
1998 Annual Report

West Pullman Industrial Park Redevelopment Project Area



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

JUNE 30, 1999



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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Chicago, Illinois 60602
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June 30, 1999

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

Ladies and Gentlemen:

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

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

Sincerely,

Christopher R. Hill
Commissioner
Department of Planning and Development

Walter K. Knorr
Chief Financial Officer

NEIGHBORHOODS



June 30, 1999

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

Commissioner Hill:

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

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

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

Very truly yours,

Ernst & Young LLP

Ernst & Young LLP

West Pullman Industrial Park Redevelopment Project Area 1998 Annual Report

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West Pullman Industrial Park Redevelopment Project Area 1998 Annual Report

Purpose of Report:

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

Methodology:

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

(a) General Description

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

(b) Date of Designation and Termination

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

(c) Copy of Redevelopment Plan

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

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(d) Description of Intergovernmental and Redevelopment Agreements

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

(e) Description of TIF Projects

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

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

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(f) Description of all TIF Debt Instruments

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

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

(g) Description of City Contracts

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

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

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(h) Summary of Private and Public Investment Activity

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

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

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

(i) Description of Property Transactions

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

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

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

(j) Financial Summary Prepared by the City Comptroller

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

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

(k) Description of Tax Receipts and Assessment Increments

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

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

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

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

(l) Certain Contracts of TIF Consultants

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

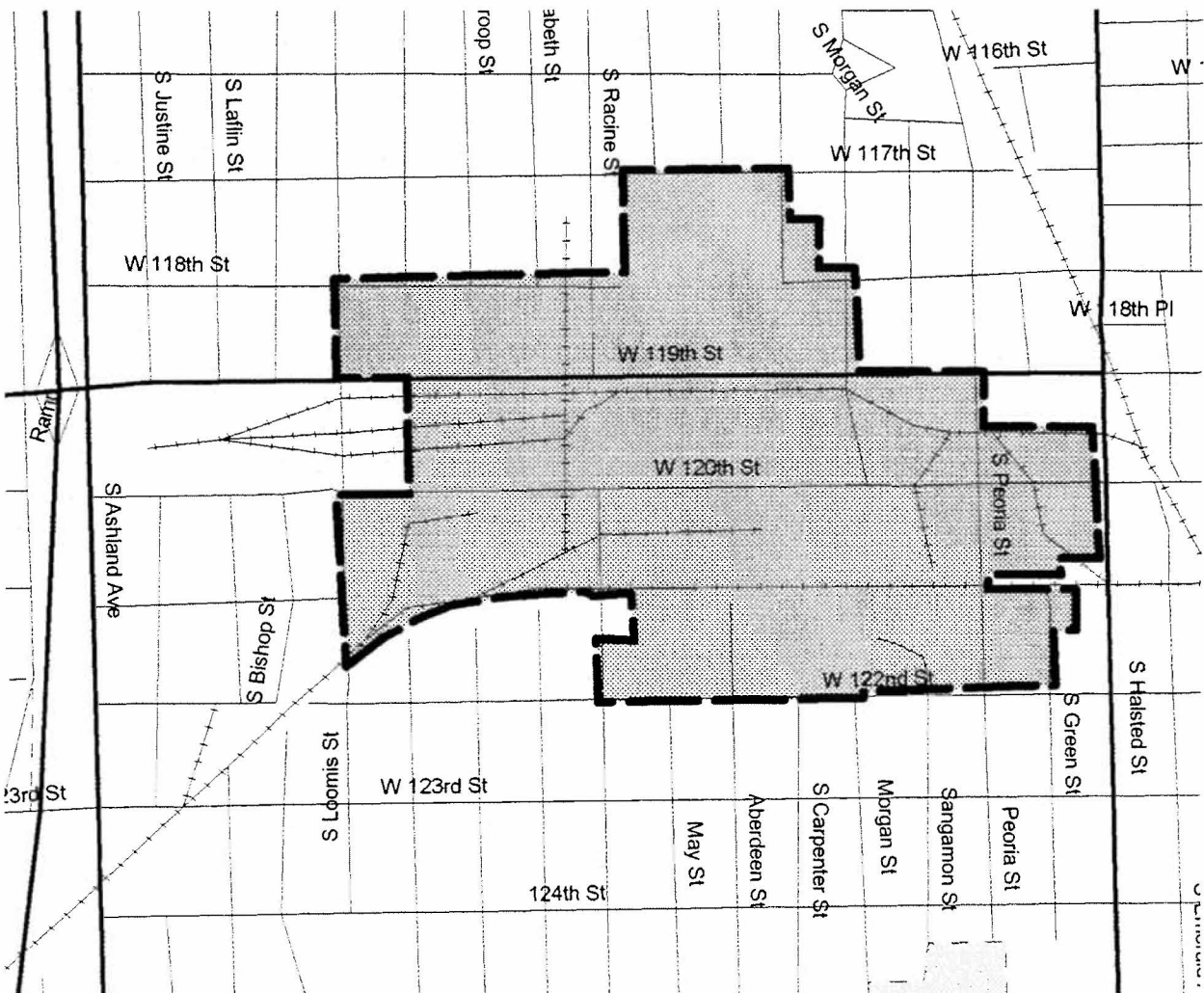
(m) Compliance Statement Prepared by an Independent Public Accountant

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

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(a) GENERAL DESCRIPTION

The Project Area generally includes all of the properties on the north side of 119th Street between Morgan Street and Loomis, all properties on the south side of 119th Street between Morgan Street and a point approximately 400 feet east of Loomis, all properties on the north side of 120th between the alley just west of Halsted and a point approximately 400 feet east of Loomis, all properties on the south side of 120th Street from the alley just west of Halsted to Loomis, and all properties on the north side of 122nd Street of the Metra Electric Line Right-of-Way between the alley just west of Halsted and Aberdeen Street. The map below illustrates the location and general boundaries of the Project Area. For precise boundaries, please consult the legal description in the Redevelopment Plan (Attachment).



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(b) DATE OF DESIGNATION AND TERMINATION

The Project Area was designated by the Chicago City Council on March 11, 1998. The Project Area may be terminated no later than March 11, 2021.

(c) COPY OF REDEVELOPMENT PLAN

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

(d) DESCRIPTION OF INTERGOVERNMENTAL AND REDEVELOPMENT AGREEMENTS

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

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(e) DESCRIPTION OF TIF PROJECT(S)

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

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(f) DESCRIPTION OF TIF DEBT INSTRUMENTS

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

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(g) DESCRIPTION OF CITY CONTRACTS

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

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(h) SUMMARY OF PRIVATE AND PUBLIC INVESTMENT ACTIVITY

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

**West Pullman Industrial Park Redevelopment Project Area
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(i) DESCRIPTION OF PROPERTY TRANSACTIONS

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

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(j) FINANCIAL SUMMARY PREPARED BY THE CITY COMPTROLLER

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

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(k) DESCRIPTION OF TAX RECEIPTS AND ASSESSMENT INCREMENTS

TABLE K
DESCRIPTION OF TAX RECEIPTS AND ASSESSMENT INCREMENTS

<u>YEAR</u>	<u>MUNICIPAL SALES TAX INCREMENT</u>	<u>STATE SALES TAX INCREMENT</u>	<u>MUNICIPAL UTILITY TAX INCREMENT</u>	<u>NET STATE UTILITY TAX INCREMENT</u>	<u>INITIAL EAV</u>	<u>TOTAL 1997 EAV</u>	<u>TOTAL INCREMENTAL PROPERTY TAXES 1997</u>
1998	N.A. (1)	N.A. (1)	N.A. (1)	N.A. (1)	\$ 7,567,273 (2)	N.A. (3)	N.A. (3)

(1) N.A. - not applicable.

(2) Source - West Pullman Industrial Park Redevelopment Plan and Project.

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

West Pullman Industrial Park Redevelopment Project Area 1998 Annual Report

(I) CERTAIN CONTRACTS OF TIF CONSULTANTS

During 1998, no TIF consultant was paid by the City for assisting to establish the Project Area and paid by any entity that has received or is currently receiving payments financed by tax increment revenues from the Project Area.

**West Pullman Industrial Park Redevelopment Project Area
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**(m) COMPLIANCE STATEMENT PREPARED BY AN INDEPENDENT PUBLIC
ACCOUNTANT**

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

**West Pullman Industrial Park Redevelopment Project Area
1998 Annual Report**

**ATTACHMENT
REDEVELOPMENT PLAN**

**Proposed
West Pullman Industrial Park Conservation Area**

**Industrial Jobs Recovery Law Tax Incremental Financing Eligibility
Study and Redevelopment Planning and Project Plan**

Prepared for:

**The City of Chicago
Department of Planning and Development**

October 1997

 **S. B. Friedman & Company**
Real Estate Advisors and Development Consultants

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S.B. Friedman & Company
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1. Executive Summary

The proposed West Pullman Industrial Park Conservation Area (West Pullman IPCA) tax increment financing (TIF) district has been surveyed and analyzed for designation as a TIF district under the Illinois Industrial Jobs Recovery Law, 65 ILCS 5/11 - 74.6 - 1, et seq. (the IJRL).

The IJRL was designed to address the unique redevelopment challenges of underutilized and/or completely abandoned industrial areas--particularly those that are environmentally contaminated. Another objective of the law was to provide resources to retain and expand Illinois' industrial base economy. The IJRL establishes a number of required statutory findings that need to be demonstrated before any area can be designated as an IJRL TIF district.

The West Pullman IPCA is characterized by substantial disinvestment. A majority of the proposed West Pullman IPCA is vacant, and the remaining industrial buildings are older structures. Environmental contamination is found throughout the proposed area, and this contamination creates a major impediment to redevelopment and new industrial investment. Area infrastructure is inadequate to accommodate most modern industrial uses, and substantial infrastructure improvements will need to be completed in order to attract new industrial investment.

The physical and environmental conditions underscore the need to address those issues that are making the proposed West Pullman IPCA unattractive for new investment.

S.B. Friedman & Company's review of the required statutory findings demonstrate that the West Pullman IPCA qualifies for designation under the IJRL provisions for an industrial park conservation area found within the IJRL. The West Pullman IPCA qualifies as an IJRL TIF district consisting of an industrial park conservation area based upon the following criteria:

- The area consists of 210 acres and is completely within the corporate boundaries of the City of Chicago.
- The proposed West Pullman IPCA is primarily zoned industrial. The City is in the process of changing the zoning designation for parcels that are currently not zoned industrial and will complete the process prior to adoption of this plan.
- Between 1992 through May 1997, the Unemployment Rate for the City of Chicago averaged 1.56% above the national average thereby qualifying the area as a labor surplus municipality.
- The proposed West Pullman IPCA is well serviced by roadways, commuter mass transit lines (bus and rail) and freight rail lines.
- The 1996 EAV for the proposed West Pullman IPCA is .025% of the 1996 EAV for the City of Chicago (\$30,773,301,521).
- Based upon a compound annual growth rate of only 1.98% in Equalized Assessed Valuation (EAV) between 1991 and 1996 (compared to a rate of growth of 2.35% of the City as a

whole) and physical evidence of deindustrialization, the proposed West Pullman IPCA has not been subject to growth or investment by private enterprise in a substantial period of time. The minor growth in EAV was entirely due to the 1994 triennial re-assessment and increases in the multiplier. EAV in the West Pullman IPCA declined between 1995 and 1996 while in the City as a whole it increased by 1.3%.

- The West Pullman IPCA is an important component of the City's economic development and industrial base retention and attraction strategy. The current zoning of the proposed West Pullman IPCA accommodates industrial uses.
- The redevelopment plan is reasonably expected to create an approximate total of 3,300 industrial, warehousing, research & development and general office jobs. The industrial jobs alone will generate approximately an additional 5,600 jobs in the regional economy in non-manufacturing sectors. The revitalization of the West Pullman area will enhance the likelihood of retaining several medium sized manufacturers in the area that employ a total of 344 workers. Job generation values were derived from regional floor space per worker standards provided by the Northeastern Illinois Planning Commission and the multiplier value was provided by the City of Chicago.
- Any obligations issued by the City pursuant to this plan and the IJRL shall be retired within twenty-three (23) years from the adoption of the ordinance approving the redevelopment project as set forth in the Plan.
- The provision of new facilities will significantly enhance the tax base of the taxing districts that extend into the West Pullman IPCA. The current EAV of the proposed West Pullman IPCA is approximately \$7,600,000. The estimated EAV at the end of 23 years is anticipated to be approximately \$75,300,000. This is an 896% increase in equalized assessed value which will result in substantial gains in revenue for those taxing districts that overlap the proposed West Pullman IPCA.

Physical evidence of disinvestment in the form of vacant land and underutilized industrial facilities suggests that the area is not attractive for new investment. The provisions of TIF resources will address a number of the weaknesses currently found within the proposed West Pullman IPCA, and facilitate new investment by private enterprise.

Based upon these findings it is the determination of *S.B. Friedman & Company* that the proposed West Pullman IPCA qualifies under the provisions of an industrial park conservation area (an "IPCA") as found within the IJRL.

The Redevelopment Plan is an integrated and comprehensive strategy designed to address the full range of issues that are making the proposed West Pullman IPCA unattractive for new private investment. The anticipated activities and projects include:

- Acquisition and Demolition
- Environmental Remediation

- Infrastructure Improvements & Engineering Services
- Marketing
- Employment and Training
- **Development Assistance**

Because these projects will need to be coordinated to optimize development opportunities and create a coordinated system of area-wide preparation, marketing and development facilitation, the City plans to utilize a development manager with extensive experience in the development of both "brownfield" (vacant and often contaminated industrial land) and "greenfield" (vacant and non-contaminated, typically found outside metropolitan areas) industrial parks to oversee the development process.

The West Pullman IPCA represents a substantial opportunity for the City of Chicago to preserve and expand its industrial base. The anticipated benefits of the proposed West Pullman IPCA will create a competitive industrial park within the corporate limits of the City and will create opportunity for new employment and job training for area residents.

Report Purpose

The City of Chicago is currently involved in a comprehensive process of encouraging redevelopment of many industrial areas within the City. The redevelopment of these industrial areas is an important component of the City's overall economic development strategy.

The City of Chicago engaged *S.B. Friedman & Company* to conduct a tax incremental financing eligibility study and prepare a plan under the provisions of the IJRL. This report is the combined Eligibility Study and Redevelopment Plan for the West Pullman Industrial Park Conservation Area and was prepared under the provisions of the IJRL.

The West Pullman IPCA represents an opportunity for the preservation, retention, redevelopment, and expansion of industry in an area that has traditionally been industrial in nature but has suffered disinvestment over the past twenty to thirty years. Few locations within the City offer a solid industrial history, diverse transportation system (expressways as well as public transportation), an accessible industrial workforce, and a population of trainable working-age residents. These factors are important in the locational decision making of industrial, storage, and distribution-oriented businesses.

The purpose of the West Pullman IPCA is to create a mechanism to allow for the development of new industrial and industrial support facilities on existing vacant or underutilized land, the redevelopment and/or expansion of existing industrial businesses, and the improvement of the physical environment and infrastructure. The redevelopment of the West Pullman IPCA is expected to encourage economic and industrial revitalization within the community and surrounding area.

This report covers the events and conditions that exist and were determined to be germane at the completion of our research on August 17, 1997 and not thereafter. These events or conditions include, without limitation, governmental actions and additional development that may have changed any of the observed conditions made on or before August 17, 1997.

This Eligibility Study and Redevelopment Planning and Project Plan (the "Plan" or "Redevelopment Plan") summarize the analysis and findings of the consultant's work, which, unless otherwise noted, is solely the responsibility of *S.B. Friedman & Company*. The City of Chicago is entitled to rely on the findings and conclusions of the Plan in designating the West Pullman IPCA as an Industrial Park Conservation Area under the IJRL. *S.B. Friedman & Company* has prepared this Plan with the understanding that the City would rely (1) on the findings and conclusions of the Plan in proceeding with the designation of the West Pullman IPCA and the adoption and implementation of the Plan, and (2) on the fact that *S.B. Friedman & Company* has obtained the necessary information so that the Plan will comply with the IJRL and that the West Pullman IPCA can be designated as a Redevelopment Planning and Redevelopment Project Area in compliance with the IJRL.

- The West Pullman IPCA satisfies one of the following standards:
 1. **Standard One:**
 - (a) the area is a labor surplus municipality (the average unemployment rate for the municipality is at least 1% over the U.S. national average over the 4 preceding calendar years prior to the designation of the "industrial park conservation area"),
 - (b) the area is served by adequate public or road transportation for access by the unemployed and for the movement of goods and materials,
 - (c) the area contains no more than 2% of the most recently ascertained equalized assessed value of all taxable real properties within the municipality,
 - (d) the project plan for the area includes a plan for and establishes a marketing program to attract appropriate businesses to the area,
 - (e) the project plan for the area includes an adequate plan for the financing and construction of necessary infrastructure, and
 - (f) the project plan for the area provides for an employment training project to prepare unemployed workers for work in the industrial park conservation area, and the employment training project has been approved by official action of or is to be operated by the local community college district, public school district or state or locally designated private industry council; or
 2. **Standard Two:**
 - (a) the area is a substantial labor surplus municipality (the average unemployment rate for the municipality is at least 2% over the U.S. national average over the 5 preceding calendar years prior to the designation of the "industrial park conservation area"),
 - (b) the area is served by adequate public or road transportation for access by the unemployed and for the movement of goods and materials,
 - (c) the area contains no more than 2% of the most recently ascertained equalized assessed value of all taxable real properties within the municipality, and
 - (d) the project plan for the area provides for an employment training project to prepare unemployed workers for work in the industrial park conservation area, and the employment training project has been approved by official action of or is to be operated by the local community college district, public school district or state or locally designated private industry council.
- **No Redevelopment Plan for the West Pullman IPCA shall be adopted by a municipality without finding that:**
 1. The West Pullman IPCA has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed in accordance with public goals stated in the Redevelopment Plan without the adoption of the Redevelopment Plan;
 2. The Redevelopment Plan and project conform to the comprehensive plan for the development of the municipality as a whole, or for municipalities with populations

of 100,000 or more, the Redevelopment Plan and project either:

(a) conforms to the strategic economic development or redevelopment plan issued by the designated planning authority, or
(b) includes land uses that have been approved by the planning commission of the municipality;

3. The Redevelopment Plan is reasonably expected to create or retain a significant number of permanent full time jobs;
4. The estimated date of completion of the Redevelopment Project and retirement of obligations incurred to finance redevelopment project costs is not more than 23 years from the adoption of the ordinance approving the project; and
5. The provisions of new facilities significantly enhance the tax base of the taxing districts that extend into the West Pullman IPCA.

