</td>
</tr>
</tbody>
</table>

### Notes:
- Only three factors are required by the Act for eligibility. Eleven factors are present in the Area. Three factors were found to exist to a major extent and eight were found to exist to a minor extent.
- Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.
- Associated with storm drainage along public streets.
Area judged pursuant to statutory requirements. Only one factor is required by the act.

<table>
<thead>
<tr>
<th>Note:</th>
<th>7% or vacant, area is not less than 50 nor more than 100 acres and</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Of stone, building debris, etc.</td>
</tr>
<tr>
<td>6</td>
<td>Area consists of unused disposed site containing earth.</td>
</tr>
<tr>
<td>5</td>
<td>Area proper to designation is subject to chronic flooding.</td>
</tr>
<tr>
<td>4</td>
<td>Vor road right-of-way (Present), area consists of unused rail yards, rail tracks or real.</td>
</tr>
<tr>
<td>3</td>
<td>Area consists of unused quarter or quarter.</td>
</tr>
<tr>
<td>2</td>
<td>Vor a blighted improved area, area immediately prior to becoming vacant qualified as</td>
</tr>
<tr>
<td>1</td>
<td>Vor surrounding areas adjacent to the vacant land (Pre拉丁文).</td>
</tr>
</tbody>
</table>

**Eligibility Factor**

**Vacant/Unimproved Land-Statutory Factors**

City of Chicago

Redevelopment Plan and Project

Midway Industrial Corridor TIF
Therefore, the Area is qualified as both a conservation area and vacant blighted area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act (see full text of Attachment One, Eligibility Study included in the Appendix).
and institutional uses are included where appropriate.

In addition, provisions for other uses, including residential, open space, public
streetscape and infrastructure, redevelopment of small-scale industrial
uses of the area should be revitalized through improvement of the existing
or renewed industrial uses is anticipated. The industrial commercial mix-
new industrial developments on vacant land is proposed. In several loca-
in the industrial sections of the area, improvements to infrastructure and

For those properties in conformance of the Generalized Land Use Plan,
may be permitted to exist. However, TIF assistance will only be provided
the area. Distinct land uses that are not consistent with these categories
use as a criterion and serves alternative land use that apply to each block in
this plan. This land use plan is a Generalized Plan in that it outlines land

Appendix

Generalized Land Use Plan included in Attachment Two of the AP-

The Generalized Land use Plan for the area is presented on Exhibit C,

B. Generalized Land Use Plan

ment project area.

based of the existing districts which extend into the redevelop-

few park conservation areas. and thereby to enhance the lac-

area, or combination thereof or "indus-

of which qualified the redeveloped project area as a "eligible

project costs to reduce or eliminate those conditions the existence

the comprehensive program of the municipality for development

A. Introduction

AND PROJECT

SECTION VI - REDEVELOPMENT PLAN

City of Chicago

Midway Industrial Corridor TIF

Redevelopment Plan and Project

10-11-99

PGAV Urban Consulting

Revised as of January 7, 2000, Revised August 17, 2000

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A. Introduction

AND PROJECT

SECTION VI - REDEVELOPMENT PLAN

City of Chicago

Midway Industrial Corridor TIF

Redevelopment Plan and Project

10-11-99

PGAV Urban Consulting

Revised as of January 7, 2000, Revised August 17, 2000
the revitalization of this highly visible gateway to the Midway Industrial
The generalized land use plan in this sub-area is intended to provide for
intertwined of the generalized land use plan in this sub-area is intended to provide for
founded on the inability of the residential uses in this sub-area. The
and strip roads and the de-emphasis of their operations have been
and strip roads and the de-emphasis of their operations have been
are located in this sub-area as well as many vacant lots. The pressure of the
northeast portion of this sub-area with residential uses predominant in the
industrial and residential uses. Industrial uses are predominant in the
northeast portion of this sub-area with residential uses predominant in the
area east of Cicero Avenue north of 47th Street is currently a mixture of

Cicero/Stevenson

Included in the Appendix Two of the Appendix:
within the area is identified on Exhibit C, Generalized Land Use Plan
suggested to be applied in these areas. The proposed land uses for all land
suggested to be applied in these areas. The proposed land uses for all land

The following discussions identify the generalized land use plan for this area. The
remain until such time that they are no longer viable for their current use.
remain until such time that they are no longer viable for their current use.
may be desirable. It should be clearly noted that existing uses should
inclusion. The transportation from residential uses to commercial or industrial
inclusion. The transportation from residential uses to commercial or industrial
lighter to accommodate the existing uses. The transportation from residential uses to commercial or industrial
lighter to accommodate the existing uses. The transportation from residential uses to commercial or industrial

These seven categories, and their location on Exhibit C, Generalized Land
are used to plan the location of the area. It is not the intent of
the area. It is not the intent of
the area. It is not the intent of

Within the area:

The generalized land use plan identifies seven (7) land use categories
which exist as transitional business and industrial opportunities that will en-
place as transitional business and industrial opportunities that will en-
place as transitional business and industrial opportunities that will en-

The generalized land use plan is focused on maintaining and enhancing

Redevelopment Plan and Projects

Midway Industrial Corridor TPP
Public Redevelopment Projects:

I. Private Redevelopment Projects:

Implement the Plan may include the following:

1. Rebuilding of existing properites including adaptive reuse of certain

C. Redevelopment Projects:

Scale commercial development is anticipated.

Redevelopment in the form of renewed streetscapes that enhance small-

The property adjacent to the major transportation route as commercial

of the surrounding neighborhoods. The Generalized Land Use Plan includes

Another Avenue containing numerous commercial uses that serve the residents

Midway Airport:

Midway Airport contains a number of facilities associated with the Midway Airport.

Airport. The Generalized Land Use Plan calls for the continued use of the

the 141 acres. Rental car facilities, fixed-base operators (asociated with the

The southern portion of the area is dominated by ancillary facilities (park-

Midway Airport Business

Industrial uses that take advantage of the proximity to the Stevenson Ex-

Corridor through transformation of the existing uses to new commercial or
in the nature of the Plan may be authorized by the City Council does not constitute a change by the City Council of the City's acquisition of such real property and authority of the City and/or any successor commission or agency to acquire such real property by virtue of a resolution of the City Council or adoption of a plan recommending such acquisition. The City will follow the customary procedure of notifying the owner of the real property and obtaining the consent of the owner to the acquisition. The City may acquire real property by eminent domain or condemnation if necessary to secure a parcels to be acquired by the City in connection with the Plan. The City may acquire property for public or private purposes as may be provided by the City and permitted by the Act.

3. Property Assembly.

Property Assembly in accordance with the Plan may be undertaken and assembled property through the Plan. The City may acquire property for public or private purposes as may be provided by the City and permitted by the Act.

Midway Industrial Corridor TIF

CITY OF CHICAGO

Revised as of January 7, 2000, Revised August 17, 2000

PAGE 34

65-11-02

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Revised date of January 7, 2000, Revised August 17, 2000

Revised page 1 of 1

MIDWAY INDUSTRIAL CORRIDOR

The City may demolish improvements, remove and grade soils and property described on Exhibit C-1, and acquisition map for properties described in accordance with the acquisition plan. The City may (a) acquire any historic structure; (b) demolish any non-historic National Register of Historic Places; (c) demolish any non-historic National Landmark of State Landmark or any structure, etc.; (d) acquire any existing property, etc.; and (e) incorporate any historic structure or building into a development on the subject property or adjacent property, etc.

The City may not demolish improvements, remove and grade soils and property described on Exhibit C-1, and acquisition map for properties described in accordance with the acquisition plan. The City may (a) acquire any historic structure; (b) demolish any non-historic National Register of Historic Places; (c) demolish any non-historic National Landmark of State Landmark or any structure, etc.; (d) acquire any existing property, etc.; and (e) incorporate any historic structure or building into a development on the subject property or adjacent property, etc.

Redevelopment Plan

The estimated costs associated with the development reclamation projects, some of the costs and budgeted in Table 4, Estimated Redevelopment Project Costs, are shown on the next page. These are projects that are necessary to carry out proposed in Table 4, Estimated Redevelopment Project Costs.

The City may demolish improvements, remove and grade soils and property described on Exhibit C-1, and acquisition map for properties described in accordance with the acquisition plan. The City may (a) acquire any historic structure; (b) demolish any non-historic National Register of Historic Places; (c) demolish any non-historic National Landmark of State Landmark or any structure, etc.; (d) acquire any existing property, etc.; and (e) incorporate any historic structure or building into a development on the subject property or adjacent property, etc.

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### TABLE THREE

<table>
<thead>
<tr>
<th>Activity</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Planning, Legal, Professional Services, Administrative</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>2. Property Assembly, Site Clearance, Clean-Up, Site Preparation &amp; Environmental Remediation</td>
<td>$12,000,000</td>
</tr>
<tr>
<td>3. Rehabilitation Costs &amp; New Construction</td>
<td>$23,500,000</td>
</tr>
<tr>
<td>4. Public Works or Improvements</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>5. Job Training, Welfare to Work &amp; Day Care</td>
<td>$6,500,000</td>
</tr>
<tr>
<td>6. Taxing Districts' Capital Costs</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>7. Relocation Costs</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>8. Interest Subsidy</td>
<td>$6,000,000</td>
</tr>
</tbody>
</table>

**Total Redevelopment Project Costs**

| $65,000,000 |

---

1 Further descriptions of costs are provided in Section VII of this Plan. Certain costs contained in this table will be eligible costs as of November 1, 1999 pursuant to an amendment to the Act.

In addition to the above-stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations, including underwriting expenses, legal costs, and brokerage fees. Adjustments to the estimated line item costs above are expected and may be made by the City without amendment to the Plan. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental revenues as it is considered for inclusion in the Plan. The total and may be reduced by the City. The City may incur Redevelopment Project Costs which are paid from the funds of the City other than incremental taxes. In no instance, however, will such additions or adjustments result in any increase in the total redevelopment costs without further amendment to this Redevelopment Plan.
Chicago Community College District No. 096. The district is a unit of the
Metropolitan Water Reclamation District of Greater Chicago. This dis-
strict provides the main trunk lines for the collection of wastewater
for the education, pleasure and recreation of the public.

The Forest Preserve District is responsible for acquisition, reser-
mation, acquisition, restoration and management of lands for the
maintenance of County playgrounds, the provision of public health
services, and the protection of persons and property, the provision of public health
services, and the protection of persons and property, for the protection
of persons and property, for the protection

The following major taxing districts presently levy taxes against properties
located within the area:
The

In 1994, the act was amended to require an assessment of any financial
D. Assessment of Financial Impact on Taxing Districts
able housing requirements.

The general principles set forth in this Plan and which may include:

The City also reserves the right to under-

The City also reserves the right to under-

The City proposes to achieve its redevelopment goals and objectives for the
Midway Industrial Corridor TIF

City of Chicago

Revised as of January 7, 2000. Revised August 17, 2000
10-11-00

City of Chicago

Revised as of January 7, 2000. Revised August 17, 2000
10-11-00
The City finds that the financial impact on taxing districts of the City is minimal.

Offsetting effect.

The extent of the land use changes discussed previously is not likely to re-

place all or expanded commercial uses and therefore will have an

In addition, in some cases, existing residential uses may be

suitable in significant new service demands on the City and other taxing dis-

In the area and adjacent neighborhoods.

Branches are located near the area that provide library services for re-


City of Chicago Library Fund. The Chicago Library District operates

services: building, housing and zoning codes, etc.

provisions and maintenance; water supply and distribution; sanitation

of municipal services, including police and fire protection; capital im-

City of Chicago. The City is responsible for the provision of a wide range

Education

of the Board of

Chicago School Finance Authority. The Authority was created in 1975

Appendix.

Located on Exhibit A is a Boundary Map of the area included in Ac-

Area. This part is well as other parts near the area are

City and for the provision of recreation programs. Another Park is

maintenance and operation of park and recreation facilities throughout

Chicago Park District. The Park District is responsible for the provision.

Appendix.

Located on Exhibit A is a Boundary Map of the area included in Ac-

Within the area, Chicago Public Schools are located near the area are

programs and services. The Board of Education is responsible for the provision of educational

Board of Education of the City of Chicago. General responsibilities of

To meet the educational needs of residents of the City and other students.
In addition, as part of the process of preparing the Plan several groups involved area residents, elected officials, businesses and neighborhood Forts interested areas within or near the Area. Each of these prior- parts of improvement and activities initiated by the City and others that are discussed in this section have previously been given regarding the prior public im-

E. Prior Efforts

The future, suit of development in the area and attract new growth and development in the tax base in the area, check the declining tax revenues that are the tax base of the City. In recent years, EAV in the area has not been grow-
The Area represents a very small portion (approximately 0.14% of the total

assist in addressing needs that are in conflict with this Plan.

inherent processes or other revenue. To effect the extricate development for facilities or services in the future, the City will consider utilizing tax

assets of significant adverse impacts are identified that increase demand for area transit. These will monitor and use its futureoxic on all local taxing bodies. In the progress of the Plan and its future impacts on all local taxing bodies. The costs associated with capital

The costs presented in Table Three - Estimated Redevelopment Pro-

from area taxing bodies.

is not anticipated to result in a need for new facilities or expanded services.

City of Chicago are inadequate to handle any increased demand that may oc-

City of Chicago. Like some services and facilities of the infrastructure are inadequate to demand can be adequately handled by the infrastructure. Any increase in demand will be significant because nearly all of the area is currently served or will be served by the Metropolitan Water Reclamation District (MWRD) and the

vided by the Metropolitan Water Reclamation District (MWRD) and the

Revised as of January 7, 2000. Revised August 17, 2000
69-11-14

PRAV Urban Consulting

Midway Industrial Corridor TIF

Revised Development Plan and Project

Redevelopment Plan and Project
and stability.

Encourage other proposals that can create long-term economic life.

and marketability of the area, and

Undertake physical improvements to improve the appearance, image.

Initiate employment training programs so as to better prepare the labor force in the area for employment opportunities.

Traffic and safety measures:

Increased congestion within the area, and incorporation of vehicular

improvements in the area. However, broader efforts that address area

needs to create park-like areas.

Improve transportation services, including provision of improved

Redevelop abandoned sites:

Eliminate blighting factors:

wide issues are needed:

Each of the efforts outlined previously were directed at specific major public

residing in or doing business in the area.

Community meetings were held and elected commissions and input from those

City of Chicago
4. The cost of replacing an existing public building or structure.

3. Costs of rehabilitation, reconstruction, or repair of rehabilitation of existing public buildings, parking lots, and other public areas.

2. Property assembly costs, including but not limited to acquisition of land and easements, and other costs associated with the development of the Plan.

1. Costs of studies, surveys, development of plans and specifications, and other costs related to the Plan.

Receive November 1, 1999: Under the Act and pursuant to an amendment to the Act, the Plan may be changed by the City, and the City may enter into agreements or contracts with others to accomplish certain purposes. The Plan may also be revised, amended, or modified by the City, to facilitate public or private development of the Plan area, and to provide for the acquisition of property and public improvements as authorized by the Plan.

IMPLEMENTATION STRATEGY

SEC. 21 - STATUTORY COMPLIANCE AND

City of Chicago

Midway Industrial Corridor TIF

Redevelopment Plan and Projects
9. Payments in lieu of taxes.

10. Costs of job training, retraining, advanced vocational education, or any other activities in accordance with state or federal law, required to make the plan a viable and feasible plan.

7. To the extent the City by written agreement accepts and approves reasonable reserves related thereto.

6. Financing costs, including but not limited to all necessary and incidental costs of

5. Costs of job training and retraining programs, including the costs of

4. Construction of public works or improvements.

3. Within the redevelopment project area.

2. Welfare to work programs implemented by businesses located voted to a different use requiring private investment and the cost of

1. Reorganizations of public agencies, districts of cost pursuant to sections

and the term of the agreement. Such costs include, specifically, the

and, in any event, at the time of the agreement, the

such costs include, specifically, the number and type of positions available or to be available, term,

be trained, a description of the training and services to be provided,

be trained, a description of the training and services to be provided,

written agreement by or among the municipality and the taxing dis-

right or taxing districts, which agreement describes the program to be

right or taxing districts, which agreement describes the program to be

within a redevelopment project area, to which costs and services

within a redevelopment project area, to which costs and services

11. All costs by one or more taxing districts, provided that such costs

11. All costs by one or more taxing districts, provided that such costs

8. Reorganization costs to the extent that a multifamily determination that re-

8. Reorganization costs to the extent that a multifamily determination that re-

7. If the redevelopment project is necessary to extend or to be extended

7. If the redevelopment project is necessary to extend or to be extended

6. Reasonable reserves related thereto.

6. Reasonable reserves related thereto.

5. Costs of job training, retraining, advanced vocational education, or any other activities in accordance with state or federal law, required to make the plan a viable and feasible plan.

5. Costs of job training, retraining, advanced vocational education, or any other activities in accordance with state or federal law, required to make the plan a viable and feasible plan.

4. Construction of public works or improvements.

4. Construction of public works or improvements.

3. Within the redevelopment project area.

3. Within the redevelopment project area.

2. Welfare to work programs implemented by businesses located voted to a different use requiring private investment and the cost of

2. Welfare to work programs implemented by businesses located voted to a different use requiring private investment and the cost of

1. Reorganizations of public agencies, districts of cost pursuant to sections

1. Reorganizations of public agencies, districts of cost pursuant to sections
benefit under the Act.

only the low- and very low-income units shall be eligible for those
units not affordable to low- and very low-income households.

If the units are part of a residential redevelopment project that in

rental, as defined in Section 5 of the Illinois Affordable Housing

shall be provided in the Act.

In this Act shall be provided in the Act.

Affordable Housing Act.

very low-income households, as defined in Section 5 of the Illinois

of the Affordable Housing Act, for low-income households and

Abundant Housing units are provided in the Act.

[Image 0x0 to 614x791]
Property in the area will be from approximately $140 million to $180 million. These actions will stimulate the economy and expansion of existing viable businesses. The additional $7 million in 1999 EAV is expected to increase the equalized assessed valuation to approximately $642 million to $67 million. Thus, based on the plan on which an assumption that the recent redevelopment and redevelopment activity in the area will be improved and increased in-size buildings and vacant land in the area will be improved and increased in size, the property redevelopment investment and anticipated growth that will result from private redevelopment and public improvements may occur within the area. The purpose of identifying the most recent equalized assessed valuation

**B. Redevelopment Valuation**

out further City Council action.

my update the Plan by replacing the 1997 EAV with the 1998 EAV with-

prior to the date of the adoption of the Plan by the City Council, the City

will be calculated by Cook County. It the 1998 EAV shall become available

were included as Attachment Four of the Appendix. The EAV is

the purpose of identifying the most recent equalized assessed valuation

**A. Most Recent Equalized Assessed Valuation**

mean of Housing and Urban Development.

come as determined from time to time by the United States Depar-

t. This mean does not exceed 80% of the City's count of low-income families whose annual in-

t. "Low-income families" means families whose annual in-

t. In the redevelopment project area, the cost of operation of this

t. cost of operation of the final EAV of all or a portion of the cost of operation of Day

Revised AE of January 7, 2000, Revised August 17, 2000

Revised A. Recovery Law (62 ILCS 5/11-74.61-1, et seq.), as amended. If the City finds
of Way, from Redevelopment Project Areas created under the Industrial Jobs
The area may become contiguous to other areas contiguous to the
project area, of areas separated only by a public right-
developed in this Plan.
area, shall not at any time exceed the total Redevelopment Project Costs within the
the area made available to support such contiguous Redevelopment
the area made available to support such contiguous Redevelopment
such costs, in other contiguous Redevelopment Project areas, or other
the area to pay the Redevelopment Project Costs, or obligations issued to pay
right-of-way from, other Redevelopment Project areas created under the

In the future, the area may be contiguous to or be separated only by a public
bond ordinance.
redistribution of Yearly Tax Increment Revenues may be made a part of a
land in the area, as well as other revenue, the final decision concerning
land and land disposition proceeds from the sale of
Redevelopment Project Costs, the Special Tax, applicable revenues from any
Redevelopment Project Costs, shall be allocated to the Special Tax
the area, the City may utilize not only Incremental revenue from the

City may then be reimbursed for such costs from Incremental Taxes.
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the City may then be reimbursed for such costs from Incremental Taxes.
the City may then be reimbursed for such costs from Incremental Taxes.
The redevelopment project shall be completed, and all obligations issued to

D. Nature and Term of Obligation

this Plan

exceed the total Redevelopment Project Costs described in Table Three of
other areas as described in the preceding paragraphs, shall not at any time
amount of revenue from the area of such areas. The amount of revenue from the area of
covered by the Industrial Corridor IIIP and the area described in the

E. Completion of Redevelopment Project and Plan

The redevelopment project area is adopted (by December 31, 2024).

consider the year following the year in which the ordinance adopting this re-

is to be made with respect to ad valorem taxes levied in the twenty-third
the year in which the payment to the City Treasurer is provided in the Act

The redevelopment costs shall be treated, no later than December 31 of

 nhạc redevelopment costs shall be treated, no later than December 31 of
G. Housing Impact and Related Matters

In order to implement these principles, the City shall require and promote the development of housing that is affordable and accessible to persons earning no more than 80% of the SMDA median income, and affordable rental units should be included in all developments. This means the affordable housing should be included in a manner that is consistent with the City’s Department of Housing. Generally, the market rate housing set aside 20% of the units to meet affordability requirements. The City requires that developers who receive TIP assistance for non-profit developments are required to complete for all job opportunities offered by the project.

3. This commitment to affirmative action will ensure that all members of the project workforce, including minority businesses and women business enterprises and other historically disadvantaged groups, are afforded the opportunity to participate in the development.

2. Requiring adherence to the City of Chicago’s Affirmative Action Plan and Affordable Housing Principles in development agreements with respect to this Plan. The City is committed to and will affirmatively implement the following:

- Commitment to Fair Employment Practices, Affirmative Action Plan and Affordable Housing
- Midway Industrial Corridor TIP
- Community Urban Consulting
- Revised August 17, 2000
Housing Act

Housing Act.

The area.

The number and type of residential buildings in the area potential for the area and number of residential buildings in the area are included.

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The purpose is to indicate the presence of non-permitted, single-family residential units that would be affected by a change in land use or development. Therefore, 22 of the 38 classified as low-income would be rezoned to be occupied by single-family residences, 16 of the 46 classified as very low-income would be rezoned to be occupied by multi-family residences, and 6 of the 12 classified as very low-income would be rezoned to be occupied by multi-family residences. The plan is implemented in the manner proposed. The property is rezoned as exhibited in the attachment two of the appendix. Therefore, 22 of the 38 classified as low-income are rezoned to be occupied by single-family residences, 16 of the 46 classified as very low-income would be rezoned to be occupied by multi-family residences, and 6 of the 12 classified as very low-income would be rezoned to be occupied by multi-family residences. Therefore, 22 of the 38 classified as low-income would be rezoned to be occupied by single-family residences, 16 of the 46 classified as very low-income do not bring proposed for development, nor any other than non-residential use, for the purposes of manual, to be occupied by single-family residences.
Chicago Plan Commission prior to the adoption of the Plan by the City of Chicago, Plan Commission prior to the adoption of the Plan by the City of Chicago; Generalized Land Use Plan, as approved by the Planning Commission of the City. This Plan and the Project described herein include the Generalized Land Use Plan. This Plan may be amended in accordance with the provisions of the Act.