Sections 3, 4, and 5 detail the findings of *S.B. Friedman & Company* with regard to these required statutory findings.

The Study Area

The proposed tax increment finance district known as the "West Pullman Industrial Park Conservation Area" is located within the West Pullman community of the City of Chicago, in the County of Cook. The West Pullman IPCA has been analyzed under the provisions of the IJRL as an Industrial Park Conservation Area.

The proposed boundaries of the West Pullman IPCA are detailed on Map 1. The West Pullman IPCA contains only those parcels of real property and improvements which will be substantially benefitted by the Plan.

The West Pullman IPCA boundaries generally include all of the properties on the north side of 119th Street between Morgan Street and Loomis, all properties on the south side of 119th Street between Morgan Street and a point approximately 400 feet east of Loomis, all properties on the north side of 120th between the alley just west of Halsted and a point approximately 400 feet east of Loomis, all properties on the south side of 120th Street from the alley just west of Halsted to Loomis, and all properties on the north side of 122nd Street to the Metra Electric Line Right-of-Way between the alley just west of Halsted and Aberdeen Street.

West Pullman Industrial and Social History & Demographic Profile

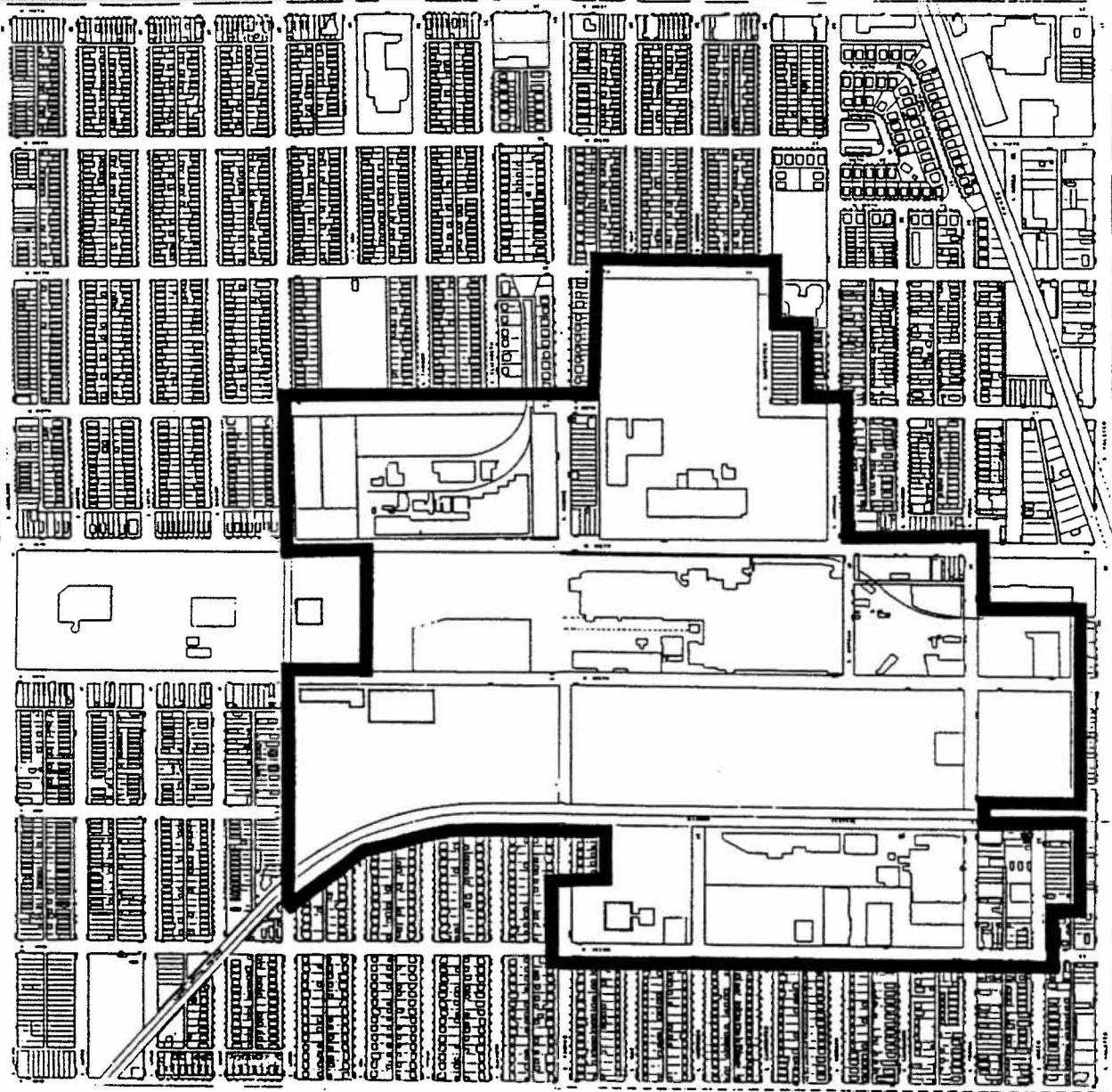
The area known as West Pullman was initially settled in the 1830s. Rapid growth did not occur in the area until after the opening of the Illinois Central and Michigan Central Railroad station and the development of the Pullman Palace Car Works in the 1850s.

In the late 1880s, real estate speculators and various business interests active on the South Side

WEST PULLMAN

Industrial Park Conservation Area

AREA BOUNDARIES



LEGEND

 WIPCA BOUNDARY

NORTH 



Wendell Campbell Associates, Inc.
Architects - Planners - Construction Managers

 S. B. Friedman & Company
Real Estate Advisors and Development Consultants

formed the West Pullman Land Association (Land Association) to market property between 119th Street and 123rd Street between Wentworth and Halsted. The Land Association had phenomenal success at attracting industries to open facilities in the area, and additional industrial development spread westward toward Ashland Avenue. This industrial development was also facilitated by transportation improvements which included the extension of the Illinois Central Railroad into Blue Island, the construction of the Pennsylvania Railroad line through the area, and streetcar extensions along major area thoroughfares in the late 1800s. Among the companies that opened facilities in the community during this period were the Plano Manufacturing Company, the Whitman Barnes Company, the Chicago Malleable Casting Company, and the Sterling Lumber Supply Company.

Population growth in the area was also encouraged by the West Pullman Land Association. In 1890, the Land Association began construction on a 600-home development that was completed 4 years later. However, development activity was stifled around the turn of the century by 3 events: (1) the 4-year depression that began in 1893, (2) the Pullman Strike of 1894 and (3) the economic downturn of 1908. It was during these 15 turbulent years that the West Pullman Land Association went bankrupt along with several area industrial businesses.

In the early part of the 20th Century a large influx of Eastern European immigrants moved into the area. By 1919 the West Pullman Community reached residential maturity and had a population of 23,019 people. The upsurge in population in the post World War I period brought the community's population to about 30,000 in 1930. The post World War I period also inaugurated a new period of industrial development and activity. However, this post-war upturn was short lived as the Great Depression impacted the industrial development of Chicago and the rest of the country. The West Pullman community--along with the nation's economy--languished until several federal programs were initiated by the Roosevelt Administration in the mid-1930s. Many of the Roosevelt Administration's programs were designed to stimulate economic activity through public expenditures. Industrial cities like Chicago benefitted greatly from such Roosevelt Programs as the Works Progress Administration. Additionally, World War II initiated new growth for the community in the 1940s. The growth in industry led to several new manufacturers locating in the area including International Harvester (which took over Plano Manufacturing's facilities) and Dutch Boy Paints.

The population of the community continued to grow in the post war period, peaking at 45,000 people in 1980. However, the demographic makeup of the community changed during this post war period. Beginning in the 1960s, a massive shift of the City's African-American population occurred resulting in the population of West Pullman becoming more racially integrated. As of 1990, 94% of the West Pullman community was African American. The housing stock over this period was dramatically altered by development of suburban style tract development. The development of these tract homes has resulted in West Pullman having one of the City's highest rates of single-family home ownership rates. In 1990, 72% of the homes in the area were owner-occupied structures. The 1990 median housing value was \$59,270.

The West Pullman industrial base--as well as the industrial base of Chicago--was affected by the national shift inaugurated by the opening of the interstate highway system. Substantial industrial and population base relocated to communities on the outskirts of Chicago. This decentralization is a continuing factor that impacts Chicago and other cities throughout the country. During this period,

International Harvester and Dutch Boy Paints relocated their operations out of the area, as did several steel mills on the City's South Side. At the same time several businesses remained, including Carl Buddig and Company, Ingersoll Products, and several smaller manufacturing concerns.

As of 1990, the median family income for the West Pullman Community Area was \$33,065, which is \$2,000 higher than the median family income for the City as a whole. According to the 1990 Census, 17% of West Pullman residents were living below the poverty level. West Pullman's 18% unemployment rate is typical of many South Side communities which have exceeded the City's average for many years. The persistent high unemployment rates found in the community are attributed to the rapid deindustrialization of the City's South Side over the past 20 years. Nonetheless, the population of West Pullman retains fairly high skills which are borne out by educational attainment levels. Thirty-nine percent of the West Pullman population has more than a high school education, and according to the 1990 Census, 54% of the employed population was working in white collar professions.

Existing Conditions

The deindustrialization of the West Pullman community has left the area without a major concentration of economic activity. Certainly a core group of businesses have remained within the area, but even the largest of these businesses operate with streamlined employment bases as mechanization has created production efficiencies in manufacturing processes. The deindustrialization has also impacted the viability of the proposed West Pullman IPCA to attract and generate new jobs. This section serves to highlight those factors that are contributing to the weakening of the West Pullman community as a location for new industrial development.

STRUCTURAL

The West Pullman IPCA has a variety of industrial buildings of varying size and conditions. Many of these properties are vacant, or underutilized. Two major industrial businesses account for a majority of the available space in the area. Ingersoll Products at 11900 S. Morgan Street and U.S. Gear at 1030 W. 119th Street occupy the largest active industrial facilities in the area. Many of the vacant buildings in the area exhibit moderate symptoms of structural deterioration which include broken windows and sagging roof lines.

Most of the existing manufacturing buildings--occupied and unoccupied--are smaller rectangular configurations built in the mid 1950s to late 1960s. The Ingersoll Products facility is the largest building in the area and appears to have been built in stages, beginning in the early part of this century. The U.S. Gear facility appears to have also been constructed in the 1950s. The company has recently constructed large aluminum sided warehouse/distribution facilities immediately north of their plant. Each of these active businesses maintain their facilities well, though Ingersoll Products is not fully utilizing all its space.

The partially demolished Amforge facility on the northside of 119th between Racine and Loomis is a blighted site defaced by graffiti. According to the City, the remaining structures on the Amforge site are scheduled for demolition within the next couple of months. Similarly, the former Dutch Boy

Paints and International Harvester sites on the southside of 120th Street still have structural elements in place, though all vertical elements have been removed.

INFRASTRUCTURE

Area infrastructure is in generally fair to poor condition. In very poor condition is 120th Street between Halsted and Ashland, which is the main east-west route through the proposed West Pullman IPCA. This street does not appear to be well traveled and is completely vacant on its southside where the former Dutch Boy Paints and International Harvester facilities once stood. The sidewalks along 120th Street are poorly maintained and underused with grasses and weeds overgrowing the walkways.

According to information collected from the City of Chicago Department of Transportation (CDOT) several infrastructure improvement projects at grade and below grade need to be undertaken to support a industrial development in the area. The nature of these infrastructure improvements include--but are not limited to--public lighting improvements, street resurfacing, widening and curb reconstruction, sewer and water-main replacement and sidewalk reconstruction.

ENVIRONMENTAL

In May of 1996, a Phase I Environmental Site Assessment of the proposed West Pullman IPCA was conducted by Harza Environmental Services, Inc. at the request of the Chicago Department of Environment. The purpose of the study was to provide a broad source of information regarding environmental conditions which affect vacant, residential, commercial, industrial, and public property within the proposed West Pullman IPCA.

The City supplemented Harza's site analysis with its own analysis and expanded the information provided in the Phase I Environmental Site Assessment. The City also designated contaminated site areas within the proposed West Pullman IPCA in an effort to prioritize environmental remediation scheduling and estimated remediation costs. Harza's findings are summarized in Appendix 3. The City's site analysis is summarized in Table 1 by site area, and Map 2 delineates these site areas.

SURROUNDING COMMUNITY

Surrounding the proposed West Pullman IPCA are several blocks of single-family residential neighborhoods. The majority of these blocks are well kept and organized around block clubs.

On the blocks immediately east and west of Halsted, the residential structures are primarily multi-story multi-family frame construction. It appears that a majority of area renters live on these blocks. Many of these structures were built in the 1930s and 1940s and the greatest residential structural deterioration is found on these blocks.

To the south, north, and west of the proposed West Pullman IPCA, the majority of the housing stock is tract-style single family, owner-occupied residential, mostly in bungalow or modern suburban architectural types. These blocks are well kept and fully organized into block clubs. Interspersed

Table 1

City of Chicago Environmental Assessment & Estimated Remediation Costs for the Proposed West Pullman IPCA

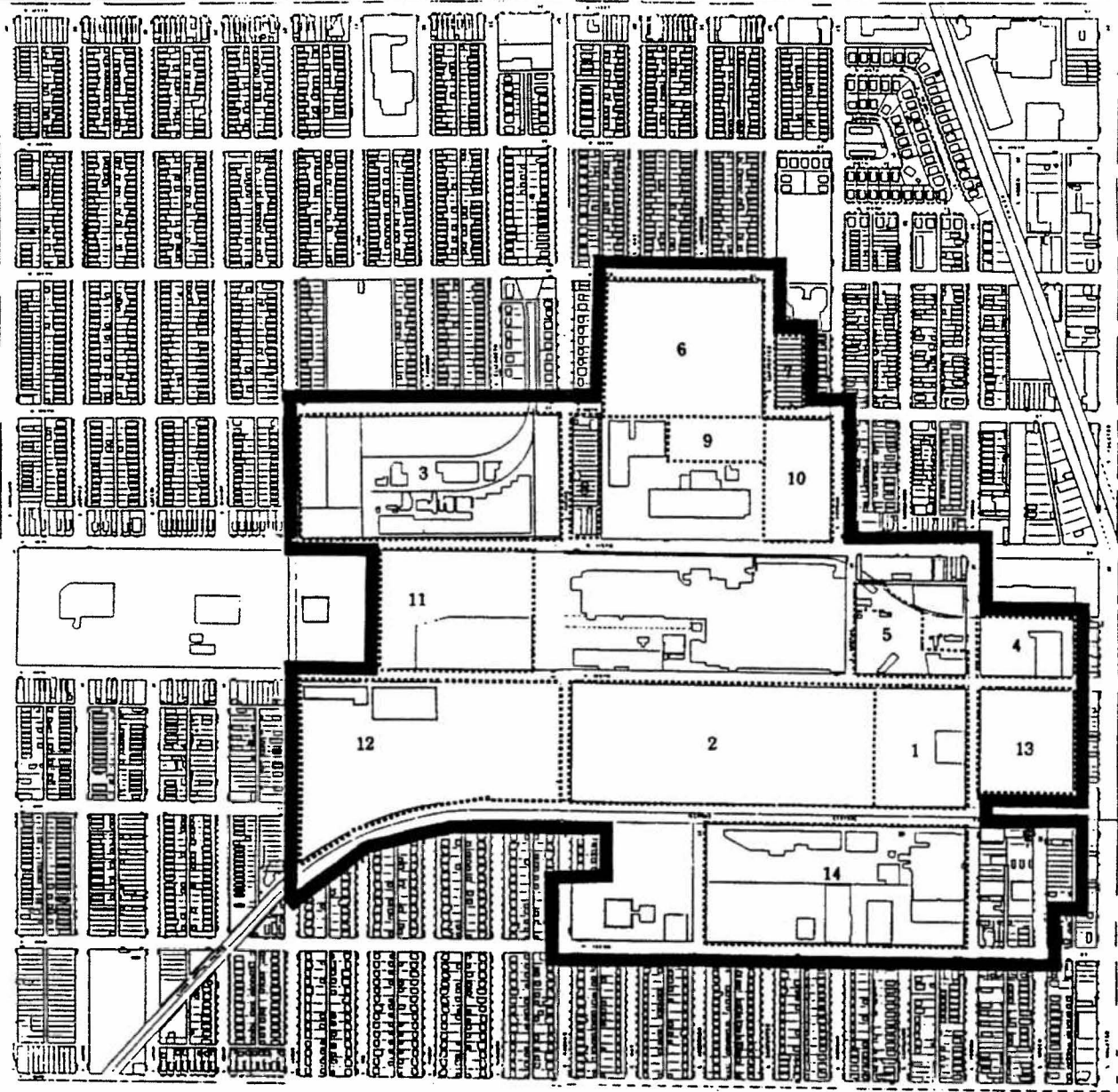
Site Area	Site Description/Address	Chemicals/Materials of Concern	Total Est. Cost	Project Status
1	Former Dutch Boy Site 915 W. 120th St. (Study Area 13)	Lead, USTs, ASTs, Solvents, Petroleum Products, Demolition Debris	NI Is Potentially Responsible Party undergoing negotiation w/ City (+\$500K)	EPA-managed site Offsite Sampling Underway
2	Former International Harvester Site 636-1159 W. 120th St. (Study Area 12)	USTs, organic solvents, benzene, sulfuric acid, petroleum products, ACMs, PCBs, demolition debris, fly-dumping debris, lead-based paint	Navistar is PRP Enrolled in IEPA Voluntary Cleanup Prog (+\$1,000,000)	Phase I completed Phase II & III begins summer '97
3	Former American Forge Site 1250 W. 110th St., 1300 W. 110th, 11825 S. Ada, 11827 S. Ada, 1241-1301 W. 118th. (others) (Study Area 3)	USTs, petroleum products, ACMs, Constr. debris, fly-dumping debris, oil stained soil near ASTs, lead based paint, PCBs, approx 5000 tires	\$3.1 million	IEPA removed trees Summer '97 Demo completed Summer '97, Phases I & II begins Summer '97
4	646 W. 120th (Former W. Pullman Iron) (Study Area 9)	Oil-stained soils, PCBs from dismantled electrical transformers, ACM, misc constr debris, abandoned vehicles, lead-based paint, approx 100 tires	\$300K	Phase I completed Phase II & III pending
5	940 W. 120th (11827 S. Morgan) (Study Area 8)	USTs (gasoline tank), PCBs, oil stained soil, debris, abandoned vehicles, approx 100 tires	\$300K	Phase I completed Phase II & III pending
6	117th St. and Carpenter (Study Area 1)	USTs (approx 16,000 gals) resting in SW corner of lot, stained soil, vegetation, slag, demolition debris, fly-dumping debris	\$1.2 million	Phase I completed Phase II & III pending
7	11727 - 59 S. Carpenter (Study Area 2)	Petroleum products, solvents, lead, & acid, (assoc w/ auto, salvage/repair yard), fly-dumping debris	\$150K	Phase I completed Phase II & III pending
8	16601-11843 S. Racine, 1144 W. 119th St. - 1156 W. 119th St. (Study Area 4)	Petroleum products, solvents, lead, & acid, (assoc w/ auto, salvage/repair yard), fly-dumping debris, USTs	\$200K	Phase I completed Phase II & III pending
9	U.S. Gear Parking Lot (Address not provided 119th St) (Study Area 5)	Asphalt parking lot, Additional data needed	\$1.2 million	Phase I completed Phase II & III pending
10	East of U.S. Gear Parking Lot (Study Area 5)	Additional data needed	\$300K	Phase I completed Phase II & III pending
11	11931 South Loomis (Study Area 6)	AST (petro, gasoline), stained soil, 55 gal drums, railroad ties, constr debris, ACM, LBP, LBP debris	\$1.5 million	Phase I completed Phase II & III pending
12	1225 W. 120th (Study Area 10)	Petroleum oils, transformer oils (PCBs), ACM, lead-based paint debris, UST, fly-dumping debris	\$1.5 million	Phase I completed Phase II & III pending
13	12017 S. Peoria, 815-825 W. 120th St.	USTs, petroleum products	\$500K	Phase I completed
14	1040 W. 122nd St. (Study Area 15)	USTs, ASTs, soil staining, 55 gal drums	\$2.0 million	Phase I completed Phase II & III pending

Note: Site Area Numbers Correspond to Those Found on Map 2

WEST PULLMAN

Industrial Park Conservation Area

ENVIRONMENTAL CONDITIONS

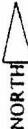


LEGEND

- | Site | Description |
|------|-----------------------------|
| 1 | Dutch Boy |
| 2 | International Harvester |
| 3 | American Forge |
| 4 | West Pullman Iron |
| 5 | 940 W. 120th Street |
| 6 | 117th & Carpenter |
| 7 | 11727-59 S Carpenter |
| 8 | 11801-11843 S Rocas |
| 9 | US Over Parking Lot |
| 10 | East of US Gear Parking Lot |
| 11 | 11931 S Loome |
| 12 | 12255 W 120th Street |
| 13 | 12017 S Peoria |
| 14 | 1040 W 122nd Street |

- | Contaminations |
|---|
| Lead, UST's, AST's, Solvents, Petroleum Products, Demolition Debris |
| UST's, Organic Solvents, Benzene, Sulfuric Acid, Petroleum Products, ACM's, PCB's, Demolition Debris, Flying Dumping, Lead Based Paints |
| UST's, Petroleum Products, ACM, Construction Debris, Flying Dumping Debris, AST's, Lead Based Paints, PCB's |
| Petroleum Products, PCB's, ACM, Construction Debris, Lead Based Paints, Abandoned Aeres, parts, and tires |
| UST's, PCB's, Petroleum Products, Miscellaneous Debris, Abandoned Aeres & Tires |
| UST's, Slag, Demolition Debris, Flying Dumping Debris |
| Petroleum Products, Solvents, Lead, Acid, Flying Dumping Debris |
| Petroleum Products, Solvents, Lead, Acid, Flying Dumping Debris, UST's |
| No data |
| No data |
| AST's, Petroleum Products, Construction Debris, Abandoned Railroad Ties, ACM, Lead Based Paint, 55-Gallon Drums |
| Petroleum Products, PCB's, ACM, Lead Based Paint, UST's, Fly Dumping Debris |
| UST's, Petroleum Products |
| UST's, AST's, Petroleum Products, 55-Gallon Drums |

Study Area Boundary



on several blocks were public schools, parks and other institutional amenities. The majority of these properties are brick construction, but several are constructed with vinyl and aluminum siding.

~~Several new homes have been built in the vicinity of Christ Universal Temple, which borders the~~ proposed West Pullman IPCA on the west, particularly along 120th Street on available in-fill sites. These are mostly brick-ranch style homes, constructed within the past 5 years. Christ Universal Temple has a non-profit housing corporation that has completed some of these structures.

The proposed West Pullman IPCA has suffered significant disinvestment and has created a vacant pocket in the middle of a community that has endured significant economic stress. The environmental contamination, obsolete industrial structures, area abandonment, and dated infrastructure have made the area unattractive for new investment. Without substantial attention, the West Pullman IPCA will continue to be an underutilized and uncompetitive industrial area, aggravating existing conditions and exerting negative influences on the surrounding neighborhood.

3. Required Findings and Evidence for Qualification

Several findings must be demonstrated to qualify an area as an IPCA under the IJRL. Each required finding within the IJRL relevant to an IPCA **must be demonstrated** prior to approving an area as an IPCA.

In summation, the West Pullman IPCA qualifies under the preliminary findings as follows:

- the West Pullman IPCA is completely within the corporate boundaries of the City of Chicago;
- currently the proposed West Pullman IPCA is primarily zoned industrial; the City will complete a zoning redesignation process for all non-industrial parcels prior to formal designation by the City Council of the City of the West Pullman IPCA under the IJRL;
- the area contains a substantial amount of improved and vacant land suitable for industrial use;
- between 1992 and 1996, the Unemployment Rate for the City of Chicago averaged 1.66 percentage points above the national average thereby qualifying the City of Chicago as a labor surplus municipality;
- the proposed West Pullman IPCA is well serviced by roadways, commuter mass transit lines (bus and rail), and freight rail lines for access by the unemployed and for movement of goods and services;
- the 1996 EAV for the proposed West Pullman IPCA is .025% of the 1996 EAV for the City of Chicago of \$30,773,301,521 (the last available year a total city-wide EAV was established);
- based upon a compound annual growth rate of 1.98% in Equalized Assessed Valuation (EAV) between 1991 and 1996 and physical evidence of deindustrialization, the proposed West Pullman IPCA has not been subject to growth or investment by private enterprise in a substantial period of time. The minor growth in EAV was due to the 1994 triennial re-assessment and change in the multiplier. EAV declined between 1995 and 1996. By comparison, the City's compound annual growth rate of Equalized Assessed Value was 2.35% between 1991 and 1996 and a positive 1.27% between 1995 and 1996 ;
- the IPCA is an important component of the City's economic development and industrial base retention and attraction strategy.

The evidence upon which these findings are based is summarized below.

1. "Industrial Park Conservation Area" means an area within the boundaries of an IPCA located within the corporate limits of a municipality or within 1.5 miles of the corporate limits of a municipality if the area is to be annexed to the municipality.

Evidence: The proposed West Pullman IPCA lies within the city limits of Chicago and is generally bounded by 117th Street to the north, 122nd Street to the south, South Loomis Street to the west and Halsted Street to the east. Map 3 details the location of the proposed West Pullman IPCA within the corporate limits of Chicago.

2. The area must be zoned industrial no later than the date on which the municipality by ordinance designates the redevelopment project area.

Evidence: The 1997 Chicago Zoning Ordinance shows that the West Pullman IPCA under review is primarily zoned for industrial uses (92% of the total land area). The West Pullman IPCA is zoned M1-1 Restricted Manufacturing District, M2-2 General Manufacturing District and M3-3 Heavy Manufacturing District. The West Pullman IPCA also includes two parcels that have non-industrial designations. City officials involved with this study indicated that the process of changing the zoning designation of these non-industrial parcels to industrial designations will be completed prior to the West Pullman IPCA's formal designation as an IPCA under the IJRL. Map 4 details the zoning designation for the parcels within the West Pullman IPCA.

3. The area includes improved or vacant land suitable for use as an industrial park.

Evidence: The proposed West Pullman IPCA contains former industrial sites of nearly 1.6 million square feet in land area or 36.3 acres. These areas may include vacant buildings or other remaining structural elements. In addition, the proposed IPCA contains nearly 3.5 million square feet of vacant land or 79 acres. Much of this land had at one time been used for industrial purposes but has been cleared. The large land area available is consistent with the needs of modern industry for sites that can be designed to accommodate contemporary industrial process, loading, and parking requirements. As noted under a separate finding, the presence of full Interstate highway access at I-57 and 119th Street enhances the suitability of sites in this area for industrial purposes.

4. To be designated as an IPCA, the West Pullman IPCA satisfies the provisions under Standard 1 of Section 74.6-10 (e) (1) of the IJRL on the following bases:

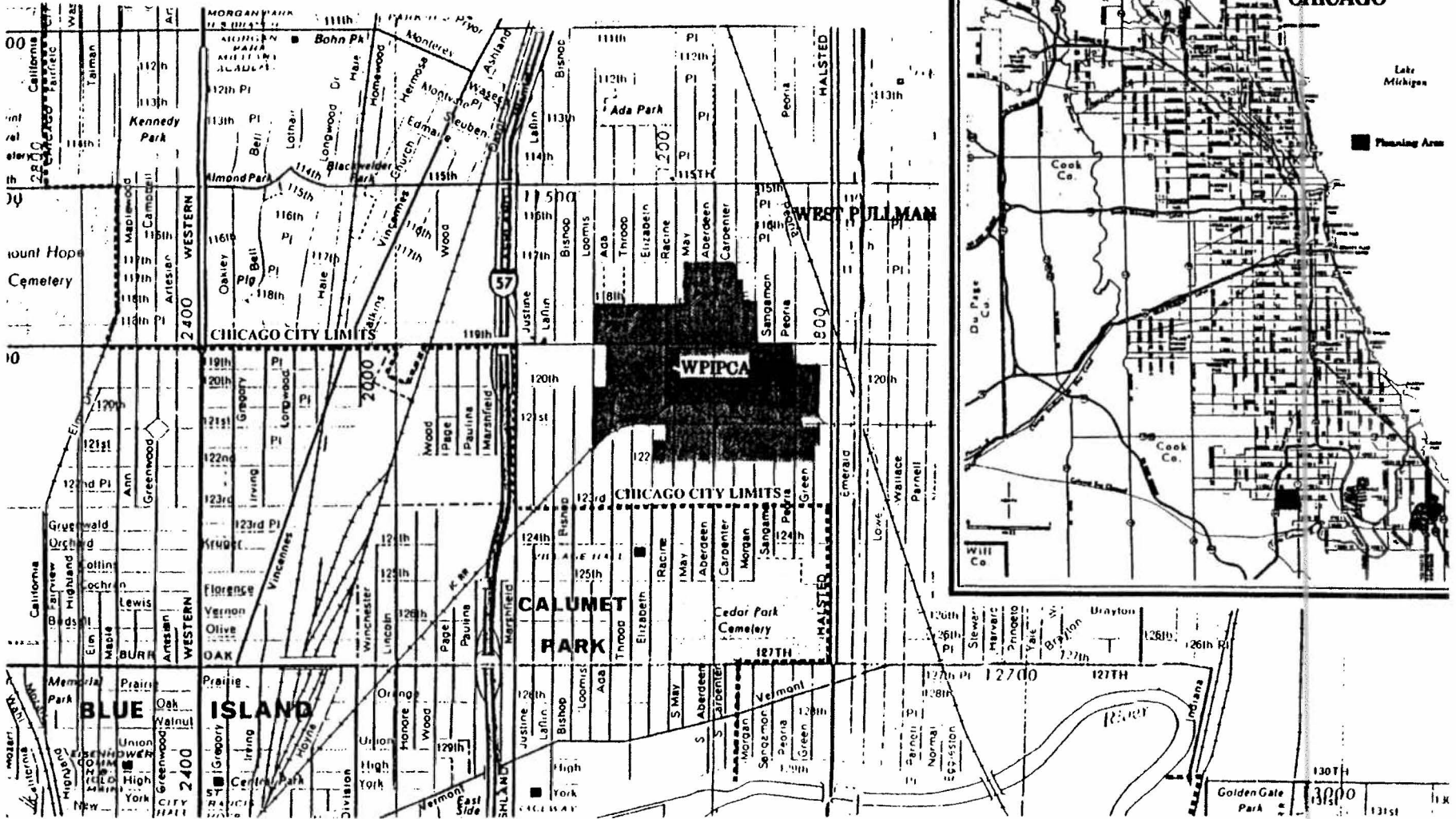
- The municipality must be a labor surplus municipality (the average unemployment rate for the municipality is at least 1% over the U.S. national average over the 4 preceding calendar years prior to the designation of the "industrial park conservation area").

Evidence: The Annual Non-Seasonally Adjusted Unemployment Rate for the City of Chicago averaged 1.66 percentage points above the national Annual Non-Seasonally Adjusted Unemployment Rate between 1992 and 1996. The IJRL requires that the City's rate be at least 1% over the national rate. Table 2 details the yearly unemployment rates for Chicago and the United States as a whole over this period of time.

WEST PULLMAN

Industrial Park Conservation Area

AREA WITHIN THE CITY



WEST PULLMAN

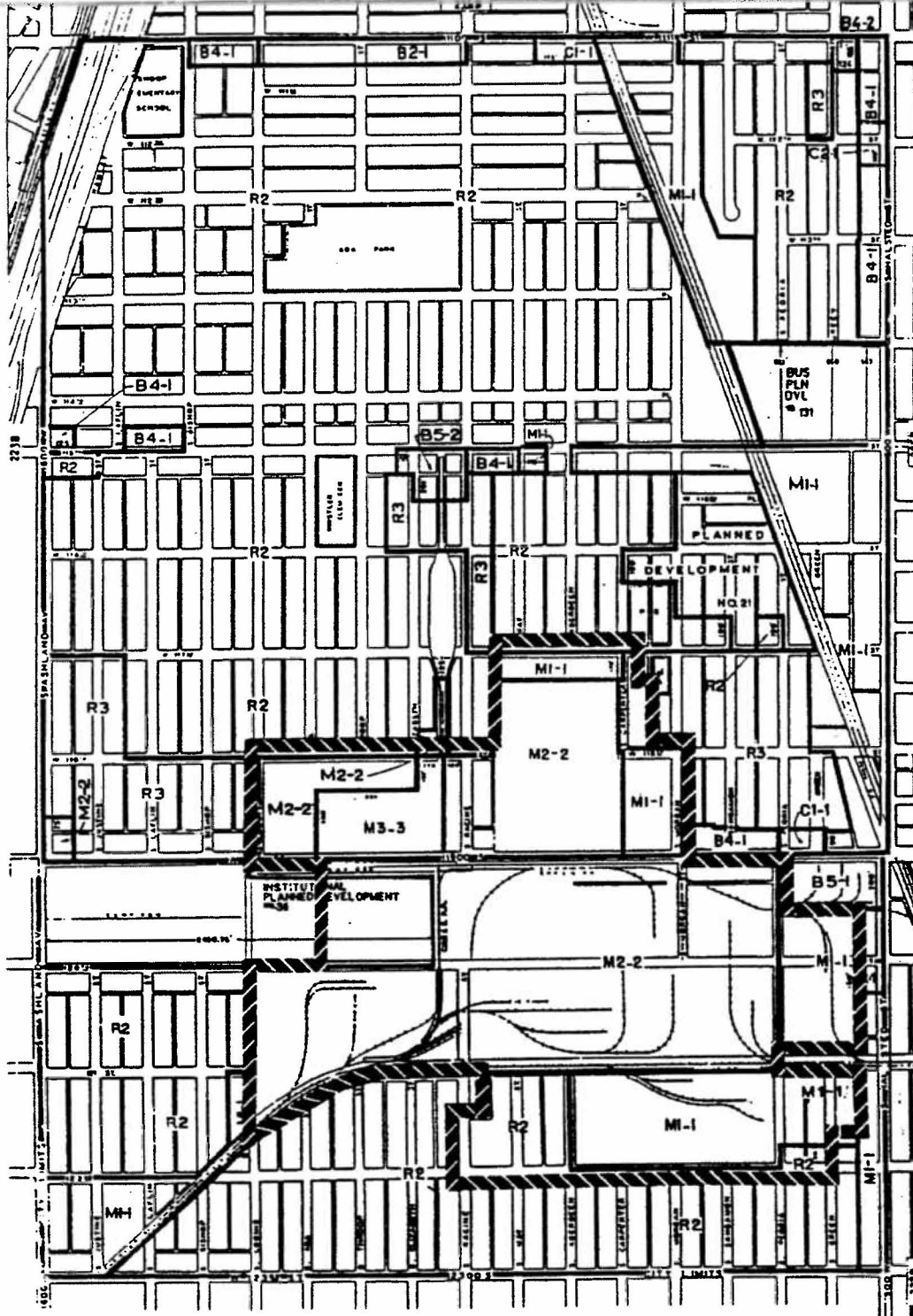
Industrial Park Conservation Area

CURRENT ZONING

CHICAGO ZONING ORDINANCE

SEC. 20 T37M. RJ4E.

MAP 28-G



Source: 1996 Chicago Zoning Ordinance

WPIPCA Boundary



Wendell Campbell Associates, Inc.
Architects - Planners - Construction Managers

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

Table 2. 1993-1996 Annual Unemployment Rates for Chicago and the United States

	1992	1993	1994	1995	1996
Chicago	9.5	9.6	7.3	6.7	6.7
United States	7.5	6.9	6.1	5.6	5.4
Difference	2.0	2.7	1.2	1.1	1.3

Source: U. S. Department of Labor Bureau of Labor Statistics, "The Employment Situation."

This data demonstrates that for the required 4-year statutory period of time, the City of Chicago was a "labor surplus municipality" as defined within IJRL.

- The West Pullman IPCA should be served by adequate public and or road transportation for access by the unemployed and for the movement of goods or materials.

Evidence: The West Pullman IPCA is well served by surface roads, freeway access, and rail transit.