I. Conformity of the Plan for the Area To Land Uses Approved By

The discussion presented in the previous paragraphs contain references to impacted parcels, parcels to be acquired by City included in Exhibit C-2 of the Appendix and Attachment A of the Appendix, 1998 E-5. The types of units and the number of low- and very low-income residents that may be displaced if this Plan is implemented as indicated on document type of units and the number of low- and very low-income residents that may be displaced if this Plan is implemented as indicated on.
Appendix
Eligibility Study

Attachment One
Eligibility Study
Revision #1

Midway Industrial Corridor Tax Increment Financing
Redevelopment Plan and Project

City of Chicago
Richard M. Daley
Mayor

October 11, 1999
Revised As Of January 7, 2000

Prepared By
PGAV Urban Consulting

with assistance from
Ernest R. Sawyer Enterprises, Inc.
And
Goodman Williams Group
Eligibility Study
Midway Industrial Corridor Tax Increment Financing
Redevelopment Plan and Project

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</tr>
</tbody>
</table>

10-11-99
Revised As Of January 7, 2000
I. INTRODUCTION

PGAV Urban Consulting (the "Consultant") has been retained by the City of Chicago (the "City") to prepare a Tax Increment Financing Redevelopment Plan and Project for the proposed redevelopment project area known as the Midway Industrial Corridor Redevelopment Area (the "Area"). Prior to preparation of the Plan, the Consultant undertook various surveys and investigations of the Area to determine whether the Area, containing all or part of 75 full or partial City blocks and approximately 384 acres, qualifies for designation as a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 Et Seq., as amended ("the Act"). This report summarizes the analyses and findings of the Consultant's work. This assignment is the responsibility of PGAV Urban Consulting who has prepared this Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of this Eligibility Study in proceeding with the designation of the Area as a redevelopment project area under the Act, and 2) on the fact that PGAV Urban Consulting has obtained the necessary information to conclude that the Area can be designated as a redevelopment project area in compliance with the Act.

Following this introduction, Section II presents background information for the Area including the geographic location, description of current conditions and area data; Section III documents the building condition assessment and qualifications of the Area as a conservation area and as a vacant blighted area under the Act. Section IV, Summary and Conclusions, documents the findings of the Eligibility Study.
II. BACKGROUND INFORMATION

A. Location and Size of Area

The Midway Industrial Corridor Redevelopment Project Area (hereafter referred to as the “Area”) is located on the southwest side of the City of Chicago (“City”). The Area is approximately twelve miles southwest of the central business district.

The Area covers approximately 384 acres and includes 75 (full and partial) city blocks. The Area is irregularly shaped. The boundary of the Area generally parallels two Belt Railway of Chicago railroad rights-of-way. The railroad rights-of-way form a north/south and east/west spine that bisects industrial properties located between the Stevenson Expressway (I-55) on the north to Midway Airport on the south. The boundaries of the Area are shown on Exhibit A, Boundary Map of TIF Area included in Attachment Two of the Appendix.

B. Description of Current Conditions

The Area contains 134 buildings and approximately 378 parcels covering approximately 384 acres. Of the approximately 384 acres in the Area, the land use breakdown within the Area is as follows:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Percentage of Gross Land Area</th>
<th>Percentage of Net Land Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1.7%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Commercial</td>
<td>2.1%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Industrial</td>
<td>60.9%</td>
<td>78.3%</td>
</tr>
<tr>
<td>Institutional and Related</td>
<td>4.0%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Vacant/Undeveloped</td>
<td>9.0%</td>
<td>11.5%</td>
</tr>
<tr>
<td>Public Right-Of-Way</td>
<td>22.3%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

1 Net land area exclusive of public rights-of-way.

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

- the predominance (78%) of structures that are 35 years old or older;
- obsolescence (75% of buildings or structures);
- deterioration (58% of structures or site improvements); and
• depreciation of physical maintenance (89% of structures or site improvements).

The Area on the whole has not been subject to growth and private investment and is not expected to do so without the adoption of the Plan. Age and the requirements of contemporary commercial and industrial tenants have caused portions of the Area and its building stock to become obsolete and may result in further private disinvestment in the Area.

Along portions of Cicero, Keating, and Kilpatrick Avenues and 43rd and 54th Streets, numerous vacant lots exist where once viable commercial or residential structures stood. In other sections of the Area, industrial uses are vacant and underutilized. In the northern portion of the Area, several sites contain deleterious land uses that exhibit depreciation of physical maintenance, deterioration, lack of community planning and obsolescence that impact negatively on surrounding residential areas. Several structures associated with fixed-base operators at Midway Airport exhibit various blighting characteristics. Finally, public streets, sidewalks, curbs, viaducts and at-grade rail crossings are in need of repair or upgrade.

Along Archer Avenue there are numerous commercial uses that exhibit excessive land coverage and obsolete layouts that provide little off-street parking. In addition, in this commercial corridor, excessive signage, depreciation of maintenance on building facades and streetscapes in need of upgrade and improvement contribute to the declining visual character of the Area.

Efforts by the City to check decline have met with limited success. The City and the State of Illinois ("State") have included a portion of the Area in Enterprise Zone Number 2 (see Exhibit F, Enterprise Zone Map located in Attachment Two of the Appendix). As noted on the map, this designation only covers a portion (approximately 36.5%) of the Area east of Cicero Avenue. However, these initiatives have not reversed decline in the Area. Additional areas along Cicero Avenue and Archer Avenue are still vacant and underutilized or the buildings exhibit depreciation of maintenance. Streetscapes along the major streets of the Area are in need of upgrade and improvement. It is anticipated that in the future, the Enterprise Zone benefits and incentives in conjunction with components of this tax increment finance strategy, will greatly assist in addressing Area-wide problems.

From 1993 through 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the Midway Industrial Corridor Redevelopment Project Area, increased from $3.1 billion to $4.0 billion according
to Cook County records. This represents a gain of $0.9 billion (annual aver-
age of 5.8%) during this six-year period. In 1993 the E.A.V. of the Area was 
$39.5 million. In 1998, the E.A.V. of the Area was $48.7 million.

This represents an average annual growth rate of approximately 4.7% during 
the six-year period between 1993 and 1998. Therefore, the Area has experi-
enced an E.A.V. growth rate approximately 23.4% less than the overall 
E.A.V. growth rate experienced in Lake Township during this same period.
In addition, a significant amount of the growth that has occurred in the Area 
ocurred in the reassessment year of 1997. Between 1997 and 1998, the 
E.A.V. of the Area declined from $49.0 million to $48.7 million. Between 1996 
and 1997 the E.A.V. of the Area grew by 10.1%. Prior to 1997, the growth 
rate of the Area was much lower. Between 1995 and 1996 the E.A.V. of the 
Area only grew by approximately $1.08 million or 2.5%. Between 1994 and 
1995 the E.A.V. of the Area grew by approximately $100,000 or a minimal 
0.2%. Further, approximately 9.5% of the properties in the Area are delin-
quent in the payment of 1997 real estate taxes and 69 building code viola-
tions have been issued on buildings since July 1, 1994.

Since July 1, 1994, two building permits for major new buildings and five 
permits for major rehabilitation projects have been issued in the Area by the 
City. The two permits associated with new buildings were issued for con-
struction of a new commercial structure and a new residential structure. The 
five permits associated with major rehabilitation projects were issued for an 
addition to and existing industrial site (3 permits), interior renovations to a 
motel, and interior renovations to an Area high school. Approximately 78% of 
the 134 buildings in the Area are or exceed 35 years of age.

Some buildings have been vacant for more than one year and portions of the 
Area are vacant and have not generated private development interest for 
more than five years. The amount of vacant land and approximately 298,000 
sq. ft. of vacant floor area add significantly to the view that the Area may ex-
perience additional evidence of blight and that market acceptance of portions 
of the Area is not favorable.

It is clear from the study of this Area and documentation in this Eligibility 
Study (long-term vacancies, properties that are tax delinquent, absence of 
new private development occurring, E.A.V. growth of the Area below that of 
surrounding areas, etc.) that private revitalization and redevelopment has 
not occurred to overcome the blighted conditions that currently exist. The 
Area is not reasonably expected to be developed without the aggressive ef-
forts and leadership of the City, including the adoption of the Plan.
C. Area Data and Profile

Public Transportation
A description of the transportation network of the Area is provided to document access to the Area and the existing availability of public transportation to identify future potential needs of the Area. The frequent spacing of CTA bus lines and direct connection service to CTA train station locations provides all sections of the Area with reasonable commuter transit alternatives.

CTA Bus and Transit Routes

The Area is served by several CTA bus routes. These routes include:

- **North-South Routes**
  - Route 54B: Cicero Avenue

- **East-West Routes**
  - Route 62/62H: Archer Avenue
  - Route 47: 47th Street
  - Route 55: 55th Street

Routes 54B (Cicero Avenue) and 55 (55th Street) connect with the CTA Orange Line at the new Midway Station immediately south of the Area. Routes 54B (Cicero Avenue) connects with the Blue Line north of the Area and Routes 47 (47th Street) and 55 (55th Street) connect with the Red Line to the east. No Metra commuter stations are located in the Area.

Street System

Region
Access to the regional street system is primarily provided via the Adlai E. Stevenson Expressway (I-55) which is adjacent to the northern portion of the Area. In addition, Cicero Avenue (State Highway 50) passes through the Area in several locations.

Local
47th Street, 55th Street and Archer Avenue are arterial class streets. Archer Avenue generally has one or two travel lanes in each direction and curbside parking lanes. 47th Street and 55th Street generally have one travel lane in each direction and a curbside-parking lane. All of the arterial streets in the Area experience significant volumes of vehicular and truck traffic.
Viaducts and Rail Crossings
There are two viaducts located in the Area, one on Cicero Avenue immediately north of Midway Airport and one on 47th street east of Cicero Avenue in the extreme northeastern corner of the Area. At-grade rail crossings associated with the BRC and IHB Railroads are located at various locations in the Area. The at-grade crossings promote delays for Area traffic given that traffic flow is often interrupted by frequent rail activity. These interruptions are most common along the BRC rail line east of Cicero at Archer Avenue.

Internal Traffic Patterns and Parking
The commercial corridors of the Area and traffic associated with Midway Airport generate the majority of the internal traffic within the Area. South of the Area, rental car return lots, taxi and limousine staging areas and travelers accessing Midway generate large volumes of traffic along Cicero and Archer.

The major streets within the Area have peak-period parking restrictions, which can increase street capacity and improve efficiency. Parking in the Area is typically limited to off-street parking provided by individual businesses. The exception to this condition is the large parking lot located north of 55th Street west of Cicero Avenue. Midway Airport utilizes this lot for long-term parking.

The commercial sections of the Area located along Archer Avenue are in need of increased parking for patrons and employees. Individual businesses along these streets have narrow street frontage and some buildings that cover 100% of the lot prevents any on-site parking. Parking in the industrial area in the northern portion of the Area is also limited and in some instances residents and employees of industrial uses must compete for off-site parking along local streets.

Pedestrian Traffic
Pedestrian traffic is present along the major arterial streets in the Area although heavy concentrations are not common.

Low- and Very Low-Income Households
Because the Area includes residential units whose occupants may be displaced, information regarding the potential impact on such residents and residential units is being provided. The number and type of residential buildings in the Area were identified during the building condition and land use survey conducted as part of this eligibility analysis. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited and whether the in-
habitants were low-income or very low-income households were based on a number of research and analytical tools including, where appropriate, physical building surveys, data received from building owners and managers and data bases maintained by the City's Department of Planning and Development, Cook County tax assessment records and census data. For the purposes hereof, "low-income households" and "very low-income households" shall have the meanings set forth in the Illinois Affordable Housing Act.