- *Vehicular:* Automobiles and trucks may access West Pullman via surface roads from Halsted and 119th streets. Freeway access is available at the intersection of I-57 and 119th which is approximately 1.5 miles to the west of the proposed West Pullman IPCA. This is a 4-way interchange which accommodates truck traffic.
- *Bus:* The Chicago Transit Authority operates 3 bus routes within the vicinity of the proposed West Pullman IPCA. These routes run along Halsted #8A, 119th #119 and Throop-124th #359. The terminus for the 119th and Throop-124th Street lines is at 119th and Halsted which is just east of the West Pullman IPCA.
- *Commuter Rail:* Metra operates the Blue Island Railroad commuter line along the southern half of the proposed West Pullman IPCA. There are two Metra stations that directly service the proposed West Pullman IPCA; one station is at Racine and the other station is at Halsted.
- *Freight Rail:* Several active freight rail terminals are within close proximity to the proposed West Pullman IPCA. These include: the B&O Chicago Terminal Yard at I-57 and 138th Street; the Indiana Harbor Belt Blue Island Yard at I-57 and Thorton Road; the Norfolk Southern Calumet Yard at I-94 and 103rd Street; and the Belt Railway Company of Chicago South Chicago Yard at I-94 and 95th Street.

The proposed West Pullman IPCA is well serviced by both public and road transit systems making the area accessible for potential workers (both transit and non-transit dependent) and for the delivery and distribution of materials and products.

The roadway network within the vicinity of the proposed West Pullman IPCA is well suited for modern truck traffic transportation. I-57 is a Class 1--as designated by the Illinois Department of Transportation--roadway which allows for a maximum truck weight of 80,000 pounds at 13 feet and 6 inches high and 8 feet and 6 inches wide. ~~According to information from the Chicago Department of Transportation the area~~ arterial roadways, which include Halsted and 119th Street, are designated WB50 or WB60 which allows for a 50- or 60-foot trailer length and an 80,000-pound weight limit. The vicinity and routes toward the proposed West Pullman IPCA do not have any viaducts and height concerns are minimal. Finally, the majority of intersections, including all area truck routes, have 50-foot turning radii which allow an 80,000-pound truck to turn without using 2 lanes.

- The West Pullman IPCA shall contain no more than 2% of the most recently equalized assessed value of all taxable real properties within the corporate limits of the municipality.

Evidence: According to data collected from the Cook County Assessor's Office, 1996 was the last year a full Equalized Assessed Value (EAV) could be estimated for the City as a whole. As of 1996, the EAV for the City of Chicago as a whole was \$30,773,301,521 and the 1996 EAV for the proposed West Pullman IPCA was approximately \$7,600,000. Thus, in 1996, the EAV for the proposed West Pullman IPCA was 0.025% of the value for the City as a whole, which is well below the statutory threshold value of 2%.

- The Redevelopment Plan (Section 4) includes a marketing program to attract appropriate businesses to the proposed West Pullman IPCA.

Evidence: The details of the marketing program can be found within the Redevelopment Plan.

- The Redevelopment Plan and the Financial Plan (Section 5) includes the full program for construction of necessary infrastructure to support the anticipated development within the proposed West Pullman IPCA and the financing to support these projects.

Evidence: The details of the construction program and financing program for the West Pullman IPCA can be found within Sections 4 and 5 respectively.

- The Redevelopment Plan includes an employment training program to prepare unemployed workers for work in the proposed West Pullman IPCA. The City Colleges of Chicago are prepared to operate the employment training programs.

Evidence: The details of the employment training program can be found within the Redevelopment Plan. The City Colleges have indicated their willingness to operate the training programs as confirmed by Doctor Omero Suarez's letter dated September 11, 1997 and attached as Appendix 4.

5. The proposed West Pullman IPCA 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 in accordance with public goals stated in the Redevelopment Plan without the adoption of the Redevelopment Plan.

Evidence: Data was collected from the Cook County Assessor's Office on property values for the years 1991 through 1996 as a way to demonstrate lack of any significant investment in the proposed West Pullman IPCA. Table 3a details the Assessed Values for all Property Index Numbers (PINs) within the proposed West Pullman IPCA.

Table 3a. 1991-1996 Equalized Assessed Valuation Trends - West Pullman IPCA

Category	1991	1992	1993	1994	1995	1996
Equalized Assessed Value (EAV)	\$6,860,207	\$7,060,421	\$7,232,094	\$7,685,614	\$7,718,848	\$7,567,273
Real Unadjusted EAV Change	--	2.92%	2.43%	6.27%	0.43%	-1.96%
Equalized Assessed Valuation CAGR: 1.98%						

Source: Cook County Assessor's Office

Based upon available data, the West Pullman IPCA has experienced little real growth in Equalized Assessed Valuation (EAV) between 1991 and 1996. The Compound Annual Growth Rate (CAGR) for EAV was 1.98% between 1991 and 1996; this minor CAGR can be primarily attributed to the reassessment jump that occurred in 1994. As a point of comparison, the CAGR of Equalized Assessed Valuation for the City as a whole was 2.35% between 1991 and 1996. Accounting for EAV Change over the course of four assessment interval periods between 1991 and 1995, the proposed West Pullman IPCA EAV performed at a rate comparable to the City as a whole. However, in the 1995-1996 interval, EAV declined by approximately 2% for the West Pullman IPCA and increased approximately 1.3% for the City as a whole. We have collected year to year EAV data between 1991 and 1996 for the City as a whole to demonstrate trends in EAV which illustrates the comparable trends. This data is detailed in Table 3b.

**Table 3b. 1991-1996 Equalized Assessed Valuation Trends - City of Chicago
(In Millions)**

Category	1991	1992	1993	1994	1995	1996
Equalized Assessed Value (EAV)	\$27,398	\$27,964	\$28,662	\$30,090	\$30,388	\$30,773
EAV Change		2.07%	2.50%	4.98%	0.99%	1.27%
Equalized Assessed Valuation CAGR: 2.35%						

Source: Cook County Assessor's Office

Additional evidence for the West Pullman IPCA was collected based upon field research and analysis. Several of the remaining buildings within the proposed West Pullman IPCA were vacant, as were several acres of land that at one time accommodated industrial facilities. Of the 9,137,586 square feet of land in the area, an estimated 3,466,244 square feet are vacant; this is equivalent to 38% of the land in the area. Additionally, 1,583,067 square feet of existing industrial space is vacant. The amount of vacant and overgrown land, building space and partially demolished structures found in the proposed West Pullman IPCA is indicative of substantial disinvestment, deterioration of tax base, deterioration of employment base and general area industrial decline. Map 5 details the observed conditions within the proposed West Pullman IPCA and in the immediate surrounding areas.

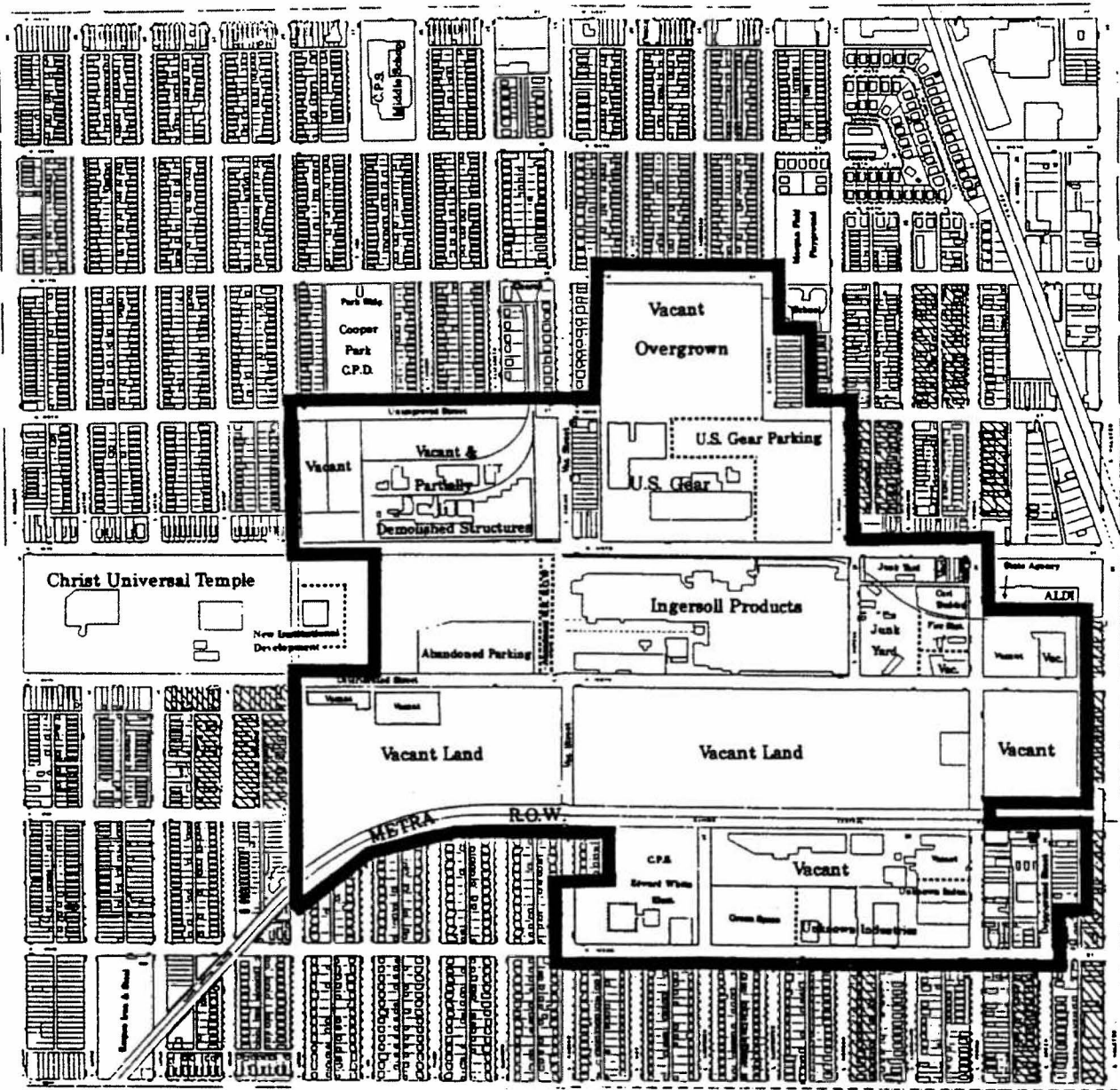
6. For municipalities with a population of 100,000 or more, regardless of when the redevelopment plan and project was adopted, the redevelopment plan and project either:
- conforms to the strategic economic development or redevelopment plan issued by the designated planning authority of the municipality or;
 - includes land uses that have been approved by the municipality's planning commission.

Evidence: The proposed West Pullman IPCA conforms to the strategic economic development plan of the City regarding industrial development. This Plan is part of a larger comprehensive planning effort under the City's Planning NOW program, which is seeking to revitalize the West Pullman/Maple Heights community. An important component of this revitalization initiative is the provision of employment and modern industrial job training opportunities. The establishment of the West Pullman IPCA is a critical component of this wider effort and comports with the City's larger strategic economic development and redevelopment plans for the West Pullman community. The West Pullman IPCA represents an opportunity for the preservation, retention, redevelopment, and expansion of industry within the City of Chicago in an area that has traditionally been industrial in nature. Few locations within the City offer a solid industrial history, diverse transportation systems, and an accessible industrial workforce. Each of these factors is important in the locational decisions of manufacturing, warehousing and distribution related industries. Recognizing these locational advantages, and the historic land use in the proposed West Pullman Industrial Park Conservation Area, the City is taking action to



WEST PULLMAN

Industrial Park Conservation Area

OBSERVED CONDITIONS



LEGEND

-  BLOCKS THAT ARE IN SOME STATE OF MINOR TO MODERATE DETERIORATION.
-  BLOCKS THAT ARE IN GOOD SHAPE AND ORGANIZED.



facilitate the area's revitalization.

Additionally, the proposed West Pullman IPCA includes land uses by zoning designation and uses that support industrial investment. A majority of the land within the proposed West Pullman IPCA is designated M1-1, M2-2 and M3-3. Districts zoned in the "M" categories allow for manufacturing activity at various densities. The proposed West Pullman IPCA includes several complementary land uses for industrial investment. These complementary land uses include industrial businesses that have been located in the area for a long time.

The land uses in this Plan have been approved by the Chicago Planning Commission prior to the adoption of the Plan.

Redevelopment Planning & Project Area

Under the provisions of the IJRL at 65 ILCS 5/11-74.6-10 (p), municipalities may designate Redevelopment Planning Areas which contain multiple Redevelopment Project Areas. However, the West Pullman IPCA is structured as one unitary Redevelopment Planning and Project Area.

EXISTING LAND USE

Currently, the predominating land use within the proposed West Pullman IPCA is vacant industrial land; however, there are also smaller vacant tracts that at one time may have accommodated small commercial or residential uses. The remaining land uses are scattered site industrial and warehouse activities, residential, and junk or storage yards. Table 4 details the identified existing land uses and amount of land dedicated to each use.

Table 4. Existing Land Uses and Land Use Area

Land Use Category	Land Use Area/Square Feet	% of Total
Vacant Land	3,466,244	37.9%
Vacant Industrial Space	1,583,067	17.3%
Active Industrial Space	1,899,505	20.8%
Storage/Junk Yard	163,114	1.8%
Government/Institutional	331,116	3.6%
Vacant Commercial	8,278	0.09%
Single Family Residential	21,362	0.23%
Multi-family Residential	2,670	0.03%
Right-of-Way (streets and railroads)	1,662,230	18.2%
TOTAL	9,137,586	

Map 6 details the existing land uses within the proposed West Pullman IPCA.

FUTURE LAND USE

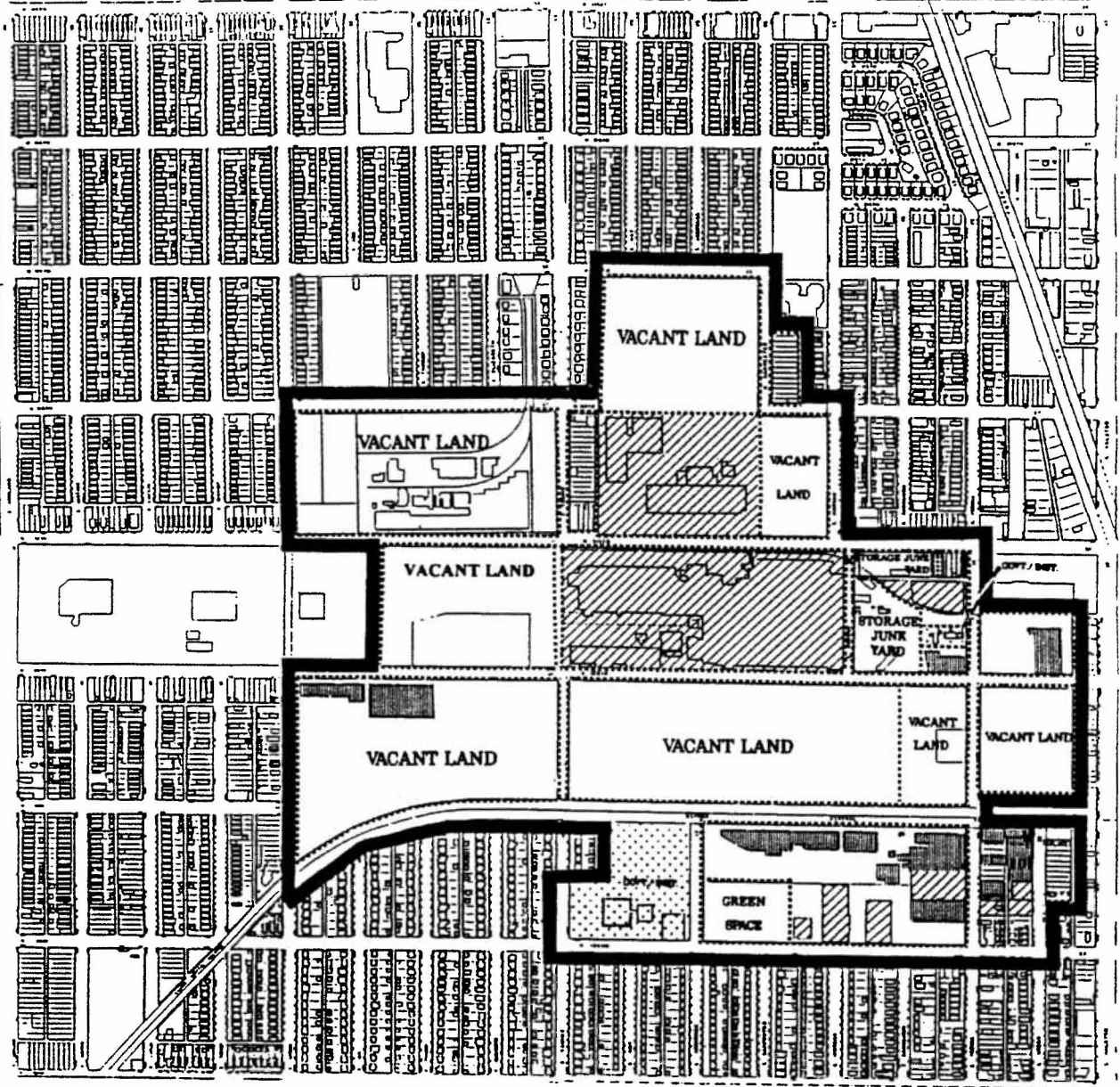
The City of Chicago has identified the West Pullman IPCA as an important industrial redevelopment site. The proposed West Pullman IPCA has several acres of available industrial redevelopment land, as well as several existing anchor businesses making the area an attractive site for an industrial park.

As envisioned, the West Pullman IPCA will be a concentration of industrial, industrial support services, warehousing/storage, distribution, communication technologies, research and development and high technology office space in a modern park-like setting. The aesthetic environment will









WEST PULLMAN

Industrial Park Conservation Area

EXISTING LAND USE



LEGEND

- | | |
|---|---|
|  Active Industrial |  Vacant Land, Storage / Junkyard |
|  Vacant Industrial |  Single Family Residence |
|  Vacant Commercial |  Multi-Family Residence |
|  Study Area Boundary |  Government / Institutional |



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complement the industrial and business nature of the park with improved street lighting and internal circulation routes for employees and delivery vehicles. Interior site infrastructure and access points will be adjusted to efficiently accommodate modern truck sizes of 80,000 pounds and 65-foot lengths.

Map 7 details the future land use within the proposed West Pullman IPCA. These land uses will be approved by the Planning Commission of the City of Chicago prior to the adoption of this Plan.

GENERAL CHARACTER OF NEW CONSTRUCTION

As envisioned, the new construction within the proposed West Pullman IPCA will involve a mix of mid- to large- sized modern industrial structures, office space, warehousing and distribution facilities, and research and development buildings.

Densities within the proposed West Pullman IPCA are anticipated to be at a .50 floor-to-area ratio-(FAR) which provides for moderately intense development with adequate space available for surface parking areas and shipping and receiving facilities.

Redevelopment Planning & Project Area Activities

The projects that need to be undertaken within the Redevelopment Planning and Project Area are area-wide improvements that will support modern industrial and high technology facilities, accommodate modern truck transportation and create a competitive, marketable, industrial park.

The following activities and projects will be initiated to achieve the redevelopment objectives for the proposed West Pullman IPCA:

- Acquisition and Demolition
- Environmental Remediation
- Infrastructure Improvements & Engineering Services
- Marketing
- Employment and Training
- Development Assistance

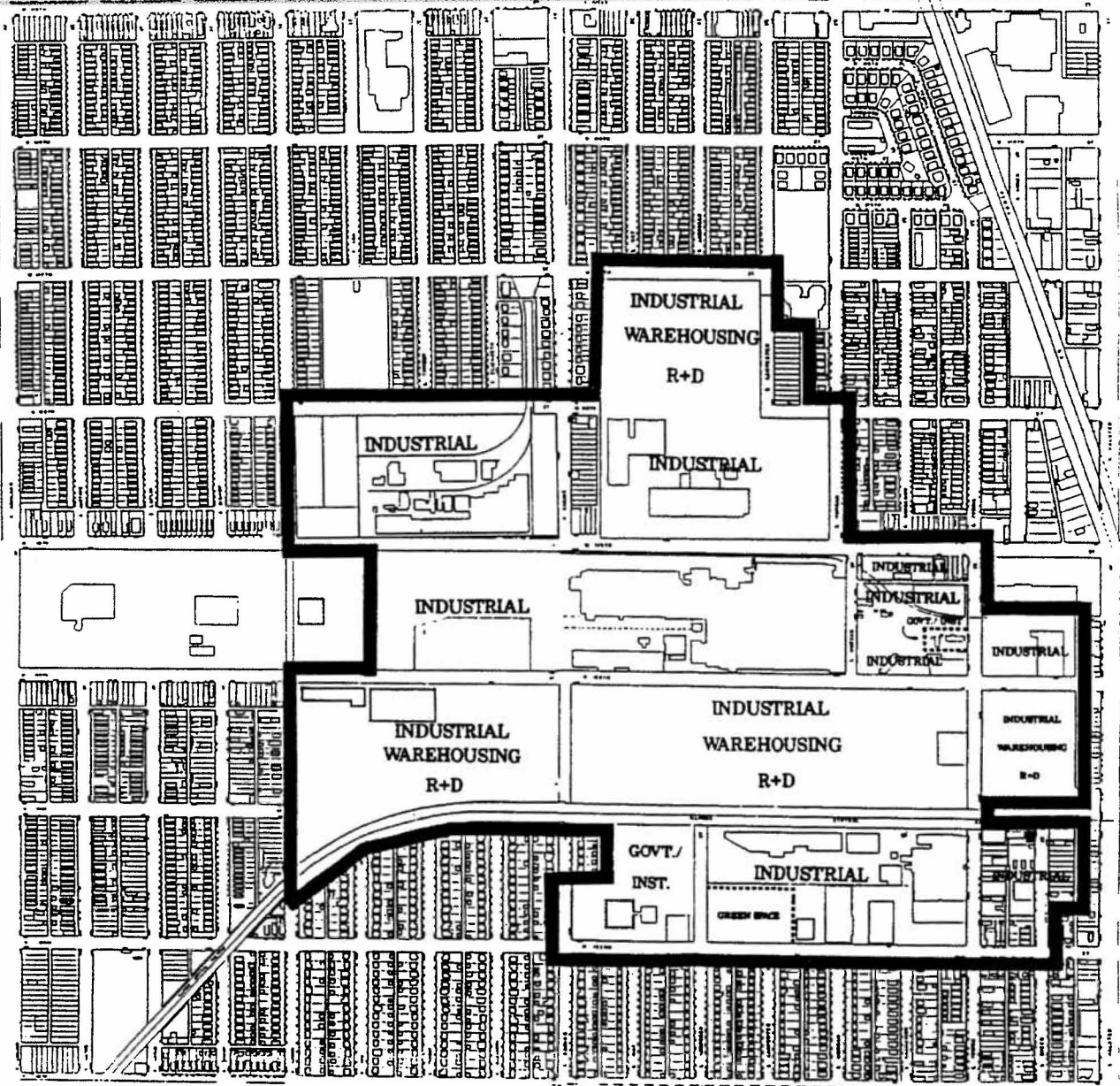
Because these projects will need to be coordinated to optimize development opportunities and create a seamless system of area-wide preparation, marketing and development facilitation, the City plans to utilize a development manager with extensive experience with competitive industrial development gleaned from work on both "brownfield" and "greenfield" industrial parks to oversee the development process.

The following sections detail the activities and projects that will be undertaken within the West Pullman IPCA.

WEST PULLMAN

Industrial Park Conservation Area

FUTURE LAND USE



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ACQUISITION AND DEMOLITION

Vacant and underutilized buildings and vacant land not already owned by the City will be cataloged and appraised to establish fair market values, taking into consideration any environmental issues with a particular property. The City plans to acquire these properties through direct offers to property owners, through the Tax Reactivation Program which allows the City to acquire tax delinquent properties for the cost of the delinquent taxes, or through donation, leasing, or eminent domain. Where appropriate, the City will demolish the existing, or remaining, structures or structural elements to clear the land for future redevelopment.

ENVIRONMENTAL REMEDIATION

The nature of the West Pullman IPCA as described in earlier sections indicates a clear need for environmental clean-up and remediation activities. These activities will be determined through detailed engineering studies and the creation of a master plan for clean-up in conjunction with the overall master plan and marketing program for the development. The major components of this activity are expected to include the following:

Phase 2 Environmental Studies and Remediation Plans. Detailed planning will be undertaken to determine the type and scale of environmental remediation for the West Pullman IPCA as a whole and each site within it. Particular attention will be paid to separating those aspects of remediation that must be completed before sites can be marketed (Advance Remediation) and those that should be undertaken in conjunction with construction on the sites within individual redevelopment project areas (Concurrent Remediation).

Detailed Engineering. Engineering design work would be conducted to establish definitive Advance and Concurrent Remediation activities for the West Pullman IPCA as a whole and each site. This would include construction drawings and bid specifications.

Regulatory Compliance and Streamlining. A program would be established to achieve regulatory compliance as clean-up occurs. The objectives of this program would be to achieve advance agreement on required actions at both the Advance Remediation and Concurrent Remediation levels for the West Pullman IPCA and each site. This program would establish a method of compliance and approval that allows building construction to occur on the sites concurrently with final remediation.

Remediation Implementation. Advance Remediation activities would be undertaken in accordance with the Detailed Engineering program and coordinated as appropriate with the Marketing Program described in a later section of this Plan.

The City plans to analyze and remediate environmental contamination throughout the West Pullman IPCA. However, certain specific site remediation may be best accomplished concurrently with actual site redevelopment. As redevelopment proceeds on a site by site basis, these additional environmental activities may be required to contain existing contaminants that may be uncovered after site preparation begins, or may be more efficiently contained as part of the site redevelopment

as opposed to broader area remediation activities. As part of redevelopment agreements, the City will provide resources and technical expertise to address these specific site environmental remediation activities.

INFRASTRUCTURE IMPROVEMENTS & ENGINEERING SERVICES

Several area-wide infrastructure improvements are anticipated that will improve circulation within the proposed West Pullman IPCA and improve accessibility to the area. These circulation projects are as follows:

- Entryway improvements at Loomis and 119th and 120th Streets on the west side and near Halsted and 119th and 120th Streets on the east side of the proposed West Pullman IPCA that distinguish the area from the surrounding residential community. These improvements include entryway lighting, signage, landscaping, and street widening;
- 119th Street and 120th Street will need to be widened and resurfaced to accommodate modern truck sizes of 80,000 pounds and 65 feet in length;
- Racine will need to be extended and widened from 118th to the Metra Right-of Way to create a north-south internal circulation route and open land to the immediate west of Ingersoll Products for new development;
- Morgan Street will need to be extended and widened from 119th Street to the Metra Right-of Way to create a north-south internal circulation route and open up the large parcel bounded by Peoria to the east, 120th Street to the north, unimproved southern extension of Racine to the west and the Metra Right-of-Way to the south for development;
- Loomis will need to be widened between 118th and 120th Streets; and
- 118th Street will need to be improved and widened between Loomis and the alley east of Racine and extended from the alley east of Racine to Carpenter.

Additionally, several other area-wide projects will need to be undertaken to enhance future marketing efforts for the proposed West Pullman IPCA. These projects are as follows:

- Improved street lighting throughout the proposed West Pullman IPCA;
- Improved water and sewer systems;
- Hard wiring for modern telecommunication linkages;
- Perimeter landscaping, as well as buffer landscaping to define the proposed West Pullman Industrial Park from the surrounding residential area, and creation of screening between industrial and residential land uses; and

- Repaving of sidewalks and creation of an internal park pedestrian circulation system.

An estimate of certain infrastructure costs--including some detailed above--was provided in two memos dated May 15, 1997 from Bruce Worthington at CDOT to James Bower at the Department of Planning and Development. These estimates are set forth below in Table 5.

Table 5. Estimated Infrastructure Improvement Costs

Location	Scope of Work	Cost
118 th /Racine to Loomis	reconstruction of street w/ sewer	\$ 925,000
118 th /Morgan to alley west	reconstruction of street w/ sewer	\$ 112,000
Racine alley/117th to 118 th	reconstruction	\$ 42,500
Morgan alley/118th north	reconstruction of street w/ sewer	\$ 84,400
Loomis/118th to 119 th	reconstruction	\$ 377,000
119 th /Halsted to Loomis	resurfacing	\$ 367,200*
120 th /Halsted to Ashland	reconstruction	\$2,038,500*
122 nd /Halsted to Loomis	reconstruction	\$1,114,000*
Morgan/119th to 120th	reconstruction	\$ 261,000
Peoria/119th to 122nd	reconstruction	\$ 875,000
Green/122nd to Metra	reconstruction	\$ 267,000
Ada/119th to 120th	new street construction	\$ 450,000
TOTAL		\$6,913,600

Source: Memorandum from Bruce Worthington, Chief Highway Engineer, CDOT to James Bower, Deputy Commissioner, DPD, dated May 15, 1997 and July 28, 1997
 *122nd between Halsted and Loomis falls within approximately 50% of the proposed West Pullman IPCA, between Halsted and Loomis falls within approximately 85% of the West Pullman IPCA, and 120th between Halsted and Ashland falls within approximately 80% of the West Pullman IPCA. The construction estimates for these streets were adjusted downward accordingly from the original estimates.

Individual projects within the West Pullman IPCA may require specific engineering. Specific engineering and construction on a site-by-site basis may include:

- ingress and egress points,
- secondary roadways,
- site improvements, and
- utilities.

The City may provide engineering services and construction of site improvements as required to support redeveloping the entire proposed West Pullman IPCA.

MARKETING

The marketing program for the West Pullman IPCA is to be coordinated with the environmental clean-up program. The clean-up of the area should precede the active direct marketing of the sites. The steps involved in the marketing program for any site may include the following:

Market Analysis and Detailed Program. A detailed market analysis will be prepared for the site which will identify the types of manufacturing, research and development, distribution and warehouse users that are appropriate to the site. This analysis will identify the industrial classification of such firms and provide the basis for identifying specific firms as appropriate. The more specific physical requirements of such firms would be researched and a detailed development program of users and user requirements prepared.

Master Plan. A detailed master plan incorporating the development requirements will be prepared. This plan will include street layouts, widths, parcel size, landscaping, buffering, entrance treatments, coordination with environmental remediation, design and coordination with infrastructure improvements, and phasing.

Marketing Management. A marketing manager will be selected to coordinate and implement the overall marketing of the site including such activities as establishing target market program lists, establishing cooperative relationships with brokers and property owners, creating and implementing advertising and public relations programs, conducting calling programs on existing businesses, conducting calling programs to target businesses, and similar activities based on the market study and master plan.

EMPLOYMENT AND TRAINING

The City, in conjunction with the City Colleges, future area employers, and available state and federal programs will create a comprehensive Employment and Training program that will enable unemployed and/or under-skilled people to participate in formalized training, retraining and mentoring/apprenticeship programs. These programs will enable participants to gain employment within the proposed West Pullman IPCA, or elsewhere in the regional economy in fields previously unattainable because of skills mismatch or under-qualification.

As part of the redevelopment agreements entered into between the City and businesses within the West Pullman IPCA that are receiving assistance under the IJRL, these businesses will be required to participate in available employment training and retraining programs. These programs will include requirements by these businesses to interview a certain required minimum number of employees from the local area population that participate in various employment training and retraining programs. The businesses may also enter into agreements with the City to establish mentoring and apprenticeship programs made available to area residents, or agree to participate in employment training and retraining programs coordinated through the City College system or other training providers in conjunction with the redevelopment of the proposed West Pullman IPCA.

In a letter dated September 11, 1997, Dr. Omero Suarez, Vice Chancellor for Academic Affairs - Planning & Research at the City Colleges of Chicago, indicated that City Colleges would operate the employment training component of the West Pullman IPCA. Specifically, Dr. Omero explained that City Colleges was prepared to provide:

1. Training in basic skills, English as a second language, and job preparation skills;

2. Over 140 occupational programs in the areas of manufacturing, business, managements, electronics, security, industrial maintenance, food service, health, transportation, construction and telecommunications; and
3. Employee training services to companies.

These three areas of educational and employment development services are a critical component to the success of the West Pullman IPCA. Dr. Omero's letter is attached as Appendix 4 to this document.

Local area construction contractors lists will be made available to redevelopers. The redevelopers will be strongly encouraged to take advantage of area contractors in the construction of redevelopment projects within the proposed West Pullman IPCA. The opportunity for these construction trade contractors to participate in the redevelopment of the proposed West Pullman IPCA will provide opportunities for these local contractors to increase their individual capacity to handle broader projects.

DEVELOPMENT ASSISTANCE

Several financial incentives may be made available to existing property owners and redevelopers to facilitate the redevelopment process within the West Pullman IPCA on a project by project basis. Such costs include interest costs incurred by developers, rehabilitation costs of existing private structures, land cost write-down and certain redevelopment site preparation costs.

Proposed Developers and Desired Users and Tenants

In order to insure that the redevelopment of the proposed West Pullman IPCA proceeds in the most optimal and efficient manner, appropriate developers will be targeted who have a known capacity to develop business and industrial parks, and specifically those developers who have prior experience with "brownfields" redevelopment. Similarly, the long term success of the West Pullman IPCA will require the appropriate mix of businesses. The businesses envisioned for the proposed West Pullman IPCA include light manufacturing concerns, warehousing and distribution enterprises, research and development facilities, telecommunication facilities, and industrial support services. These businesses will complement each other, while minimizing impacts upon the surrounding residential districts in the area.

Required Plan Finding - Job Creation

The IJRL requires a specific finding on the estimated potential number of jobs that will be created after the full development of the Redevelopment Planning and Redevelopment Project Area is complete. Estimation of potential jobs generated was derived from an analysis of hypothetical development that was done without a formal market analysis. Several assumptions were used to arrive at our estimates:

- The site is suitable for industrial development as determined in Section 3, particularly with respect to access to transportation, available land, and historical use.
- Upon completing the project, all available development parcels within the proposed West Pullman IPCA will be fully developed;
- Conceptual development patterns were based upon a .50 floor-to-area ratio (FAR) that was suggested by the City as a basis for eventual development densities and which was tested as to its ability to accommodate contemporary parking and loading requirements;
- Conceptual development would primarily consist of an equal mix of light industrial and warehouse and distribution facilities; these uses would be complemented by research and development facilities; and
- Floor space per worker standards obtained from the Northeast Illinois Planning Commission (NIPC) will be typical for the Chicago Metropolitan Region.

This finding is in addition to those findings detailed in Section 3 above.

1. The Plan is reasonably expected to create or retain a significant number of permanent full time jobs.

Evidence: *S.B. Friedman & Company* conducted a planning analysis and prepared a hypothetical land use map showing potential manufacturing and warehouse building footprints. The building footprints enabled us to estimate the number of jobs that could be generated by the proposed West Pullman IPCA. Our planning analysis revealed the following characteristics of the West Pullman IPCA:

- Total land available for redevelopment: 4,860,654 square feet, or 111.6 acres;
- Total land devoted to right-of-ways: 2,051,682 square feet, or 47.1 acres;
- Maximum practical FAR for industrial districts: .50;
- Total square footage of possible new light industrial buildings: 1,027,630 square feet;
- Total square footage of possible new warehouse and distribution space: 1,027,630 square feet; and
- Total square footage of possible new research & development and general office space: 362,693 square feet.

The estimated square foot values revealed through this planning analysis were then reconciled with floor space per worker standards derived from the Northeastern

Illinois Planning Commission. Table 6 shows the estimated jobs generated by category of space within the proposed West Pullman IPCA.

Table 6. Estimated Job Generation

Development Type	Worker/1000 SF	Estimated SF Development	Estimated Jobs
Industrial	1.7	1,027,630	1,747
Warehouse/Distribution	0.4	1,027,630	411
Research & Development/General Office	3.1	362,693	1,124
TOTAL JOBS GENERATED:			3,282

Using the NIPC floor space standard values, and applying these values to total square feet derived from our conceptual plan resulted in a total of 3,282 jobs within the proposed West Pullman IPCA

Based upon *S.B. Friedman & Company's* planning analysis and relying upon a manufacturing employment multiplier of 3.2 provided by the University of Illinois, the 1,747 manufacturing jobs will result in 5,590 additional jobs in the regional economy in non-manufacturing sectors. A similar multiplier analysis for the warehousing jobs and research & development and general office jobs has not been conducted because the required data could not be located.