The Area contains 50 single-family residential buildings and 2 multi-family buildings containing a total of 12 residential units. All of the 62 residential units in the Area are inhabited. No mixed-use buildings (buildings with first floor commercial uses and second floor residential uses) are located in the Area.

According to data taken from the 1990 U.S. Census, 16 of the 50 inhabited single-family households and 4 of the 12 inhabited multi-family households are estimated to be occupied by families classified as low-income. Twelve of the 50 inhabited single-family households and 2 of the 12 inhabited multi-family households are estimated to be occupied by families classified as very low-income according to data taken from the 1990 U.S. Census. Therefore, 28 of the 50 inhabited single-family households and 6 of the 12 inhabited multi-family households are estimated to be occupied by families classified as low- and very low-income.

Attachment Four of the Appendix of the Plan, 1998 Estimated E.A.V. by Tax Parcel, contains references to reflect the parcels containing buildings and units of residential housing.

Area Decline
During the past several decades declining conditions along Cicero Avenue, Knox Avenue, Archer Avenue, 43rd Street and residential sections of the Area have begun to appear. Along Cicero Avenue many vacant lots exist that once were occupied by commercial and residential buildings. Over the years piecemeal demolition of structures fronting Cicero Avenue has occurred. These and other declining conditions have resulted in a highly negative visual image of Cicero Avenue in the northern portion of the Area.

The most prominent example of these conditions is in the northern portion of the Area where there are several pockets of deleterious industrial uses. These industrial uses include scrap yards and junkyards that exhibit disorganized and obnoxious business operations that have contributed to deteriorated conditions and depreciation of maintenance on adjacent residential uses. These declining conditions also affect properties that front Cicero Ave-
nue. Along Cicero Avenue several examples of underutilized vacant property are present. The deleterious industrial uses have fostered conditions that are highly disruptive to the character of the Area in the following ways:

- **Traffic** – Heavy truck traffic from industrial uses is disruptive to the residential character of the area and is causing the deterioration of residential streets.

- **Parking** – Employees of industrial uses utilize residential streets or streets not designed to accommodate parking.

- **Noise** – Noise from industrial operations such as scrap yards, junkyards and trucking facilities can occur during hours that are disruptive to residents.

- **Visual Character** – The scale of industrial buildings and the visual impact of unscreened and debris strewn yard areas detracts from the visual character of residential areas.

- **Environment** – Given the nature of the operations environmental contamination is likely.

Along the commercial sections of Archer Avenue excessive land coverage, excessive signage, depreciation of maintenance on building facades and streetscapes in need of upgrade and maintenance has resulted in a negative visual image.

In the southern portion of the Area the effects of on-going Midway Airport operations and improvements, as well as other inherent conditions associated with any major airport, have resulted in a poor visual image and declining conditions along some adjacent street corridors. Vacant lots, unscreened parking lots and vacant buildings are present in areas adjacent to and operated by the Airport. It should be noted that some of the conditions associated with these properties are temporary and may be corrected as construction and final design is completed. However, privately held or operated property outside of these areas and within the Midway boundaries exhibits signs of decline.

Within the boundaries of Midway Airport several of the structures associated with on-airport fixed-base operators exhibit signs of depreciation of physical maintenance and deterioration. Many of these structures are over 35 years of age.
Eligibility Study
Midway Industrial Corridor Redevelopment Area TIF
Redevelopment Plan and Project

The entire Area is in need of revitalization and improvement by private investment. Confidence in the Area can be revived through the City's implementation of this Plan which is intended to prompt investment of private sector capital through:

- provision of adequate off-street parking for employees and customers;
- strengthening and defining corridor edges that separate commercial and residential areas;
- eliminating blighting factors; and
- promoting businesses along revitalized streetscapes.

Obstacles to efficient business operations for Area businesses include:

- a need to improve transportation facilities and services;
- improvement of the streetscape along the major commercial corridors of the Area;
- elimination of blighted conditions; and
- a need to provide improved training programs for area employees.

The City proposes to use tax increment financing, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital. The Area on the whole has not been subject to growth and development through investment by private enterprise and is not likely to do so without the adoption of the Plan. The public projects that are anticipated for the Area may include, but are not limited to:

- property assembly;
- street, alley and sidewalk reconstruction;
- transportation improvements (including improvements to viaduct and at grade rail crossings);
- utility work;
- property rehabilitation and improvements to various existing properties including streetscape improvements;
private developer assistance;

- site clean-up and preparation;

- marketing and promotion;

- environmental remediation; and

- planning studies.

This Eligibility Study includes the documentation on the qualifications of the Area for designation as a redevelopment project area. The purpose of the Plan is to provide an instrument that can be used to guide the correction of Area problems that cause the Area to qualify; attract new growth to the Area; and stabilize existing development in the Area.

D. Existing Land Use and Zoning Characteristics

A tabulation of land area by land use category is shown below:

**Table One**
Tabulation of Existing Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Land Area Gross Acres</th>
<th>% of Gross Land Area</th>
<th>% of Net Land Area¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>6.5</td>
<td>1.7%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Commercial</td>
<td>8.2</td>
<td>2.1%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Industrial</td>
<td>233.9</td>
<td>60.9%</td>
<td>78.3%</td>
</tr>
<tr>
<td>Institutional</td>
<td>15.5</td>
<td>4.0%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Vacant/Undeveloped</td>
<td>34.5</td>
<td>9.0%</td>
<td>11.5%</td>
</tr>
<tr>
<td>Sub total – Net Area</td>
<td>298.6</td>
<td>77.7%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Public Right-Of-Way</td>
<td>85.6</td>
<td>22.3%</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>384.2 Ac.</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>N/A</strong></td>
</tr>
</tbody>
</table>

Note:
¹ Net land area exclusive of public rights-of-way.

The existing land uses itemized in Table One are predominantly industrial in nature as 60.9% of the gross land area (78.3% of the net land Area) is industrial. Vacant/Undeveloped land is also significant in the Area as 9.0% of the gross land area (11.5% of the net Area) is vacant.
The residential pocket located in the northern portion of the Area is adjacent to industrial uses and several residential uses are surrounded by industrial uses and isolated from surrounding residential neighborhoods. Approximately 1.7% of the gross land area (2.2% of the net land area) is residential. The Area contains 50 single-family structures and 2 multi-family structures. No mixed-use buildings (buildings with first floor commercial uses and second floor residential uses) are located in the Area. Along the boundaries of the Area adjacent residential uses are also in close proximity to commercial uses that front the major streets of the Area. The boundary separating residential, industrial and commercial uses is generally an alley or local street. These situations often create conflicts related to traffic generation, incompatible land uses and competition for on-street parking.

One public park (Archer Park) is located in the Area. No public schools or other major institutional uses are located in the Area. Existing land uses are identified on Exhibit B, Existing Land Use Assessment Map included in Attachment Two of the Appendix.

The majority of property within the Area is zoned for light to medium industry. (see Exhibit D, Generalized Existing Zoning Map included as Attachment Two of the Appendix). “Commercial” and “Business” zoning designations are present along Archer Avenue. Residentially zoned areas are predominately located in the northern portion of the Area and are associated with the residential pockets described previously and Archer Park.
III. QUALIFICATION OF THE AREA

A. Illinois Tax Increment Allocation Redevelopment Act

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a blighted area, a conservation area (or a combination of the two) or an industrial park conservation area as defined in Section 5/11-74.4-3(a) of the Act:

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

(b) "Conservation area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards;
abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area."

The Act also states at 65 ILCS 5/11-74.4-3(n) that:

"***. No redevelopment plan shall be adopted unless a municipality . . . finds that the redevelopment project area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the redevelopment plan."

Vacant areas may also qualify as blighted. In order for vacant land to qualify as blighted, it must first be found to be vacant. Vacant land as described in the statute is:

"any parcel or combination of parcels of real property without commercial, agricultural and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment area unless the parcel is included in an industrial park conservation area or the parcel has been subdivided". (65 ILCS 5/11-74.4-3(v)(1996 State Bar Edition), as amended.

As vacant land, the property may qualify as blighted if the:

"sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose." (65 ILCS 5/11-74.4-3(a)(1996 State Bar Edition), as amended.
On the basis of these criteria, the Area is considered eligible and is qualified in two (2) ways. Approximately 27.6 acres of vacant land in the Area qualifies as a blighted area. The remaining approximately 356.6 acres in the Area is referred to as the improved portion of the Area and qualifies as a conservation area within the requirements of the Act as documented below.

B. Survey, Analysis and Distribution of Eligibility Factors

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

It was determined that the Area qualifies in two ways. The Area qualifies as a conservation area consistent with provisions of the Act that apply to “improved” areas. Vacant or undeveloped land within the Area qualifies as a blighted area.

A building-by-building analysis of the 75 blocks in the Area was conducted to identify the eligibility factors present in the Area (see Conservation Area Factors Matrix, Table Two, on the following page and narrative regarding vacant areas contained in this section). Each of the factors relevant to making a finding of eligibility is present as stated in the tabulations.

C. Building Evaluation Procedure

This section identifies how the properties within the Area were evaluated. During the field survey, all components of and improvements to the subject properties were examined to determine the presence and extent to which blighting factors existed in the Area. Field investigators by the staff of the Consultant included a registered architect and professional planners. They conducted research and inspections of the Area in order to ascertain the existence and prevalence of the various blighting factors described in the Act and Area needs. These inspectors have been trained in TIF qualifications survey techniques and have extensive experience in similar undertakings.
### Table Two

**Midway Industrial Corridor Redevelopment Project Area Conservation Area Factors Matrix**

<table>
<thead>
<tr>
<th>Sub Area</th>
<th>Total Number of Buildings</th>
<th>Buildings 30 Years of Age or Older</th>
<th>% Buildings 30 Years of Age or Older</th>
<th>Dilapidation</th>
<th>Obsolescence</th>
<th>Deterioration</th>
<th>Illegal Use of Structures</th>
<th>Presence of Structures Below Min. Code Standards</th>
<th>Abandonment</th>
<th>Excessive Vacancy</th>
<th>Overcrowding of Structures and Community Facilities</th>
<th>Lack of Ventilation: Light or Sanitary Facilities</th>
<th>Inadequate Utilities</th>
<th>Excessive Land Coverage</th>
<th>Dilutions Land Use Layout</th>
<th>Depreciation of Physical Maintenance</th>
<th>Lack of Community Planning</th>
<th>Total Number of Blighting Factors</th>
<th>Area Has 3 or More Factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subtotal Sub Area 1</td>
<td>56</td>
<td>45</td>
<td>80%</td>
<td>0</td>
<td>51</td>
<td>36</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>15</td>
<td>4</td>
<td>56</td>
<td>6</td>
<td>8</td>
<td>Yes</td>
</tr>
<tr>
<td>Subtotal Sub Area 2</td>
<td>3</td>
<td>3</td>
<td>100%</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Sub Total Sub Area 3</td>
<td>18</td>
<td>16</td>
<td>89%</td>
<td>0</td>
<td>13</td>
<td>16</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>0</td>
<td>6</td>
<td>1</td>
<td>16</td>
<td>7</td>
<td>8</td>
<td>Yes</td>
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<tr>
<td>Sub Total Sub Area 4</td>
<td>8</td>
<td>7</td>
<td>88%</td>
<td>0</td>
<td>7</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>6</td>
<td>1</td>
<td>16</td>
<td>7</td>
<td>8</td>
<td>Yes</td>
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<tr>
<td>Sub Total Sub Area 5</td>
<td>13</td>
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<td>85%</td>
<td>0</td>
<td>11</td>
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<td>6</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>7</td>
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<tr>
<td>Sub Total Sub Area 6</td>
<td>12</td>
<td>7</td>
<td>58%</td>
<td>0</td>
<td>6</td>
<td>5</td>
<td>0</td>
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<td>0</td>
<td>1</td>
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<td>1</td>
<td>3</td>
<td>2</td>
<td>6</td>
<td>0</td>
<td>8</td>
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<tr>
<td>Sub Total Sub Area 7</td>
<td>7</td>
<td>3</td>
<td>43%</td>
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<td>1</td>
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<td>0</td>
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<td>0</td>
<td>5</td>
<td>0</td>
<td>7</td>
<td>Yes</td>
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<tr>
<td>Sub Total Sub Area 8</td>
<td>5</td>
<td>3</td>
<td>60%</td>
<td>0</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
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<td>3</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>7</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Sub Total Sub Area 9</td>
<td>5</td>
<td>4</td>
<td>80%</td>
<td>0</td>
<td>2</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>2</td>
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<td>0</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>6</td>
<td>Yes</td>
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<tr>
<td>Sub Total Sub Area 10</td>
<td>4</td>
<td>4</td>
<td>100%</td>
<td>0</td>
<td>3</td>
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<td>0</td>
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<td>0</td>
<td>4</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Sub Total Sub Area 11</td>
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<td>67%</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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* Sub Area designations are graphically identified on the Sub Area Key Map contained in Attachment Two of the Appendix.

** Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.

*** Present with respect to inadequate storm sewers along several area streets.

Bold indicates conservation area factors that exist to a major extent.
The Consultant's staff was assisted by information obtained from various departments of the City of Chicago and Cook County. Based on these investigations and qualification requirements and the determination of needs and deficiencies in the Area the qualification and the boundary of the Area were determined.

**D. Investigation and Analysis of Eligibility Factors**

In determining whether the proposed Area meets the eligibility requirements of the Act, various methods of research were used in addition to the field surveys. The data include information assembled from the sources below:

1. Contacts with local individuals knowledgeable as to Area conditions and history, age of buildings and site improvements, methods of construction, review of real estate records and related items, and other information related to the Area was used. In addition, aerial photographs, Sidwell block sheets, etc.

2. Inspection and research as to the condition of local buildings, streets, utilities, etc.

3. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures of determining conditions of properties, utilities, streets, etc. and determination of eligibility of designated areas for tax increment financing.


5. Adherence to basic findings of need expressed in the Act:

   i. There exists in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.

   ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
iii. These findings are made on the basis that the presence of blight or conditions, which lead to blight, is detrimental to the safety, health, welfare and morals of the public.

E. Analysis of Conditions in the Conservation/Improved Area

In making the determination of eligibility, each and every property or building in the Area is not required to qualify. It is the Area as a whole that must be determined to be eligible.

The following analysis details conditions which cause the Area to qualify under the Act, as a conservation area and as a blighted area, per surveys and research undertaken by the Consultant at various times between January and June of 1999:

Age Of Structures - Definition

Age, although not one of the 14 blighting factors used to establish a conservation area under the Act, is used as a threshold that an area must meet in order to qualify. In order for an Area to qualify as a conservation area the Act requires that “50% or more of the structures in the area have an age of 35 years or more.” In a conservation area, according to the Act, the determination must be made that the Area is, “not yet a blighted area”, but because of the presence of certain factors, “may become a blighted area.”

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures and exposure to the elements over a period of many years. As a rule, older buildings typically exhibit more problems than buildings constructed in later years because of longer periods of active usage (wear and tear) and the impact of time, temperature and moisture. Additionally, older buildings tend not to be ideally suited for meeting modern-day space and development standards. These typical problematic conditions in older buildings can be the initial indicators that the factors used to qualify the Area may be present.
Summary of Findings Regarding Age:
The Area contains a total of 134 main buildings, of which 78%, or 105 buildings are 35 years of age or older as determined by field surveys and local research.

Thus the Area meets the threshold requirement for a conservation area in that 50% or more of the structures in the Area exceed 35 years of age.

1. Dilapidation - Definition
Dilapidation refers to an "advanced" state of disrepair of buildings or improvements, or the lack of necessary repairs, resulting in the building or improvement falling into a state of decay. Dilapidation as a factor is based upon the documented presence and reasonable distribution of buildings and improvements that are in an advanced state of disrepair. At a minimum, dilapidated buildings should be those with critical defects in primary structural components (roof, bearing walls, floor structure and foundation), building systems (heating, ventilation, lighting, and plumbing) and secondary structural components in such combination and extent that:

   a. major repair is required; or

   b. the defects are so serious and so extensive that the buildings must be removed.

Summary of Findings Regarding Dilapidation:
The field investigation did not indicate evidence of this factor.

2. Obsolescence - Definition
An obsolete building or improvement is one that is becoming obsolete or going out of use -- not entirely disused, but gradually becoming so. Thus, obsolescence is the condition or process of falling into disuse.

Obsolescence, as a factor, is based upon the documented presence and reasonable distribution of buildings and other site improvements evidencing such obsolescence. Examples include:

---

1 Main buildings are defined as those buildings presently located on each parcel that were constructed to accommodate the principal land uses currently occupying the buildings (or prior uses in the case of buildings that are vacant). Accessory structures such as freestanding garages for single-family and or multi-family dwellings, storage sheds, communications towers, etc. are not included in the building counts. However, the condition of these structures was noted in considering the overall condition of the improvements on each parcel.
a. **Functional Obsolescence:** Structures are typically built for specific uses or purposes and their design, location, height and space arrangement are each intended for a specific occupancy at a given time. Buildings are obsolete when they contain characteristics or deficiencies that limit the use and marketability of such buildings. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, improper orientation of building on site, etc., which detracts from the overall usefulness or desirability of a property. Obsolescence in such buildings is typically difficult and expensive to correct.

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

c. **Obsolete platting:** Obsolete platting would include parcels of limited or narrow size and configuration or parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements. Plats that created inadequate right-of-way widths for streets, alleys and other public rights-of-way or which omitted easements for public utilities should also be considered obsolete.

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

**Summary of Findings Regarding Obsolescence:**
The field survey of main buildings and parcels in the Area found that certain buildings and parcels exhibit characteristics of obsolescence. Obsolete buildings or site improvements comprised 75% or 101 of the 134 buildings in the Area. Obsolete site improvements are also in evidence due to obsolete construction of streets. Narrow streets or driveways, irregular widths, poor or inadequate turning radii or sight lines
and lack of paved surfaces on driveways and service areas exist in the Area.

In addition, several sections of public streets are classified as obsolete. In the northern portion of the Area several Area streets lack curbs and proper drainage improvements. Knox, Kilpatrick, and Keating Avenues and 42nd and 44th Streets were built under the WPA program of the 1930's. None of these streets were constructed with curbs or gutters and flooding problems exist due to the lack of these improvements.

3. Deterioration - Definition
Deterioration refers to physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. While deterioration may be evident in basically sound buildings (i.e., lack of painting, loose or missing materials, or holes and cracks over limited areas), such deterioration can be corrected through normal maintenance. Such deterioration would not be sufficiently advanced to warrant classifying a building as being deteriorated or deteriorating within the purposes of the Act.

Deterioration, which is not easily correctable in the course of normal maintenance, may also be evident in buildings. Such buildings may be classified as deteriorating or in an advanced stage of deterioration, depending upon the degree or extent of defects. This would include buildings with major defects in the secondary building components (i.e., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and major defects in primary building components (i.e., foundations, frames, roofs, etc.), respectively.

The conditions of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas may also evidence deterioration; surface cracking, crumbling, potholes, depressions, loose paving materials, weeds protruding through the surface, etc.

Deterioration is the presence of structural and non-structural defects which are not correctable by normal maintenance efforts, but which require rehabilitation.

Summary of Findings Regarding Deterioration:
Throughout the Area, deteriorating conditions were recorded on 58% or 78 of the 134 buildings in the Area. The exterior field survey of main buildings in the Area found structures with major defects in the secondary structural components, including windows, doors, gutters, downspouts, porches, chimneys, fascia materials, parapet walls, etc.
Several sections of 44th Street, 43rd Street, Knox Avenue, Kilpatrick Avenue and Keating Avenue exhibit signs of deterioration such as potholes, cracks in pavement surfaces and crumbling road surfaces.

4. Illegal Use of Individual Structures – Definition
This factor applies to the use of structures in violation of applicable national, state or local laws, and not to legal, nonconforming uses. Examples of illegal uses may include, but not be limited to, the following:

a. illegal home occupations;

b. conduct of any illegal vice activities such as gambling or drug manufacture;

c. uses not in conformance with local zoning codes and not previously grandfathered in as legal nonconforming uses;

d. uses involving manufacture, sale, storage or use of dangerous explosives and firearms.

Summary of Findings Regarding Illegal Use of Individual Structures:
Illegal use of individual structures was observed in less than 1% or 1 of the 134 buildings in the Area.

5. Presence of Structures Below Minimum Code Standards – Definition
Structures below minimum code standards include all structures that do not meet the standards of zoning, subdivision, State building laws and regulations. The principal purposes of such codes are to require buildings to be constructed in such a way as to sustain safety of loads expected from various types of occupancy, to be safe for occupancy against fire and similar hazards, and/or establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies that presume to threaten health and safety.

Summary of Findings Regarding Presence of Structures Below Minimum Code Standards:
Throughout the Area, structures below minimum code were recorded in 18% or 24 of the 134 buildings in the Area. The exterior field survey of main buildings in the Area found structures not in conformance with
local zoning codes and structures not safe for occupancy because of fire
and similar hazards.

In the northern portion of the Area several properties along Keating
Avenue and 43rd Street exhibited abandoned and wrecked vehicles. The
vehicles appeared to be awaiting disposal by one of the scrap yards in
the Area. However, the abandoned vehicles were stored outside of the
yard areas of the scrap yards along the right-of-way of Keating Avenue
and 43rd Street. In addition, garbage and trash from drive-by dumping
was observed in this portion of the Area. While these conditions do not
reflect structures below minimum code standards, they do present condi-
tions that are violations of various city codes related to health and
site conditions.

6. Abandonment - Definition
This factor only applies to the “conservation area” designation. Aban-
donment usually refers to the relinquishing by the owner of all rights, ti-
tle, claim and possession with intention of not reclaiming the property or
resuming its ownership, possession or enjoyment. However, in some cases
a determination of abandonment is appropriate if the occupant walks
away without legally relinquishing title. For example, a structure not oc-
cupied for 12 months should probably be characterized as abandoned.

Summary of Findings Regarding Abandonment:
The field investigation did not indicate evidence of this factor.

7. Excessive Vacancies - Definition
Establishing the presence of this factor requires the identification, docu-
mentation and mapping of the presence of vacant buildings which are un-
occupied or underutilized and which represent an adverse influence on the
Area because of the frequency, extent, or duration of such vacancies. It
includes properties which evidence no apparent effort directed toward oc-
cupancy or utilization and partial vacancies.

Summary of Findings Regarding Excessive Vacancies:
The field investigation indicates that 11 buildings, 8% of the total 134
buildings, have buildings with excessive vacancy of floor space. There
is in excess of 298,000 sq. ft. of vacant industrial and commercial floor
space in the Area. In some instances this vacant floor space has not
been utilized for extended time periods.
8. Overcrowding of Structures and Community Facilities - Definition

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

Summary of Findings Regarding Overcrowding of Structures and Community Facilities:
The field investigation did not indicate evidence of this factor.