Additionally, the revitalization of the West Pullman area will enhance the likelihood of retaining several medium sized manufacturers that are still operating in the area. There are 6 known manufacturers in the proposed West Pullman IPCA. These manufactures are:

- Arbor Tool - 50 employees
- Aldridge Metal - 10 employees
- Carl Buddig - 34 employees
- Abbey Metal - 20 employees
- Ingersol - 160 employees
- U.S. Gear - 70 employees

There are a total of 344 employees for these existing manufacturers. The retention of these jobs is an important consideration for the City's redevelopment efforts in the proposed West Pullman IPCA.

5. *Financial Plan & Required Findings*

Eligible Costs

The IJRL outlines several categories of expenditures that can be funded using tax increment revenues. These expenditures are referred to as "Redevelopment Project Costs" and are defined in the IJRL as the sum total of all reasonable or necessary costs incurred or estimated to be incurred by the municipality, and any of those costs incidental to a redevelopment plan and a redevelopment project. These costs include, without limitation, the following:

- (1) Costs of studies, surveys, development of plans, and specifications, implementation and administration of the redevelopment plan, staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services, but no charges for professional services may be based on a percentage of the tax increment collected.
- (2) Property assembly costs within a redevelopment project area, including, but not limited to, acquisition of land and other real or personal property or rights or interests therein.
- (3) Site preparation costs, including but not limited to clearance of any area within a redevelopment project area by demolition or removal of any existing buildings, structures, fixtures, utilities and improvements and clearing and grading; and including installation, repair, construction, reconstruction, or relocation of public streets, public utilities, and other public site improvements within or without a redevelopment project area which are essential to the preparation of the redevelopment project area for use in accordance with a redevelopment plan.
- (4) Costs of renovation, rehabilitation, reconstruction, relocation, repair or remodeling of any existing public or private buildings, improvements, and fixtures within a redevelopment project area.
- (5) Costs of construction within a redevelopment project area of public improvements, including but not limited to, buildings, structures, works, utilities or fixtures.
- (6) Costs of eliminating or removing contaminants and other impediments required by federal or State environmental laws, rules, regulations, and guidelines, orders or other requirements or those imposed by private lending institutions as a condition for approval of their financial support, debt or equity, for the redevelopment projects, provided, however, that in the event (i) other federal or State funds have been certified by an administrative agency as adequate to pay these costs during the 18 months after the adoption of the redevelopment plan, or (ii) the municipality has been reimbursed for such costs by persons legally responsible for them, such federal, State, or private funds shall, insofar as possible, be fully expended prior to the use of any revenues deposited in the special tax allocation fund of the municipality and any other such federal, State or private funds received shall be deposited in the fund. The municipality shall seek reimbursement of these costs from persons legally responsible for these costs and the costs of obtaining this reimbursement.
- (7) Costs of job training and retraining projects.
- (8) Financing costs, including but not limited to all necessary and incidental expenses related to the

issuance of obligations and which may include payment of interest on any obligations issued under the IJRL accruing during the estimated period of construction of any redevelopment project for which the obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related to those costs.

(9) All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the municipality by written agreement accepts and approves those costs.

(10) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or State law.

(11) Payments in lieu of taxes.

(12) Costs of job training, advanced vocational education or career education, including, but not limited to, courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts if those costs are: (i) related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) are incurred by a taxing district or taxing districts other than the municipality and are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including, but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. These costs include specifically, the payment by community college districts of costs under Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs under Sections 10-22.20a and 10-23.3a of the School Code (as described in the IJRL).

(13) The interest costs incurred by redevelopers or other nongovernmental persons in connection with a redevelopment project, and specifically including payments to redevelopers or other nongovernmental persons as reimbursement for such costs incurred by such redeveloper or other nongovernmental person, provided that:

(A) interest costs shall be paid or reimbursed by a municipality only pursuant to the prior official action of the municipality evidencing an intent to pay or reimburse such interest costs;

(B) such payments in any 1 year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

(C) except as provided in subparagraph (E), the aggregate amount of such costs paid or reimbursed by a municipality shall not exceed 30% of the total (i) costs paid or incurred by the redeveloper or other nongovernmental person in that year plus (ii) redevelopment project costs excluding any property assembly costs and any relocation incurred by a municipality

pursuant to the IJRL;

(D) interest costs shall be paid or reimbursed by a municipality solely from the special tax allocation fund established pursuant to the IJRL and shall not be paid or reimbursed from the proceeds of any obligations issued by a municipality;

(E) if there are not sufficient funds available in the special tax allocation fund in any year to make such payment or reimbursement in full, any amount of such interest cost remaining to be paid or reimbursed by a municipality shall accrue and be payable when funds are available in the special tax allocation fund to make such a payment.

(14) The costs of construction of new privately owned buildings shall not be an eligible redevelopment project cost.

If a special service area has been established under the Special Service Area Tax Act (as described in the IJRL), then any tax increment revenues derived from the tax imposed thereunder to the Special Service Area Tax Act may be used within the West Pullman IPCA for the purposes permitted by the IJRL.

Estimated Redevelopment Project Costs

The estimated Redevelopment Project Costs of this Plan are shown in Table 6. The total cost provides an upper limit on expenditures exclusive of capitalized interest, issuance costs, interest, and other financing costs. Within this limit, adjustments may be made in line items without amendment to this Plan. Additional funding in the form of State and Federal grants, private developers' contributions and other outside sources may be pursued by the City as a means of financing improvement and facilities which are of benefit to the general community. All costs are in 1997 dollars.

The estimated Redevelopment Project Costs listed below do not reflect capitalized interest, issuance costs, and other financing costs which may be incurred in connection with the issuance of obligations to pay redevelopment project costs. These financing costs also constitute Redevelopment Project Costs and may include one or more of the following: any interest expense of the City associated with debt obligation, debt service reserves or other forms of credit enhancement, and the cost associated with prepayments and optional redemptions. These costs are subject to prevailing market conditions.

Each individual project will be evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the IJRL. These costs do not include that portion of each project's total costs financed from private funds or non-TIF public resources.

Table 7 details the line item budget for the proposed West Pullman IPCA.

Table 7. West Pullman IPCA Project Budget

Activity/Project	Budget
Studies, Administration, Staff & Professional	\$500,000
Acquisition	\$5,000,000
Demolition and Site Preparation	\$500,000
Renovation & Rehabilitation	\$2,500,000
Environmental Remediation	\$18,000,000
Public Infrastructure	\$19,450,000
Employment & Training	\$5,000,000
Taxing District Capital Costs	\$500,000
Relocation	\$200,000
Payments in Lieu of Taxes	\$100,000
Developer Interest Subsidy	\$1,750,000
TOTAL	\$53,500,000

Sources of Funds to Pay Costs

Funds necessary to pay for Redevelopment Project Costs and/or municipal obligations which have been issued or incurred to pay for such costs are to be derived principally from tax increment revenues and/or proceeds from municipal obligations which have as a revenue source tax increment revenue.

The tax increment revenue which will be used to fund tax increment obligations and eligible redevelopment project costs shall be the incremental real property tax revenues. Incremental real property tax revenue is attributable to the increase in the current equalized assessed valuation of each taxable lot, block, tract, or parcel of real property in the West Pullman IPCA over and above the certified initial equalized assessed value of each such property. **Without the use of such incremental revenues, the West Pullman IPCA is not likely to redevelop.**

Other sources of funds which may be used to pay for Redevelopment Project Costs and associated obligations issued or incurred include: land disposition proceeds, state and federal grants and loans, investment income, private investor and financial institution funds, reimbursement of environmental clean-up costs by those legally responsible for such costs, and other sources of funds and revenues as the municipality may from time to time deem appropriate such as municipal sales tax revenues, municipal amusement taxes, and other sources. The municipality may incur Redevelopment Project Costs which are paid for from funds of the municipality other than incremental taxes, and the municipality may then be reimbursed for such costs from incremental taxes.

The West Pullman IPCA may become contiguous to, or be separated only by a public right of way from, redevelopment project areas created under the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11 - 74.4-1, et seq.). If the City finds that the goals, objectives and financial success of such contiguous redevelopment project areas or those separated only by a public right of way are interdependent with those of the West Pullman IPCA, the City may determine that it is in the best interest of the City and in furtherance of the purposes of the IJRL that net revenues from the West Pullman IPCA be made available to support any such redevelopment project areas. The City therefore proposes to utilize net incremental revenues received from the West Pullman IPCA to pay eligible redevelopment project costs (which are eligible under the Act referred to above) in any such areas. The amount of revenue from the West Pullman IPCA so made available, when added to all amounts used to pay eligible Redevelopment Project Costs within the West Pullman IPCA, shall not at any time exceed the total Redevelopment Project Costs described in Table 7 of this Plan.

Issuance of Obligations

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

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

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

Most Recent Equalized Assessed Valuation of Properties in the Redevelopment Planning Area

The purpose of identifying the most recent EAV of the redevelopment project area is to provide an

estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the West Pullman IPCA. The total 1996 EAV for the entire redevelopment area is \$7,567,273. Once certified, this EAV will serve as the Initial Equalized Assessed Valuation, unless the 1997 state equalization factor is certified by the Illinois Department of Revenue prior to the adoption of the ordinances establishing the West Pullman IPCA in which event the total 1998 EAV for the area shall be in the Initial EAV. (See Appendix 2 for a listing of 1996 EAV.)

Anticipated Equalized Assessed Valuation

By 2021, the year when the West Pullman IPCA is terminated, the EAV for the area is estimated to be approximately \$75,300,000. This estimate is based on several key assumptions, including: 1) the redevelopment planning area will be fully redeveloped by 2020; 2) the impact of inflation upon the EAV of all properties within the West Pullman IPCA will be 3% per year with its cumulative impact occurring in each triennial reassessment year; 4) the most recent state multiplier of 2.1517 as applied to the 1996 assessed value will remain unchanged; and 5) for the duration of the West Pullman IPCA, the tax rate for the area is assumed to be 9.464% and stable throughout the life of the West Pullman IPCA.

Financial Impact of the Redevelopment Projects

Without the adoption of this Plan, and tax increment financing, the West Pullman IPCA is not expected to be redeveloped by private enterprise. There is a real possibility that the whole area will become less attractive for the maintenance and improvement of existing buildings and sites. The possibility of the continued erosion of the assessed value of property which would result from the lack of a concerted effort by the City to stimulate revitalization and redevelopment could lead to a reduction of real estate tax revenue to all taxing districts.

This Plan describes the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can reasonably occur. The redevelopment program will be staged with various developments taking place over a period of years. If a redevelopment project is successful, various new projects will be undertaken that will assist in, creating new jobs and promoting rehabilitation and development in the area.

This Plan is expected to have short and long term financial impacts on the affected taxing districts. During the period when tax increment financing is utilized, real estate tax increment revenues (from the increases in Equalized Assessed Valuation [EAV] over and above the certified initial EAV established at the time of adoption of this Plan) may be used to pay eligible Redevelopment Project Costs for the TIF district. At the end of the TIF time period, the real estate tax revenues resulting from the redevelopment of the West Pullman IPCA will be distributed to all taxing district levying taxes against property located in the West Pullman IPCA.

Demand on Taxing District Services

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

to address the impact of the Plan on taxing districts.

The City may provide public improvements and facilities to service the West Pullman IPCA. It is likely that any potential improvements may mitigate some of the additional service and capital demands of this Plan on the taxing districts.

Required Findings

The IJRL requires 2 specific findings relevant to the financial aspects of the Plan to be elaborated upon. These findings are in addition to those findings detailed in Sections 4 and 5 above. These findings are as follows:

1. The estimated date of completion of the redevelopment project described in this Plan and retirement of obligations incurred to finance redevelopment project costs is not more than 23 years from the adoption of the ordinance approving the Redevelopment Project or Plan.

Evidence: As detailed in the "Issuance of Obligations" subsection above, all obligations issued by the City pursuant to this Plan and the IJRL shall be retired within twenty-three (23) years from the adoption of the ordinance approving the Redevelopment Project or Plan. Also, the final maturity date of any such obligations which are issued may not be later than 20 years from their respective dates of issue.

2. The provision of new facilities significantly enhances the tax base of the taxing districts that extend into the West Pullman IPCA.

Evidence: The current EAV of the proposed West Pullman IPCA is approximately \$7,600,000. The EAV at the end of 23 years is estimated to be approximately \$75,300,000. This is an 896% increase in equalized assessed value which will result in substantial gains in revenue for those taxing districts that overlap the proposed West Pullman IPCA.

7. Provision for Amending Action Plan

This Plan document may be amended pursuant to the provisions of the IJRL.

8. Attachments

Appendix 1: Boundary and Legal Description (Manhard Consulting)

Appendix 2: Summary of EAV (by PINs)

Appendix 3: Harza Consulting's Phase I Environmental Site Assessment Summary for the West Pullman Industrial Park Conservation Area

Appendix 4: Letter from Dr. Omero Suarez, Vice Chancellor for Academic Affairs - Planning & Research, City Colleges of Chicago




WEST PULLMAN INDUSTRIAL PARK CONSERVATION AREA

THAT PART OF THE SOUTH HALF OF SECTION 20 AND THE NORTH HALF OF SECTION 29, TOWNSHIP 37 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF 118TH STREET WITH THE WESTERLY RIGHT-OF-WAY LINE OF LOOMIS STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY ABUTTING BLOCK 30 OF FREDERICK H. BARTLETT'S GREATER CALUMET SUBDIVISION OF CHICAGO; THENCE NORTHERLY ALONG SAID WESTERLY ALLEY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 117TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE TO CARPENTER STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF LOT 61 OF STANLEY MATTHEWS SUBDIVISION; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOT TO THE WESTERLY LINE OF LOTS 35 THROUGH 48 (INCLUSIVE) IN SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WESTERLY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 118TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF MORGAN STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 119TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF PEORIA STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 1 IN BLOCK 1 OF FIRST ADDITION OF WEST PULLMAN SUBDIVISION; THENCE EASTERLY ALONG SAID NORTHERLY EXTENSION TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF LOTS 1 THROUGH 11 (INCLUSIVE) IN SAID BLOCK TO THE NORTHERLY RIGHT-OF-WAY LINE OF 120TH STREET; THENCE SOUTHERLY TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 8 OF SAID FIRST ADDITION TO WEST PULLMAN SUBDIVISION; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF LOTS 1 THROUGH 18 (INCLUSIVE) IN SAID BLOCK TO THE SOUTHWEST CORNER OF SAID LOT 18; THENCE 25.00 FEET SOUTHERLY ALONG A PROLONGATION OF THE LAST COURSE; THENCE 165 FEET WESTERLY; THENCE SOUTHERLY TO THE NORTHERLY RIGHT-OF-WAY LINE OF ILLINOIS CENTRAL RAILROAD; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO

Engineers

Surveyors

Planners



THE EASTERLY RIGHT-OF-WAY LINE OF PEORIA STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ILLINOIS CENTRAL RAILROAD; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 9 OF SAID FIRST ADDITION TO WEST PULLMAN SUBDIVISION; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF LOTS 1 THROUGH 12 TO THE EASTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 11 IN BLOCK 1 OF RESUBDIVISION OF BLOCKS 9 TO 16 (INCLUSIVE) OF SAID FIRST ADDITION; THENCE WESTERLY ALONG SAID SOUTHERLY LOT LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF GREEN STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF 122ND STREET; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF RACINE AVENUE; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 7 IN VICTORY HEIGHTS THIRD ADDITION; THENCE EASTERLY ALONG SAID EXTENSION AND SAID SOUTHERLY LINE TO THE WESTERLY LINE OF A 16 FOOT WIDE VACATED PUBLIC ALLEY ABUTTING LOTS 1 THROUGH 7 (INCLUSIVE) IN SAID SUBDIVISION; THENCE NORTHERLY ALONG SAID WESTERLY ALLEY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ILLINOIS CENTRAL RAILROAD; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND CURVE TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID LOOMIS STREET; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 120TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO A POINT 400 FEET EAST OF THE EAST LINE OF THAT PART OF SAID LOOMIS STREET VACATED BETWEEN 120TH STREET AND 119TH STREET; THENCE NORTHERLY ALONG A LINE, 400 FEET EAST OF SAID VACATION, TO A POINT 55 FEET SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID 119TH STREET; THENCE WESTERLY ALONG A LINE, 55 FEET SOUTH OF SAID RIGHT-OF-WAY, TO THE CENTERLINE OF SAID LOOMIS STREET; THENCE NORTHERLY ALONG SAID CENTERLINE TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF SAID 119TH STREET; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID LOOMIS STREET; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO SAID POINT OF BEGINNING.