9. Lack of Ventilation, Light or Sanitary Facilities - Definition

Many older structures fail to provide adequate ventilation, light or sanitary facilities. This is also a characteristic often found in illegal or improper building conversions and in commercial buildings converted to residential usage. Lack of ventilation, light or sanitary facilities is presumed to adversely affect the health of building occupants (i.e., residents, employees or visitors).

Typical requirements for ventilation, light and sanitary facilities include:

a. adequate mechanical ventilation for air circulation in spaces/rooms without windows (i.e., bathrooms, dust, odor or smoke-producing activity areas);

b. adequate natural light and ventilation by means of skylights or windows for interior rooms/spaces, and proper window sizes and amounts by room area to window area ratios;

c. adequate sanitary facilities (i.e., garbage storage/enclosure, bathroom facilities, hot water, and kitchen); and

d. adequate ingress and egress to and from all rooms and units.

Summary of Findings Regarding Lack of Ventilation, Light or Sanitary Facilities:
The exterior field survey of main buildings in the Area found structures without adequate mechanical ventilation, natural light and proper
window area ratios in the Area. Structures exhibiting a lack of ventilation, light or sanitary facilities were recorded in 12% or 16 of the 134 main buildings.

10. Inadequate Utilities - Definition
Inadequate utilities refers to deficiencies in the capacity or condition of utilities which service a property or area, including, but not limited to, storm drainage, water supply, electrical power, sanitary sewers, gas and electricity.

Summary of Findings Regarding Inadequate Utilities:
Keating Avenue, Knox Avenue, Kilpatrick Avenue, 43rd Street and 44th Street in the northern portion of the Area lack adequate curbs and gutters to handle storm water runoff. Comments from residents at community meetings indicated that storm water problems are present due to the lack of curbs and gutters along these streets.

11. Excessive Land Coverage - Definition
This factor may be documented by showing instances where building coverage is excessive. Excessive coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and/or shape in relation to present-day standards of development for health and safety, and multiple buildings on a single parcel. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of fire due to close proximity to nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provision for loading or service. Excessive land coverage has an adverse or blighting effect on nearby development as problems associated with lack of parking or loading areas impact adjoining properties.

Summary of Findings Regarding Excessive Land Coverage:
Structures exhibiting 100% lot coverage with party or firewalls separating one structure from the next is a historical fact of high-density urban development. This situation is common throughout the Area.

Numerous commercial and industrial businesses are located in structures that cover 100% (or nearly 100%) of their respective lots. Other businesses are utilizing 100% of their lot for business operations. These conditions typically do not allow for off-street loading facilities for shipping operations or do not provide parking for patrons and employees. This has prompted overflow parking and truck traffic associated
with normal business operations to utilize surrounding residential areas for parking and access.

In the Area, 44% or 59 of the 134 structures revealed some evidence of excessive land coverage.

12. Deleterious Land Use or Layout-Definition
Deleterious land uses include all instances of incompatible land-use relationships, buildings occupied by inappropriate mixed uses, or uses which may be considered noxious, offensive or environmentally unsuitable.

Summary of Findings Regarding Deleterious Land Use or Layout:
As in many communities that have evolved over the years, industrial or commercial uses have merged with residential uses in the Area. It is not unusual to find pockets of isolated residential buildings within a predominantly industrial area. Although these areas may be excepted by virtue of age ("grandfather" clauses) as legal non-conforming uses, they are, nonetheless, incompatible land uses inasmuch as the predominant character of the Area is industrial. As noted previously, 78.3% of the net acreage (exclusive of public rights-of-way) of the Area is used for industrial purposes. Some of these industrial uses are poorly organized and lack proper screening for outside storage areas. There are also several billboards scattered throughout the Area that are considered deleterious. The combination of limited on-site parking and unorganized and unscreened yard areas in close proximity to commercial and residential development not only contributes to decline but also causes conflicts in traffic, parking and environmental conditions. 8% or 11 of the 134 structures in the Area were considered to be deleterious uses.

This condition is extremely evident in the northern portion of the Area where residential uses are adjacent to several scrap yards and junkyards. These residential areas are being affected by their proximity to these deleterious uses. The presence of multiple vacant lots and declining conditions of some of the residential uses is an indication of the affect of the adjacent deleterious uses. Another scrap yard is located at 47th Street and Knox Avenue. This operation exhibits numerous deteriorated conditions that negatively impact adjacent uses.

13. Depreciation of Physical Maintenance - Definition
This factor considers the effects of deferred maintenance and the lack of maintenance of buildings, improvements and grounds comprising the
Area. Evidence to show the presence of this factor may include, but is not limited to, the following:

a. **Buildings**: unpainted or unfinished surfaces; paint peeling; loose or missing materials; sagging or bowing walls, floors, roofs, and porches; cracks; broken windows; loose gutters and downspouts; loose or missing shingles; damaged building areas still in disrepair; etc. This information may be collected as part of the building condition surveys undertaken to document the existence of dilapidation and deterioration.

b. **Front yards, side yards, back yards and vacant parcels**: accumulation of trash and debris; broken sidewalks; lack of vegetation; lack of paving and dust control; potholes, standing water; fences in disrepair; lack of mowing and pruning of vegetation, etc.

c. **Public or private utilities**: utilities that are subject to interruption of service due to on-going maintenance problems such as leaks or breaks, power outages or shut-downs, or inadequate levels of service, etc.

d. **Streets, alleys and parking areas**: potholes; broken or crumbling surfaces; broken curbs and/or gutters; areas of loose or missing materials; standing water, etc.

**Summary of Findings Regarding Depreciation of Physical Maintenance:**

Depreciation of physical maintenance is widespread throughout the Area. A majority of the parcels in the Area exhibit characteristics that show a depreciation of physical maintenance. Of the 134 main buildings in the Area, 89% or 119 of the buildings are impacted by a depreciation of physical maintenance, based on the field surveys conducted. These are combined characteristics in building and site improvements.

Commercial and industrial yard areas in the Area also exhibit signs of depreciation of physical maintenance due to a lack of paving and dust control, standing water and debris storage. Graffiti was observed on several structures and site improvements in the area. Curbs, off-street parking areas and sidewalks throughout the Area exhibit signs of depreciation of physical maintenance due to broken or cracked surfaces and areas of loose or missing materials. Site fencing at several locations throughout the Area was in need of repair. Several sites in the southern portion of the Area near Kilpatrick Avenue and 54th Street exhibited de-
preciation of physical maintenance on site improvements and structures, overgrown weeds and trash and debris. Several wrecked and abandoned vehicles, discarded household furniture and household trash and debris were observed on vacant lots in the Area and along the right-of-way of Keating and 43rd Street. Finally, Keating Avenue, Kilpatrick Avenue, Knox Avenue, 43rd Street and 44th Street are in need of reconstruction due to deteriorating roadway conditions.

14. Lack of Community Planning – Definition
This may be counted as a factor if the area developed prior to or without the benefit or guidance of a community plan. This means that no community plan existed or it was considered inadequate, and/or was virtually ignored during the time of the Area’s development. Indications of a lack of community planning include:

1. Streets in the industrial and commercial areas that are too narrow to accommodate truck movements.

2. Street intersections that do not conform to modern traffic engineering standards and practices.

3. One-way street systems that exist with little regard for overall systematic traffic planning.

4. Street parking existing on streets that are too narrow to accommodate two-way traffic and street parking.

5. Viaducts that are lower than minimum height requirements creating truck clearance problems.

6. Some larger tracts of land suffer from improper platting that has led to some parcels having awkward configuration and/or unusual dimensions for their use.

7. Some properties in the Area do not enjoy good access to public streets.

8. Some pockets of residential land use and residential zoning exist that present incompatible relationships in areas with a heavy industrial environment.
9. Numerous commercial/industrial properties exist that are too small to adequately accommodate appropriate off-street parking and loading requirements.

10. Trailer storage, container storage and other uses that exhibit outside storage are a highly negative image for the Area and are operating virtually uncontrolled with respect to how they are maintained.

Summary of Findings Regarding Lack of Community Planning:
The field investigation indicates that 10% or 13 of the 134 main buildings in the Area exhibit a lack of community planning.

In addition the streets located in the northern portion of the Area exhibit a lack of community planning in that they were poorly constructed and are utilized by both heavy truck traffic and traffic associated with residential uses. The cause of this condition is related to the existing land uses in the extreme northern portion of the Area. Several of the residential uses in the northern portion of the Area are completely surrounded by industrial uses and the remaining residential blocks in the northern portion of the Area are surrounded on two sides by industrial uses. The proximity of these conflicting uses, the deleterious nature of some of the industrial uses and the expansion of some industrial uses over the years is a negative impact on the northern portion of the Area.

F. Analysis of Undeveloped or Vacant Property

In order for vacant land to qualify as blighted, it must first be found to be vacant. Vacant land is:

"any parcel or combination of parcels of real property without commercial, agricultural and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment area unless the parcel is included in an industrial park conservation area or the parcel has been subdivided" (65 ILCS 5/11-74.4-3(v), as amended).

As vacant land, the property may qualify as blighted if the "sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused 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 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.” (65 ILCS 5/11-74.4-3(a), as amended).

Summary of Findings Regarding Undeveloped or Vacant Property:
Approximately 27.6 acres or 9.2% of the net land area (exclusive of public rights-of-way) was identified as containing the necessary requirements to qualify as blighted under the act. It is evident from historic plats and photos that buildings once existed on some of these sites and demolition of these structures has occurred over time. Since July 1, 1994, 17 structures have been demolished according to permit data provided by the City. In addition, two lots identified as vacant are delinquent in the payment of 1995 through 1997 taxes. Given the deteriorated condition of existing structures in the vicinity of the vacant land and the presence of the factors necessary to qualify as blighted property under the Act on the vacant land, the approximately 27.6 acres of vacant land qualifies as a blighted area.

The following discussion (paragraphs i-vii below) identifies tracts of land of varied sizes totaling 27.6 acres of land. The majority of these tracts of land have been vacant for more than five years.

The majority of the land identified as vacant is also obsolete in terms of current platting. The majority of vacant and unimproved land along Cicero Avenue and the southern portion of the Area are platted into lots with limited depths and widths. These lots were typically utilized for residential or commercial uses that provided little off-street parking. Given that numerous parties own these small lots, it would be difficult to consolidate enough of the vacant and improved land under single ownership to provide for the contemporary requirements of commercial development standards and zoning regulations. In addition, structures and site improvements in the proximity of these vacant lots were classified as deteriorated in the field investigation of the Area.

i. Approximately 1.5 acres is encompassed by two tracts of land in the 4301-4399 block of Cicero Avenue. These tracts have been vacant for
more than five years. Both tracts exhibit obsolete platting. The northern tract is divided into 3 lots and 3 parcel identification numbers (PIN’s). One lot in the northern tract is delinquent in the payment of 1995 through 1997 taxes. The southern tract is divided into 3 lots and 5 PIN’s. The northern tract is under multiple ownership (2 owners) and a deteriorated structure is located between the two tracts on the same block and a scrap yard and junkyard exhibiting deteriorating conditions are located on the block immediately north of these tracts.

ii. An approximately 0.5 acre tract of land exists in the 4300-4398 block of Keating Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 2 lots and 3 PIN’s. The tract is under multiple ownership (2 owners) and deteriorated structure and site improvements are located to the west of this tract on Cicero Avenue and a scrap yard and junkyard exhibiting deteriorating conditions are located on the block immediately north of these tracts.

iii. An approximately 0.6 acre tract of land exists in the 4301-4399 block of Keating Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 2 lots and 2 PIN’s. The tract is under multiple ownership (2 owners) and a scrap yard and junkyard exhibiting deteriorating conditions are located on the block immediately north of this tract.

iv. An approximately 22.5 acre tract exist in the 4384 and 4500 block of District boulevard. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 10 PIN’s. The tract is under multiple ownership (4 owners) and a scrap yard and junkyard exhibiting deteriorating conditions are located west of this tract. Active rail lines are located north of and east of this tract and a portion of this tract is unused railroad right-of-way.

v. An approximately 0.3 acre tract of land exists in the 5100 block of Knox Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 3 lots and 3 PIN’s. The tract is under multiple ownership (2 owners) and one lot in this tract is delinquent in the payment of 1995 through 1997 taxes.

vi. Approximately 0.8 acres exist on two tracts in the 4700-4798 block of 54th Street. Several structures have been removed from these tracts within the last 5 years. The tracts exhibit obsolete platting. The eastern tract is divided into 12 lots and 12 PIN’s and the western tract is...
divided into 2 lots and 2 PIN's. A deteriorated structure and site improvement is located between the two tracts on this block and several deteriorated structures and site improvements are located on the block immediately to the south of these tracts.

vii. An approximately 1.4 acre tract of land exists in the 5300 block of Kilbourn Avenue. This tract has been vacant for more than five years. The tract exhibits obsolete platting and is divided into 2 lots and 2 PIN's. The parcel is under multiple ownership (2 owners). A deteriorated structure and site improvements are located on the block adjacent to this tract to the north.

Hence, the vacant portion of the Area exhibits obsolete platting, diversity of ownership, tax and assessment delinquencies consists of unused rail yards, rail tracks or railroad rights-of-way and deterioration of structures or site improvements in neighboring areas adjacent to the vacant land are present. Therefore, the vacant land qualifies as a blighted area under the Act.

G. Conclusion of Investigation of Eligibility Factors for the Redevelopment Project Area

The Area is impacted by a number of eligibility factors. This analysis demonstrates that the improved portion of the Area qualifies as a conservation area and the vacant land qualifies as a blighted area as defined in the Act. As documented, this is due to conditions found to exist in the “improved” area and in the “vacant” area. The Plan include measures designed to reduce or eliminate the deficiencies which cause the Area to qualify consistent with the strategy of the City of Chicago for revitalizing other designated redevelopment project areas and industrial corridors.

The loss of businesses from this Area, mirroring the experience of other large urban centers, further illustrates the trend line and deteriorating conditions of the neighborhood. Vacancies in various industrial and commercial properties and vacant land are further evidence of declining conditions in the Area, lack of private investment and little interest in the Area by the private market.

The City and the State of Illinois have also designated approximately 36.5% of the Area as State of Illinois Enterprise Zone No. 2. This designation is in further response to the deteriorating conditions in the Area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. However, this designation as well as the major
improvements associated with Midway Airport, the Stevenson Expressway and CTA commuter rail lines only benefit a small portion of the Area and do not address Area-wide needs or the conditions that cause the Area to qualify as a redevelopment area.
IV. SUMMARY AND CONCLUSION

The conclusion of the Consultant is that the number, degree and distribution of conservation and blighting eligibility factors in the Area as documented in this Eligibility Study warrant the designation of the improved portion of the Area as a conservation area and the vacant portion of the Area as a blighted area as set forth in the Act. Specifically:

Below and on the next page are two summary tables highlighting the factors found to exist in the Area which cause it to qualify as a conservation area and as a blighted area.

A. Conservation Area Statutory Factors

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<td>Age²</td>
<td>78% of bldgs. Are or exceed 35 years of age.</td>
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<td>1 Dilapidation</td>
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<tr>
<td>3 Deterioration</td>
<td>Major Extent</td>
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<td>4 Illegal use of individual structures</td>
<td>Minor Extent</td>
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<tr>
<td>5 Presence of structures below minimum code standards</td>
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<tr>
<td>6 Abandonment</td>
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<tr>
<td>7 Excessive vacancies</td>
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<tr>
<td>8 Overcrowding of structures and community facilities</td>
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<td>9 Lack of ventilation, light or sanitary facilities</td>
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<td>10 Inadequate utilities</td>
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<td>11 Excessive land coverage</td>
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<td>12 Deleterious land use or layout</td>
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<tr>
<td>13 Depreciation of physical maintenance</td>
<td>Major Extent</td>
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<tr>
<td>14 Lack of community planning</td>
<td>Minor Extent</td>
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Notes:
1 Only three factors are required by the Act for eligibility. Eleven factors are present in the Area. Three factors were found to exist to a major extent and seven were found to exist to a minor extent.
2 Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.
3 Associated with storm drainage along public streets.
### B. Vacant/Unimproved Land-Statutory Factors

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<th>EXISTING IN VACANT/ UNIMPROVED PORTION OF AREA</th>
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<td>1. Two or more of the following factors:</td>
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<td>ii. Diversity of ownership (Present)</td>
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<td>iii. Tax and assessment delinquencies (Present)</td>
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<td>iv. Flooding (Does not exist)</td>
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<td>x. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land (Present)</td>
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<td>2. Area immediately prior to becoming vacant qualified as a blighted improved area;</td>
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<td>Or</td>
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<td>3. Area consists of unused quarry or quarries;</td>
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<tr>
<td>Or</td>
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<tr>
<td>4. Area consists of unused rail yards, rail tracks or railroad right-of-way; (Present)</td>
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<td>5. Area prior to designation is subject to chronic flooding caused by improvements;</td>
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<td>Or</td>
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<td>6. Area consists of unused disposal site containing earth, stone, building debris, etc.;</td>
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<td>Or</td>
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<tr>
<td>7. Area is not less than 50 nor more than 100 acres and 75% is vacant;</td>
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Note: Area qualifies per statutory requirements. Only one factor is required by the Act.

While it may be concluded that the mere presence of the stated eligibility factors noted above may be sufficient to qualify the Area as a conservation area and a vacant 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 conservation area and blighted area eligibility factors throughout the Area must be reasonable so that a basically good area is not arbitrarily found to be a conservation area or blighted area simply because of proximity to an area that exhibits blighting factors.

Research indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the Plan. The conclusions presented in this Eligibility Study are those of the Consultant.

The analysis contained herein was based upon data assembled by the Consultant. The study and survey of the Area indicate that requirements necessary for designation as a conservation area and a blighted area are present. Therefore, the Area qualifies in two ways. A portion of the vacant land in the Area qualifies as a blighted area and the improved portion of the Area qualifies as a conservation area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act.

###
Attachment Two

Maps and Plan Exhibits
Boundary Map of TIF Area
Midway Industrial Corridor
City of Chicago, Illinois

LEGEND
Boundary of the Midway Industrial Corridor
Tax Increment Redevelopment Project Area
Existing Land Use Assessment Map
Midway Industrial Corridor
City of Chicago, Illinois

LEGEND

- Industrial
- Residential
- Commercial
- Institutional / Public / Semi - Public
- Park / Playground
- Parking / Loading / Storage Lot
- Undeveloped Land
- Undeveloped Land *
- Public or Private Right-of-Way

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

* Not identified as "blighted" in the Blight Analysis of the Redevelopment Plan.
Generalized Existing Zoning Map
Midway Industrial Corridor
City of Chicago, Illinois

LEGEND

Residential Districts - Includes
R2, R3, R4

Manufacturing Districts - Includes
M1-1, M1-2, M2-1, M2-3, APD #610

Commercial Districts - Includes
C1-2, C2-1

Business District - Includes
B4-1

NOTE: For a detailed description of each zoning district, see text of the City zoning ordinance.
Sub-Area Key Map
Midway Industrial Corridor
City of Chicago, Illinois

LEGEND

11
Sub-Area Identification Number
Enterprise Zone Map
Midway Industrial Corridor
City of Chicago, Illinois

LEGEND

[Diagram with various streets and zones labeled]

NOTE: For enterprise zone boundaries outside of TIF Area, see City files.

STEVENVSON EXPRESSWAY

Exhibit F
LEGEND

- Property to be Acquired

Area Identification Number

NOTE: Locations are schematic and sizes are approximate.
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TOTAL 3,729,356

(1) Indicates the P.I.N.'s associated with residential buildings / units that would be removed if the Plan is implemented according to Exhibit G-1 (Land Acquisition Map) included in Attachment Two of the Appendix.
Attachment Three

Legal Description
MIDWAY INDUSTRIAL CORRIDOR

ALL THAT PART OF SECTIONS 3, 9, 10, 15 AND 16, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF S. CICERO AVENUE WITH THE SOUTH LINE W. 44TH STREET, AND RUNNING;

THENCE NORTH ALONG SAID WEST LINE OF S. CICERO AVENUE TO THE SOUTHEASTERLY LINE OF THE GULF MOBILE & OHIO RAILROAD RIGHT OF WAY;


THENCE SOUTH ALONG SAID EAST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 3 TO A LINE 693.51 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD;

THENCE WEST ALONG SAID LINE 693.51 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD A DISTANCE OF 151.25 FEET TO THE EASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-03-400-163;

THENCE SOUTHWEST ALONG SAID EASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-03-400-163, HERE BEING A STRAIGHT LINE, 127.96 FEET TO A POINT 610.0 FEET NORTH OF THE NORTH LINE OF DISTRICT BOULEVARD AND 248.67 FEET WEST OF THE EAST LINE OF SAID EAST HALF OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE CONTINUING SOUTHWEST ALONG SAID EASTERLY LINE OF THE PARCEL OF LAND BEARING PIN 19-03-400-163, HERE BEING THE ARC OF A CIRCLE TANGENT TO THE LAST DESCRIBED LINE, CONVEX TO NORTHWEST AND HAVING A RADIUS OF 3,820 FEET TO THE POINT OF INTERSECTION OF SAID ARC WITH A LINE 14 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD;

Chicago Guarantee Survey Co.
123 W. Madison St., Suite. 1300, Chicago, Ill., 60602
Ordered by: Peckham Guyton Albers & Viets, Inc
September 21, 1999
Order No. 9903011 T(2) R.1
Midway Industrial Corridor
THENCE WEST ALONG SAID LINE 14 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF DISTRICT BOULEVARD TO THE NORTHERLY EXTENSION OF THE WEST LINE OF DISTRICT BOULEVARD, SAID WEST LINE OF DISTRICT BOULEVARD BEING ALSO THE EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-177;

THENCE SOUTH ALONG SAID EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-177 TO THE SOUTH LINE THEREOF, SAID SOUTH LINE OF PROPERTY BEARING PIN 19-3-400-177 BEING A LINE 496.71 NORTH OF AND PARALLEL WITH THE NORTH LINE OF W. 47TH STREET;

THENCE WEST ALONG SAID LINE 496.71 NORTH OF AND PARALLEL WITH THE NORTH LINE OF W. 47TH STREET TO A LINE 978.82 WEST OF AND PARALLEL WITH THE EAST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID LINE 978.82 WEST OF AND PARALLEL WITH THE EAST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 3 BEING ALSO THE EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-099;

THENCE SOUTH ALONG SAID EAST LINE OF THE PROPERTY BEARING PIN 19-3-400-099 TO THE NORTH LINE OF W. 47TH STREET;


THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF S. KILBOURN AVENUE TO THE NORTH LINE OF W. 48TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 48TH STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN BLOCK 4 IN ROSEDALE, SAID WEST LINE OF LOT 1 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND ALONG THE EAST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE TO THE NORTH LINE OF W. 49TH STREET;
THENENCE WEST ALONG SAID NORTH LINE OF W. 49TH STREET TO THE EAST LINE OF VACATED W. 49TH STREET, SAID EAST LINE OF VACATED W. 49TH STREET BEING ALSO THE SOUTHERLY EXTENSION OF THE WEST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE;