West Pullman IPCA TIF PIN List

PIN #	AV	1998
25-20-325-038	\$	15,352
25-20-325-040	\$	7,254
25-20-325-041	\$	8,908
25-20-325-013	\$	7,368
25-20-325-014	\$	6,880
25-20-327-013	\$	13,754
25-20-327-014	\$	6,353
25-20-328-034	\$	2,385
25-20-328-035	\$	77,087
25-20-328-036	\$	165,868
25-20-328-078	\$	10,412
25-20-328-079	\$	3,248
25-20-14-003	\$	-
25-20-14-006	\$	462,256
25-20-14-008	\$	64,436
25-20-15-011	\$	2,070
25-20-15-012	\$	982
25-20-15-013	\$	982
25-20-15-014	\$	982
25-20-15-015	\$	982
25-20-15-016	\$	982
25-20-15-017	\$	982
25-20-15-018	\$	982
25-20-15-019	\$	982
25-20-15-020	\$	982
25-20-15-021	\$	982
25-20-15-022	\$	982
25-20-15-023	\$	982
25-20-15-024	\$	982
25-20-19-001	\$	4,863
25-20-19-002	\$	2,462
25-20-19-003	\$	1,213
25-20-19-004	\$	1,163
25-20-19-006	\$	667
25-20-19-007	\$	667
25-20-19-008	\$	667
25-20-19-009	\$	1,165
25-20-19-010	\$	2,506
25-20-19-011	\$	2,506
25-20-19-012	\$	1,354
25-20-19-013	\$	1,200
25-20-19-014	\$	1,200
25-20-19-015	\$	1,200
25-20-19-016	\$	1,200
25-20-19-017	\$	1,381
25-20-19-019	\$	790
25-20-19-020	\$	790
25-20-19-022	\$	790
25-20-10-006	\$	1,820
25-20-10-007	\$	5,807
25-20-10-008	\$	12,485
25-20-10-009	\$	3,916
25-20-10-010	\$	-
25-20-10-013	\$	-
25-20-10-014	\$	101,416
25-20-10-015	\$	87
25-20-10-016	\$	-
25-20-10-017	\$	100,662
25-20-10-018	\$	42,353
25-20-10-019	\$	5,578
25-20-10-020	\$	75,583
25-20-200-001	\$	-
25-20-200-002	\$	704,806
25-20-200-003	\$	9,323
25-20-20-001	\$	1,678
25-20-20-003	\$	28,087
25-20-20-013	\$	58,153
25-20-20-014	\$	1,860
25-20-20-015	\$	3,583
25-20-20-016	\$	825
25-20-20-017	\$	10,782
25-20-20-018	\$	-
25-20-20-020	\$	214,186
25-20-20-021	\$	50,488
25-20-20-022	\$	-
25-20-20-023	\$	-
25-20-20-024	\$	12,786
25-20-20-025-8001	\$	-
25-20-20-025-8002	\$	47,656
25-20-202-012	\$	6,304
25-20-202-017	\$	13,564

Pkg #	AV		SAV	
	1988	1988	1988	1988
25-29-202-013	\$	92,811	\$	199,701
25-29-202-014	\$	535	\$	1,151
25-29-202-015	\$	3,888	\$	7,935
25-29-202-016	\$	20,506	\$	44,123
25-29-203-001	\$	198,841	\$	427,846
25-29-203-002	\$	47,916	\$	103,101
25-29-204-001	\$	34,303	\$	82,489
25-29-204-002	\$	1,408	\$	3,030
25-29-204-003	\$	603	\$	1,297
25-29-204-004	\$	603	\$	1,297
25-29-204-005	\$	603	\$	1,297
25-29-204-006	\$	603	\$	1,297
25-29-204-007	\$	3,152	\$	6,782
25-29-204-008	\$	3,037	\$	6,535
25-29-204-009	\$	3,037	\$	6,535
25-29-204-010	\$	3,680	\$	7,875
25-29-205-047	\$	-	\$	-
25-29-206-049	\$	-	\$	-
25-29-207-002	\$	25,303	\$	54,444
25-29-207-004	\$	96,286	\$	207,179
25-29-207-005	\$	186,353	\$	400,976
25-29-207-006	\$	263,322	\$	568,590
25-29-207-007	\$	73,396	\$	157,926
25-29-207-008	\$	66,122	\$	142,275
25-29-208-001	\$	843	\$	1,814
25-29-208-002	\$	843	\$	1,814
25-29-208-003	\$	843	\$	1,814
25-29-208-004	\$	1,343	\$	2,890
25-29-208-005	\$	843	\$	1,814
25-29-208-006	\$	750	\$	1,614
25-29-208-007	\$	606	\$	1,304
25-29-208-008	\$	606	\$	1,304
25-29-208-009	\$	606	\$	1,304
25-29-208-010	\$	614	\$	1,321
25-29-209-001	\$	7,847	\$	16,884
25-29-209-002	\$	1,597	\$	3,436
25-29-209-003	\$	2,285	\$	4,917
25-29-209-004	\$	3,957	\$	8,514
25-29-209-005	\$	1,463	\$	3,148
25-29-209-006	\$	1,463	\$	3,148
25-29-209-007	\$	2,926	\$	6,296
25-29-209-008	\$	3,116	\$	6,705
25-29-209-009	\$	3,116	\$	6,705
25-29-209-010	\$	3,109	\$	6,690
25-29-209-011	\$	796	\$	1,713
25-29-209-015	\$	-	\$	-
25-29-209-016	\$	-	\$	-
25-29-209-017	\$	6,094	\$	13,112
25-29-209-018	\$	2,271	\$	4,887
25-29-209-019	\$	1,546	\$	3,327
25-29-209-020	\$	1,546	\$	3,327
25-29-209-021	\$	1,174	\$	2,526
25-29-209-023	\$	1,463	\$	3,148
25-29-209-024	\$	1,463	\$	3,148
25-29-209-032	\$	1,847	\$	3,974
25-29-209-033	\$	1,847	\$	3,974
25-29-209-034	\$	598	\$	1,287
25-29-209-035	\$	1,171	\$	2,520
25-29-209-036	\$	5,205	\$	11,200
25-29-209-037	\$	5,205	\$	11,200
25-29-209-043	\$	25,824	\$	56,588
25-29-209-044	\$	6,072	\$	13,085
25-29-209-045	\$	5,917	\$	12,732
25-29-209-046	\$	5,917	\$	12,732
25-29-209-047	\$	67,155	\$	144,497
25-29-210-002	\$	802	\$	1,726
25-29-210-003	\$	1,432	\$	3,081
25-29-210-004	\$	802	\$	1,726
25-29-210-005	\$	771	\$	1,659
25-29-210-006	\$	802	\$	1,726
25-29-210-007	\$	802	\$	1,726
25-29-210-008	\$	802	\$	1,726
25-29-210-009	\$	802	\$	1,726
25-29-210-010	\$	802	\$	1,726
25-29-210-011	\$	802	\$	1,726
25-29-210-042	\$	2,909	\$	6,259
25-29-419-018	\$	1,317	\$	2,834
25-29-500-005	\$	-	\$	-
25-29-500-006	\$	-	\$	-
25-29-500-007	\$	-	\$	-
Base Values		3,616,881		7,647,273

Appendix 3: Harza Consulting's Phase I Environmental Site Assessment Summary for the West Pullman Industrial Park Conservation Area

Several sources of information were reviewed for Harza's Phase I Environmental Site Assessment, including:

- Historical maps and aerial photographs were studied to determine past and present land uses;
- Regulatory databases were searched in order to identify, map, and list sites in the area with potential or existing environmental liabilities; and
- Harza's team also conducted a "windshield survey" of the area and conducted detailed site inspections. These inspections consisted of a ground examination of structures and readily accessible site areas to verify activities and land uses, and to confirm the presence of environmentally hazardous conditions. Active industrial properties and residential properties were not included, but were viewed from locations accessible to the general public.

To undertake the Phase I Environmental Assessment, Harza subdivided their study area--which coincides with the boundaries of the proposed West Pullman IPCA--into 16 subareas and identified 5 general land use descriptions: vacant, commercial, residential, industrial, and public properties.

These properties were analyzed and it was determined that 3 sites within the project study area appear on the Comprehensive Environmental Response, Compensation, and Liability Index System List (CERCLIS) and thus pose a serious threat to the environment and to human health. Sites on the list have been proposed to be investigated because they are suspected by the United States Environmental Protection Agency (US-EPA) of being toxic to the environment and may require cleanup. If these sites are in fact contaminated they can be included on the National Priorities List and become "Superfund" Sites.

The CERCLIS sites in the West Pullman Area are as follows:

- International Harvester, 1015 West 120th Street
- West Pullman Iron Metal, 11954 South Peoria Street
- Dutch Boy (Carter White Lead/NL Industries), 12101 South Peoria Street

Two CERCLIS sites were identified outside of, but within 1/2 mile of, the project study area:

- Cizcar/Et/Vacant Lot, 1137-1141 Vermont Avenue
- Alburn Incorporated, 2200 East 119th Street

GENERAL ASSESSMENT OF ENVIRONMENTAL CONDITIONS

Harza made several general areawide observations which included:

- the entire study area has railroad right-of-ways that are devoid of vegetation and could have

been contaminated by chemical spills and herbicide applications;

- the study area also exhibits many other potentially harmful conditions which are distributed throughout the sites and include above ground and underground storage tanks, asbestos containing material, PCBs, and lead-containing materials.

The following subsections correspond to Harza's 16 study areas and detail the evidence of environmental contamination within each specific study area.

Study Area 1

- One 16,000-gallon underground storage tanks is on the site.
- Stained soil, stressed vegetation, slag, and demolition debris were observed.

Study Area 2

- There is an auto salvage yard/repair facility on the south end of the lot. It is possible that soils may be contaminated with petroleum products, solvents, lead, and acids.

Study Area 3

- Sanborn Maps show a gasoline tank and oil house. A 158,000-gallon above ground fuel oil storage tank was removed and there is significant soil staining around the pad. There is an old basement near the smokestack with significantly stained soil. City records indicate 2000-gallon gasoline and 1000-gallon kerosine tanks were installed, but there is no removal record.
- There are many trenches with stained soil, piles of garbage, debris, and tires as well as abandoned vehicles on the property. Stained soil and pools of oily liquid were observed throughout the site.
- Suspect asbestos containing material was observed at various places throughout the property.
- Suspect lead-based paint materials were observed on standing walls.
- PCBs may have been released onto the ground, contaminating the soils.

Study Area 4

- There is a gasoline pump and vent pipe suggesting an underground storage tank on the north part of the property. The tank does not appear to be registered.
- There is an auto salvage/repair yard on the property. The soil may contain petroleum products, solvents, acids, and lead contamination. The property has abandoned cars, trucks, tires, and other debris.

Study Area 5

- The property is currently a parking lot and is securely fenced.
- No asbestos, PCBs, or lead-based paint materials were observed.

Study Area 6

- The property was formerly The International Harvester Lumber Yard and Lakeside Lumber. All buildings have been demolished and the site is now vacant.

- There was a 25,000-gallon above ground storage tank on the east side of the property, which has been removed. There was a 1000-gallon gasoline tank installed in 1958. There is no record of removal.

- At the northeast corner of the property, near the dumpsters, is stained soil. There are many mounds of dumped soil and debris including a 55-gallon drum, an old 275-gallon above ground storage tank, lumber, railroad ties, and concrete chunks throughout the property. An abandoned truck and trailer sit on the property as well as an in-ground concrete basin of unknown use.

- Scattered piles of suspected asbestos containing and lead-based paint material were observed.

Study Area 7

- The property is an abandoned railroad bed just south of 119th Street.
- The property has an asphalt parking lot and is securely fenced.

Study Area 8

- This property contained a coal company, a fire station, a machine shop, an auto repair shop, and West Pullman Iron and Metal Company. It is now occupied by Carl Budding Meat Building, the fire station, and West Pullman Iron and Metal Company.

- Underground storage tanks can be found on the site.

- Much of the property is a junkyard with abandoned vehicles, debris, stained soils, compressed gas cylinders, drums, and fuel oil above ground storage tanks. There is stained soil and continuing discharge from 3 pipes, 2 from the wall and 1 from the roof, on the south side of the Carl Budding company.

- Suspect asbestos-containing material was observed in the piles of debris scattered over the property.

- Transformers were observed indicating possible PCB contamination.

Study Area 9

- This property was formerly the property of West Pullman Car Works. It is currently the site of Abbey Metal, West Pullman Iron & Metal, and retail stores along Halsted Street.
- One underground storage tank and four above-ground storage tanks were observed on the site.
- The site had transformers which could contain PCBs

Study Area 10

- The property used to be occupied by Chicago Malleable Castings. Most of the buildings have been demolished. The property is vacant and is now owned by 1020 Building Partnership.
- Five underground storage tanks and 2 oil houses were observed.
- Scattered piles of debris, 55-gallon drums, asbestos containing material, and scattered piles of lead-based paint materials were observed.
- The 6000-gallon underground storage tank for transformer oil could indicate PCB contamination of the property.

Study Area 11

- The property formerly accommodated International Harvester stock sheds and railroad sidings.
- There is debris, including lumber and roofing material on the property and a large black stain devoid of vegetation in the center.
- Scattered piles of suspected asbestos containing and lead-based paint material were observed.

Study Area 12

- The property was formerly the International Harvester West Pullman Works. Most of the buildings have been demolished and the property is vacant. The owners have agreed to a voluntary clean-up of this property. No details of this agreement are available for the Phase 1 Environmental Site Assessment.
- Multiple underground and above ground storage tanks can be found on the property.

- The property is covered with demolition debris, including bricks, glass, lumber, and concrete.
- Suspected asbestos and lead-based paint materials were found on the property.
- There are piles of transformer plates indicating possible PCB spills.

Study Area 13

- The property was formerly occupied by National Lead. Most of the buildings have been demolished and the property is vacant. The property is currently under litigation, details of which are unknown.
- Seven underground and above ground storage tanks were observed on the property.
- Suspected asbestos and lead-based paint materials were found on the property in piles of debris.
- Based on the former use of the property, for processing lead-based paints, it is likely that there is lead in the soils throughout the property.

Study Area 14

- Two underground storage tanks were observed on the property.

Study Area 15

- Seven underground storage tanks can be found on the property.
- There is black soil staining on the north, west, and south sides of Modern Steel Treatment. There are 55-gallon drums overflowing with granular, solid, viscous, and liquid wastes.

Study Area 16

- The property is vacant and covered with trees and weeds.

Industrial Jobs Recovery Law Provisions

The IJRL provides a way to designate an area as a tax increment financing district when the objectives are to retain existing industrial base and redevelop traditionally industrial districts. The Illinois Legislature declared at 65 ILCS 5/11-74.6-5:

It is hereby found and declared that the communities of the State have lost over 300,000 manufacturing jobs over the last decade and that these losses have resulted in persistent high levels of unemployment and underemployment and substantial tax-base losses in many areas of the State, which have left a large inventory of vacant industrial space.

The Legislature continued:

To reverse these adverse economic conditions, it is necessary to encourage private investment and restore and enhance the tax base of the taxing districts in these areas by the development or redevelopment of project areas. The reversal of these adverse economic conditions and elimination of the negative impact they have on communities through industrial redevelopment projects, and the retention and expansion of the economic bases of Illinois communities is hereby declared to be essential to the public interest.

It is found and declared that the use of incremental tax revenues derived from tax levies of various taxing districts in redevelopment project areas for the payment of redevelopment project costs is of benefit to those taxing districts.

Under the provisions of the IJRL, communities may create industrial redevelopment planning and project areas under three separate designations. These designations are as follows:

- Environmentally Contaminated Area;
- Industrial Park Conservation Area; and
- Vacant Industrial Buildings Conservation Area.

Each of these designations requires a certain set of findings--some of which are unique to each designation--that are outlined in the main body of the statute at 65 ILCS 5/11-74.6-10. The West Pullman IPCA has been designated under the provisions of an "Industrial Park Conservation Area." As an "Industrial Park Conservation Area" the following relevant findings for the West Pullman IPCA have to be demonstrated prior to formal adoption of the Plan by the municipality:

- The proposed West Pullman IPCA is within the corporate limits of the municipality;
- The proposed West Pullman IPCA is zoned industrial no later than the date on which the municipality by ordinance designates the redevelopment project area;
- The proposed West Pullman IPCA includes both improved or vacant land suitable for use as an industrial park or a research park, or both;

- The West Pullman IPCA satisfies one of the following standards:
 1. **Standard One:**
 - (a) the area is a labor surplus municipality (the average unemployment rate for the municipality is at least 1% over the U.S. national average over the 4 preceding calendar years prior to the designation of the "industrial park conservation area"),
 - (b) the area is served by adequate public or road transportation for access by the unemployed and for the movement of goods and materials,
 - (c) the area contains no more than 2% of the most recently ascertained equalized assessed value of all taxable real properties within the municipality,
 - (d) the project plan for the area includes a plan for and establishes a marketing program to attract appropriate businesses to the area,
 - (e) the project plan for the area includes an adequate plan for the financing and construction of necessary infrastructure, and
 - (f) the project plan for the area provides for an employment training project to prepare unemployed workers for work in the industrial park conservation area, and the employment training project has been approved by official action of or is to be operated by the local community college district, public school district or state or locally designated private industry council; or
 2. **Standard Two:**
 - (a) the area is a substantial labor surplus municipality (the average unemployment rate for the municipality is at least 2% over the U.S. national average over the 5 preceding calendar years prior to the designation of the "industrial park conservation area"),
 - (b) the area is served by adequate public or road transportation for access by the unemployed and for the movement of goods and materials,
 - (c) the area contains no more than 2% of the most recently ascertained equalized assessed value of all taxable real properties within the municipality, and
 - (d) the project plan for the area provides for an employment training project to prepare unemployed workers for work in the industrial park conservation area, and the employment training project has been approved by official action of or is to be operated by the local community college district, public school district or state or locally designated private industry council.
- **No Redevelopment Plan for the West Pullman IPCA shall be adopted by a municipality without finding that:**
 1. The West Pullman IPCA has not been subject to growth and development thorough investment by private enterprise and would not reasonably be anticipated to be developed in accordance with public goals stated in the Redevelopment Plan without the adoption of the Redevelopment Plan;
 2. The Redevelopment Plan and project conform to the comprehensive plan for the development of the municipality as a whole, or for municipalities with populations

- of 100,000 or more, the Redevelopment Plan and project either:
- (a) conforms to the strategic economic development or redevelopment plan issued by the designated planning authority, or
 - (b) includes land uses that have been approved by the planning commission of the municipality;
3. The Redevelopment Plan is reasonably expected to create or retain a significant number of permanent full time jobs;
 4. The estimated date of completion of the Redevelopment Project and retirement of obligations incurred to finance redevelopment project costs is not more than 23 years from the adoption of the ordinance approving the project; and
 5. The provisions of new facilities significantly enhance the tax base of the taxing districts that extend into the West Pullman IPCA.

Sections 3, 4, and 5 detail the findings of *S.B. Friedman & Company* with regard to these required statutory findings.

The Study Area

The proposed tax increment finance district known as the "West Pullman Industrial Park Conservation Area" is located within the West Pullman community of the City of Chicago, in the County of Cook. The West Pullman IPCA has been analyzed under the provisions of the IJRL as an Industrial Park Conservation Area.

The proposed boundaries of the West Pullman IPCA are detailed on Map 1. The West Pullman IPCA contains only those parcels of real property and improvements which will be substantially benefitted by the Plan.

The West Pullman IPCA boundaries generally include all of the properties on the north side of 119th Street between Morgan Street and Loomis, all properties on the south side of 119th Street between Morgan Street and a point approximately 400 feet east of Loomis, all properties on the north side of 120th between the alley just west of Halsted and a point approximately 400 feet east of Loomis, all properties on the south side of 120th Street from the alley just west of Halsted to Loomis, and all properties on the north side of 122nd Street to the Metra Electric Line Right-of-Way between the alley just west of Halsted and Aberdeen Street.