THENENCE SOUTH ALONG SAID EAST LINE OF VACATED W. 49TH STREET TO THE SOUTH LINE OF SAID W. 49TH STREET;

THENENCE EAST ALONG SAID SOUTH LINE OF W. 49TH STREET TO THE EAST LINE OF AFORESAID ALLEY WEST OF S. KOSTNER AVENUE;

THENENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF S. KOSTNER AVENUE TO THE SOUTH LINE OF W. 50TH STREET;

THENENCE WEST ALONG SAID SOUTH LINE OF W. 50TH STREET TO THE EAST LINE OF S. KILBOURN STREET;

THENENCE SOUTH ALONG SAID EAST LINE OF S. KILBOURN STREET TO THE SOUTH LINE OF LOT 1 IN METZELDER'S RESUBDIVISION OF LOTS 25 TO 48 IN BLOCK 7 IN ROSEDALE, A SUBDIVISION IN THE EAST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 1 BEING ALSO THE NORTH LINE OF W. 51ST STREET;

THENENCE WEST ALONG THE WESTERLY EXTENSION OF SAID NORTH LINE OF W. 51ST STREET TO THE EAST LINE OF THE WEST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;


Chicago Guarantee Survey Co.
123 W. Madison St., Suite. 1300, Chicago, Ill., 60602
Ordered by: Peckham Guyton Albers & Viets, Inc

September 21, 1999
Order No. 9903011 T(2) R.1
Midway Industrial Corridor
THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE
EAST LINE OF S. KOLMAR AVENUE AND ALONG THE SOUTHERLY
EXTENSION THEREOF TO THE NORTH LINE OF W. 53RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 53RD STREET TO THE
NORTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN BLOCK 18 IN SAID
W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE EAST HALF OF
THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE
13 EAST OF THE THIRD PRINCIPAL Meridian, SAID WEST LINE OF LOT 1
BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KILBOURN
AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE
EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE TO THE SOUTH
LINE OF LOT 8 IN SAID BLOCK 18 IN W. F. KAISER & COMPANY'S ARDALE
SUBDIVISION, SAID SOUTH LINE OF LOT 8 BEING ALSO THE NORTH LINE OF
THE ALLEY SOUTH OF 53RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF
53RD STREET AND ALONG THE EASTERLY EXTENSION THEREOF TO THE
EAST LINE OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. KILBOURN AVENUE
TO THE NORTHWESTERLY LINE OF THE CHICAGO UNION TERMINAL
RAILROAD RIGHT OF WAY;

THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY LINE OF
THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY TO THE
SOUTHWESTERLY LINE OF THAT PORTION OF THE CHICAGO UNION
TERMINAL RAILROAD RIGHT OF WAY BEARING THE PIN 19-10-324-080;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF
THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF
WAY BEARING THE PIN 19-10-324-080 TO THE SOUTHEASTERLY LINE
THEREOF;

THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF
THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF
WAY BEARING THE PIN 19-10-324-080 TO THE EASTERLY LINE OF THAT
PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY
BEARING THE PIN 19-10-503-006, SAID EAST LINE BEING ALSO THE
NORTHERLY EXTENSION OF THE EAST LINE OF S. KENNETH AVENUE;
THENCE SOUTH ALONG SAID NORTHERLY EXTENSION OF THE EAST LINE OF S. KENNETH AVENUE TO THE SOUTHEASTERLY LINE OF THAT PORTION OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY BEARING THE PIN 19-10-503-006;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF THE CHICAGO UNION TERMINAL RAILROAD RIGHT OF WAY TO A SOUTH LINE OF SAID RIGHT OF WAY, SAID SOUTH LINE OF THE RIGHT OF WAY BEING HERE THE WESTERLY EXTENSION OF THE NORTH LINE OF THE ALLEY LYING NORTH OF AND ADJOINING LOT 1 IN BLOCK 1 IN GAGLIONE'S RESUBDIVISION OF LOT 1 IN BLOCK 27 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID WESTERLY EXTENSION OF THE NORTH LINE OF THE ALLEY LYING NORTH OF AND ADJOINING LOT 1 IN BLOCK 1 IN GAGLIONE'S RESUBDIVISION TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID LOT 1 IN BLOCK 1 IN GAGLIONE'S RESUBDIVISION;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 11 IN SAID BLOCK 1 IN GAGLIONE'S RESUBDIVISION;

THENCE WESTERLY ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 11 IN SAID BLOCK 1 IN GAGLIONE'S RESUBDIVISION TO THE WEST LINE OF SAID LOT 11, SAID WEST LINE OF LOT 11 BEING ALSO THE EAST LINE OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. KILBOURN AVENUE TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 2 IN BLOCK 28 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 2 IN BLOCK 28 IN W. F. KAISER & COMPANY'S ARDALE SUBDIVISION TO THE WEST LINE THEREOF, SAID WEST LINE OF LOT BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF S. KILBOURN AVENUE AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOT 17 IN SAID BLOCK 28 IN W. F. KAISER &

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Midway Industrial Corridor
COMPANY'S ARDALE SUBDIVISION, SAID NORTH LINE OF LOT 17 BEING 
ALSO THE SOUTH LINE OF THE ALLEY NORTH OF W. 55TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF 
W. 55TH STREET TO THE WEST LINE OF LOT 24 IN SAID BLOCK 28 IN W. F. 
KAISER & COMPANY'S ARDALE SUBDIVISION, SAID WEST LINE OF LOT 24 
BEING ALSO THE EAST LINE OF THE ALLEY WEST OF S. KILBOURN 
AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 24 IN BLOCK 28 IN 
W. F. KAISER & COMPANY'S ARDALE SUBDIVISION AND ALONG THE 
SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. 55TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 55TH STREET TO THE 
EAST LINE OF THE PARCEL OF LAND BEARING PIN 19-16-100-002-8013 IN 
THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 
38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF THE PARCEL OF LAND 
BEARING PIN 19-16-100-002-8013 TO THE SOUTHEASTERLY LINE THEREOF, 
SAID SOUTHEASTERLY LINE BEING A LINE 250 FEET NORTHWESTERLY OF 
AND PARALLEL TO THE CENTERLINE OF MIDWAY AIRPORT RUNWAY 22-R;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF 
THE PARCEL OF LAND BEARING PIN 19-16-100-002-8013 TO THE SOUTH LINE 
THEREOF, SAID SOUTH LINE BEING A LINE 425 SOUTH OF AND PARALLEL 
WITH THE SOUTH LINE OF W. 55TH STREET;

THENCE WEST ALONG SAID LINE 425 SOUTH OF AND PARALLEL 
WITH THE SOUTH LINE OF W. 55TH STREET A DISTANCE OF 521.12 FEET TO 
THE WEST LINE OF SAID PARCEL OF LAND BEARING PIN 19-16-100-002-8013; 
THENCE NORTH ALONG SAID THE WEST LINE OF THE PARCEL OF LAND 
BEARING PIN 19-16-100-002-8013 TO THE SOUTH LINE OF W. 55TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 55TH STREET TO THE 
SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 16 IN BLOCK 20 IN 
HETZEL'S ARCHER AVENUE ADDITION, A SUBDIVISION OF THE EAST HALF 
OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, 
RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF 
LOT 16 BEING ALSO THE WEST LINE OF S. LARAMIE AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE 
WEST LINE OF S. LARAMIE AVENUE TO THE SOUTH LINE OF W. 54TH 
STREET;
THENCE WEST ALONG SAID SOUTH LINE OF W. 54TH STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 15 IN HETZEL'S ARCHER AVENUE ADDITION, A SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 15 IN HETZEL'S ARCHER AVENUE ADDITION TO THE SOUTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE WEST ALONG SAID SOUTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE EAST LINE OF S. LONG STREET;

THENCE NORTH ALONG SAID EAST LINE OF S. LONG STREET TO THE NORTH LINE OF SAID BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY;

THENCE EAST ALONG SAID NORTH LINE OF THE BELT RAILWAY COMPANY OF CHICAGO RIGHT OF WAY TO THE EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 14 IN HETZEL'S ARCHER AVENUE ADDITION, A SUBDIVISION OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID EAST LINE OF THE WEST HALF OF LOT 11 IN BLOCK 14 IN HETZEL'S ARCHER AVENUE ADDITION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. 53RD PLACE;

THENCE EAST ALONG SAID NORTH LINE OF W. 53RD PLACE TO THE WEST LINE OF S. LARAMIE AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. LARAMIE AVENUE TO THE SOUTHERLY LINE OF W. ARCHER AVENUE;

THENCE EASTERLY ALONG SAID SOUTHERLY LINE OF W. ARCHER AVENUE TO THE NORTHERLY EXTENSION OF THE WEST LINE OF THE PROPERTY BEARING PIN 19-09-412-017

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF THE PROPERTY BEARING PIN 19-09-412-017 TO THE SOUTHERLY LINE THEREOF;

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THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE NORTH LINE OF THE ALLEY SOUTH OF W. 53RD STREET TO THE WEST LINE OF S. KEATING AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF S. KEATING AVENUE TO THE SOUTH LINE OF SAID ALLEY SOUTH OF W. 53RD STREET;

THENCE EAST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 53RD STREET TO THE EAST LINE OF THE ALLEY LYING EAST OF AND ADJOINING LOTS 2 THROUGH 9, INCLUSIVE, IN BLOCK 19 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY LYING EAST OF AND ADJOINING LOTS 2 THROUGH 9, INCLUSIVE, IN BLOCK 19 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. 53RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 53RD STREET TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE NORTHERLY LINE OF LOT 53 IN BLOCK 10 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION, SAID NORTHERLY LINE OF LOT 53 BEING ALSO THE SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE;

THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF THE ALLEY SOUTH OF W. ARCHER AVENUE TO THE WEST LINE OF S. KEATING AVENUE;

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THENCE EASTERLY ALONG SAID WESTERLY EXTENSION AND THE NORTHERLY LINE OF THE ALLEY NORTH OF W. ARCHER AVENUE TO THE EAST LINE OF LOT 15 IN BLOCK 5 IN SAID W. F. KAISER & COMPANY'S ARDALE SUBDIVISION, SAID EAST LINE OF LOT 15 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. KNOX AVENUE AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. 51ST STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 51ST STREET TO THE EAST LINE OF LOT 80 IN F. H. BARTLETT'S RESUBDIVISION OF LOTS 1 TO 13 OF BLOCK 4, LOTS 1 TO 10 OF BLOCK 5, LOTS 1 TO 10 OF BLOCK 12 AND LOTS 1 TO 13 OF BLOCK 13 ALL IN F. H. BARTLETT'S CENTERFIELD SUBDIVISION OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 80 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE TO THE SOUTH LINE OF LOT 27 IN SAID F. H. BARTLETT'S RESUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 27 AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE NORTH LINE OF W. 48TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 48TH STREET TO THE EAST LINE OF LOT 20 IN SAID F. H. BARTLETT'S RESUBDIVISION, SAID EAST LINE OF LOT 20 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE;
THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE TO THE SOUTH LINE OF LOT 16 IN SAID F. H. BARTLETT'S RESUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 16 IN F. H. BARTLETT'S RESUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE SOUTH LINE OF W. 44TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 44TH STREET TO THE POINT OF BEGINNING AT THE WEST LINE OF S. CICERO AVENUE;

ALL IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS.
Attachment Four

1998 Estimated EAV By Tax Parcel
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1998 EAV midway industrial corridor.xls

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(1) Indicates the P.I.N.'s associated with residential buildings / units that would be removed if the Plan is implemented according to Exhibit C (Generalized Land Use Plan) included in Attachment Two of the Appendix.

** Property identified as Residential on Exhibit C (Generalized Land Use Plan) included in Attachment Two of the Appendix.