West Pullman Industrial and Social History & Demographic Profile

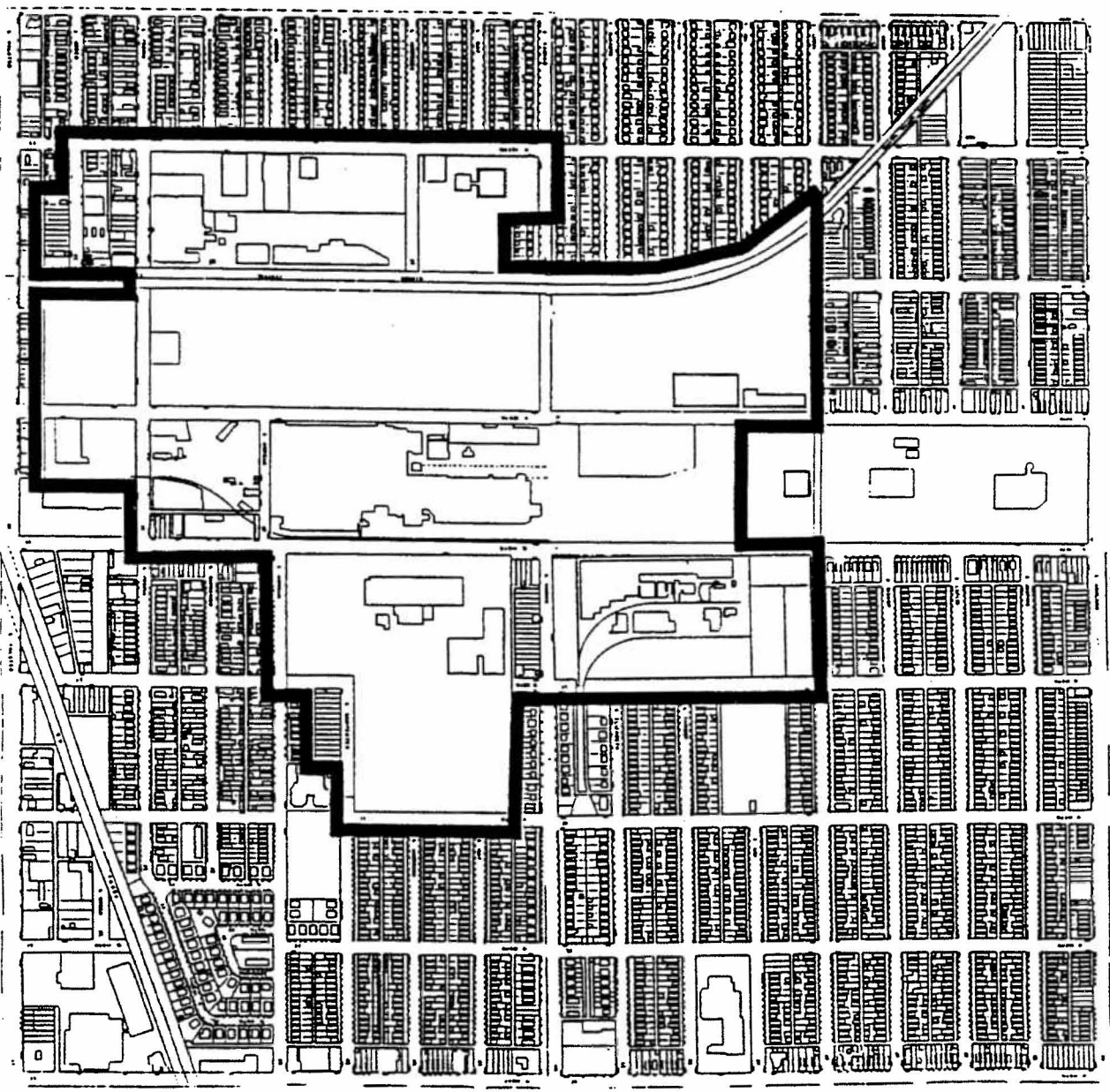
The area known as West Pullman was initially settled in the 1830s. Rapid growth did not occur in the area until after the opening of the Illinois Central and Michigan Central Railroad station and the development of the Pullman Palace Car Works in the 1850s.

In the late 1880s, real estate speculators and various business interests active on the South Side

WEST PULLMAN

INDUSTRIAL PARK CONSERVATION VEA

AREA BOUNDARIES



LEGEND

WPCA BOUNDARY

NORTH



formed the West Pullman Land Association (Land Association) to market property between 119th Street and 123rd Street between Wentworth and Halsted. The Land Association had phenomenal success at attracting industries to open facilities in the area, and additional industrial development spread westward toward Ashland Avenue. This industrial development was also facilitated by transportation improvements which included the extension of the Illinois Central Railroad into Blue Island, the construction of the Pennsylvania Railroad line through the area, and streetcar extensions along major area thoroughfares in the late 1800s. Among the companies that opened facilities in the community during this period were the Plano Manufacturing Company, the Whitman Barnes Company, the Chicago Malleable Casting Company, and the Sterling Lumber Supply Company.

Population growth in the area was also encouraged by the West Pullman Land Association. In 1890, the Land Association began construction on a 600-home development that was completed 4 years later. However, development activity was stifled around the turn of the century by 3 events: (1) the 4-year depression that began in 1893, (2) the Pullman Strike of 1894 and (3) the economic downturn of 1908. It was during these 15 turbulent years that the West Pullman Land Association went bankrupt along with several area industrial businesses.

In the early part of the 20th Century a large influx of Eastern European immigrants moved into the area. By 1919 the West Pullman Community reached residential maturity and had a population of 23,019 people. The upsurge in population in the post World War I period brought the community's population to about 30,000 in 1930. The post World War I period also inaugurated a new period of industrial development and activity. However, this post-war upturn was short lived as the Great Depression impacted the industrial development of Chicago and the rest of the country. The West Pullman community--along with the nation's economy--languished until several federal programs were initiated by the Roosevelt Administration in the mid-1930s. Many of the Roosevelt Administration's programs were designed to stimulate economic activity through public expenditures. Industrial cities like Chicago benefitted greatly from such Roosevelt Programs as the Works Progress Administration. Additionally, World War II initiated new growth for the community in the 1940s. The growth in industry led to several new manufacturers locating in the area including International Harvester (which took over Plano Manufacturing's facilities) and Dutch Boy Paints.

The population of the community continued to grow in the post war period, peaking at 45,000 people in 1980. However, the demographic makeup of the community changed during this post war period. Beginning in the 1960s, a massive shift of the City's African-American population occurred resulting in the population of West Pullman becoming more racially integrated. As of 1990, 94% of the West Pullman community was African American. The housing stock over this period was dramatically altered by development of suburban style tract development. The development of these tract homes has resulted in West Pullman having one of the City's highest rates of single-family home ownership rates. In 1990, 72% of the homes in the area were owner-occupied structures. The 1990 median housing value was \$59,270.

The West Pullman industrial base--as well as the industrial base of Chicago--was affected by the national shift inaugurated by the opening of the interstate highway system. Substantial industrial and population base relocated to communities on the outskirts of Chicago. This decentralization is a continuing factor that impacts Chicago and other cities throughout the country. During this period,

International Harvester and Dutch Boy Paints relocated their operations out of the area, as did several steel mills on the City's South Side. At the same time several businesses remained, including Carl Buddig and Company, Ingersoll Products, and several smaller manufacturing concerns.

As of 1990, the median family income for the West Pullman Community Area was \$33,065, which is \$2,000 higher than the median family income for the City as a whole. According to the 1990 Census, 17% of West Pullman residents were living below the poverty level. West Pullman's 18% unemployment rate is typical of many South Side communities which have exceeded the City's average for many years. The persistent high unemployment rates found in the community are attributed to the rapid deindustrialization of the City's South Side over the past 20 years. Nonetheless, the population of West Pullman retains fairly high skills which are borne out by educational attainment levels. Thirty-nine percent of the West Pullman population has more than a high school education, and according to the 1990 Census, 54% of the employed population was working in white collar professions.

Existing Conditions

The deindustrialization of the West Pullman community has left the area without a major concentration of economic activity. Certainly a core group of businesses have remained within the area, but even the largest of these businesses operate with streamlined employment bases as mechanization has created production efficiencies in manufacturing processes. The deindustrialization has also impacted the viability of the proposed West Pullman IPCA to attract and generate new jobs. This section serves to highlight those factors that are contributing to the weakening of the West Pullman community as a location for new industrial development.

STRUCTURAL

The West Pullman IPCA has a variety of industrial buildings of varying size and conditions. Many of these properties are vacant, or underutilized. Two major industrial businesses account for a majority of the available space in the area. Ingersoll Products at 11900 S. Morgan Street and U.S. Gear at 1030 W. 119th Street occupy the largest active industrial facilities in the area. Many of the vacant buildings in the area exhibit moderate symptoms of structural deterioration which include broken windows and sagging roof lines.

Most of the existing manufacturing buildings--occupied and unoccupied--are smaller rectangular configurations built in the mid 1950s to late 1960s. The Ingersoll Products facility is the largest building in the area and appears to have been built in stages, beginning in the early part of this century. The U.S. Gear facility appears to have also been constructed in the 1950s. The company has recently constructed large aluminum sided warehouse/distribution facilities immediately north of their plant. Each of these active businesses maintain their facilities well, though Ingersoll Products is not fully utilizing all its space.

The partially demolished Amforge facility on the northside of 119th between Racine and Loomis is a blighted site defaced by graffiti. According to the City, the remaining structures on the Amforge site are scheduled for demolition within the next couple of months. Similarly, the former Dutch Boy

Paints and International Harvester sites on the southside of 120th Street still have structural elements in place, though all vertical elements have been removed.

INFRASTRUCTURE

Area infrastructure is in generally fair to poor condition. In very poor condition is 120th Street between Halsted and Ashland, which is the main east-west route through the proposed West Pullman IPCA. This street does not appear to be well traveled and is completely vacant on its southside where the former Dutch Boy Paints and International Harvester facilities once stood. The sidewalks along 120th Street are poorly maintained and underused with grasses and weeds overgrowing the walkways.

According to information collected from the City of Chicago Department of Transportation (CDOT) several infrastructure improvement projects at grade and below grade need to be undertaken to support a industrial development in the area. The nature of these infrastructure improvements include--but are not limited to--public lighting improvements, street resurfacing, widening and curb reconstruction, sewer and water-main replacement and sidewalk reconstruction.

ENVIRONMENTAL

In May of 1996, a Phase I Environmental Site Assessment of the proposed West Pullman IPCA was conducted by Harza Environmental Services, Inc. at the request of the Chicago Department of Environment. The purpose of the study was to provide a broad source of information regarding environmental conditions which affect vacant, residential, commercial, industrial, and public property within the proposed West Pullman IPCA.

The City supplemented Harza's site analysis with its own analysis and expanded the information provided in the Phase I Environmental Site Assessment. The City also designated contaminated site areas within the proposed West Pullman IPCA in an effort to prioritize environmental remediation scheduling and estimated remediation costs. Harza's findings are summarized in Appendix 3. The City's site analysis is summarized in Table 1 by site area, and Map 2 delineates these site areas.

SURROUNDING COMMUNITY

Surrounding the proposed West Pullman IPCA are several blocks of single-family residential neighborhoods. The majority of these blocks are well kept and organized around block clubs.

On the blocks immediately east and west of Halsted, the residential structures are primarily multi-story multi-family frame construction. It appears that a majority of area renters live on these blocks. Many of these structures were built in the 1930s and 1940s and the greatest residential structural deterioration is found on these blocks.

To the south, north, and west of the proposed West Pullman IPCA, the majority of the housing stock is tract-style single family, owner-occupied residential, mostly in bungalow or modern suburban architectural types. These blocks are well kept and fully organized into block clubs. Interspersed

Table 1

City of Chicago Environmental Assessment & Estimated Remediation Costs for the Proposed West Pullman IPCA

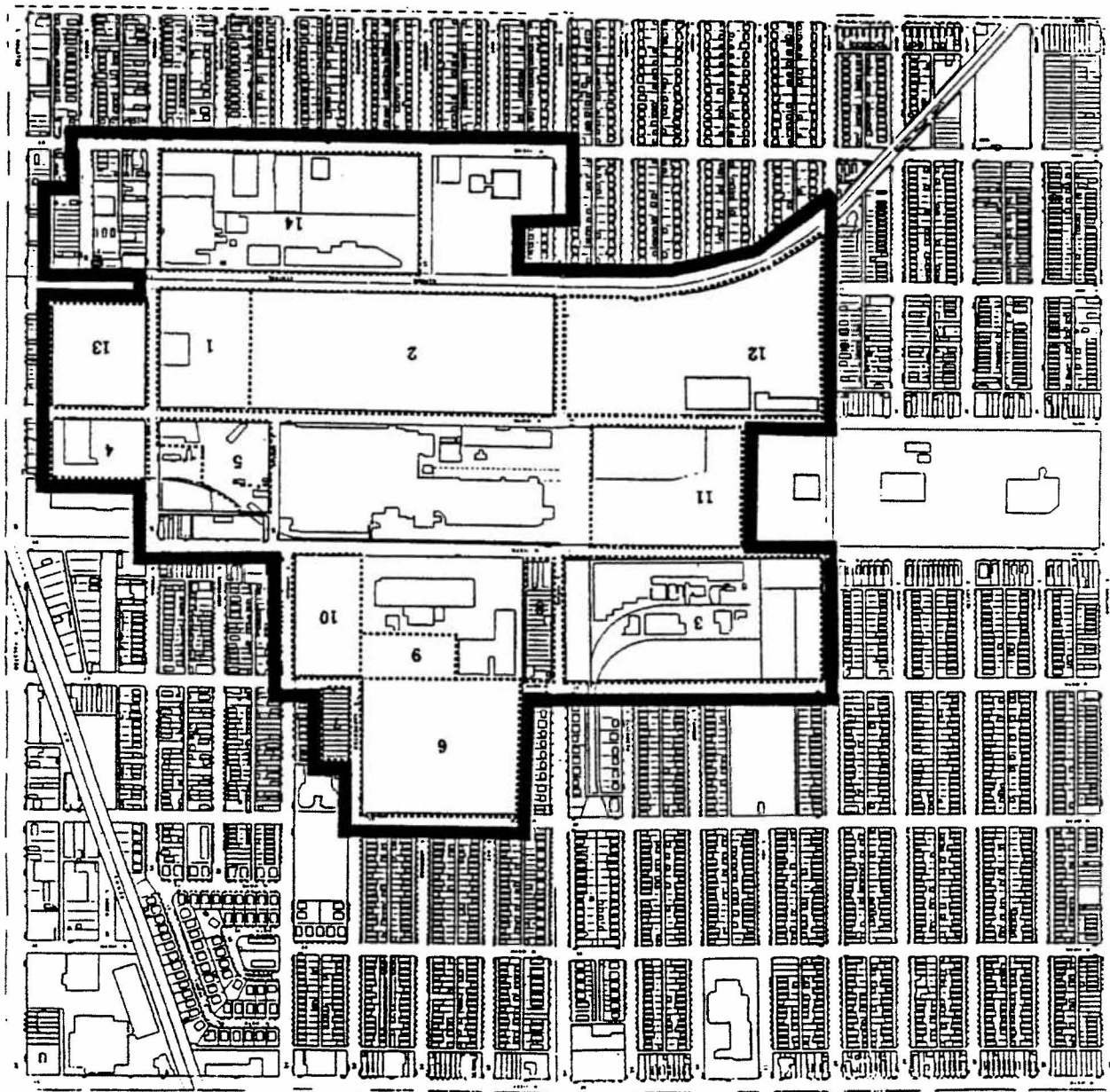
Site Area	Site Description/Address	Chemicals/Materials of Concern	Total Est. Cost	Project Status
1	Former Dutch Boy Site 915 W. 120th St. (Study Area 13)	Lead, USTs, ASTs, Solvents, Petroleum Products, Demolition Debris	NL is Potentially Responsible Party undergoing negotiation w/ City (+\$500K)	EPA-managed site Offsite Sampling Underway
2	Former International Harvester Site 938-1150 W. 120th St. (Study Area 12)	USTs, organic solvents, benzene, sulfuric acid, petroleum products, ACMs, PCBs, demolition debris, fly-dumping debris, lead-based paint	Navistar is PRP Enrolled in IEPA Voluntary Cleanup Prog (+\$1,000,000)	Phase I completed Phase II & III begins summer '97
3	Former American Forge Site 1250 W. 119th St., 1300 W. 119th, 11825 S. Ada, 11827 S. Ada, 1241-1301 W. 118th, (others) (Study Area 3)	USTs, petroleum products, ACMs, Constr. debris, fly-dumping debris, oil stained soil near ASTs, lead-based paint, PCBs, approx. 5000 tires	\$3.1 million	IEPA removed tires Summer '97 Demo completed Summer '97, Phases I & II begins Summer '97
4	846 W. 120th (Former W. Pullman Iron) (Study Area 9)	Oil-stained soils, PCBs from dismantled electrical transformers, ACM, misc. constr. debris, abandoned vehicles, lead-based paint, approx. 100 tires	\$300K	Phase I completed Phase II & III pending
5	940 W. 120th (11927 S. Morgan) (Study Area 8)	USTs (gasoline tank), PCBs, oil stained soil, debris, abandoned vehicles, approx. 100 tires	\$300K	Phase I completed Phase II & III pending
6	117th St. and Carpenter (Study Area 1)	USTs (approx. 16,000 gals) resting in SW corner of lot, stained soil, vegetation, slag, demolition debris, fly-dumping debris	\$1.2 million	Phase I completed Phase II & III pending
7	11727 - 59 S. Carpenter (Study Area 2)	Petroleum products, solvents, lead, & acid, (assoc. w/ auto, salvage/repair yard), fly-dumping debris	\$150K	Phase I completed Phase II & III pending
8	18801-11843 S. Racine, 1144 W. 119th St. - 1156 W. 119th St. (Study Area 4)	Petroleum products, solvents, lead, & acid, (assoc. w/ auto, salvage/repair yard), fly-dumping debris, USTs	\$200K	Phase I completed Phase II & III pending
9	U.S. Gear Parking Lot (Address not provided 119th St.) (Study Area 5)	Asphalt parking lot, Additional data needed	\$1.2 million	Phase I completed Phase II & III pending
10	East of U.S. Gear Parking Lot (Study Area 5)	Additional data needed	\$300K	Phase I completed Phase II & III pending
11	11831 South Loonix (Study Area 6)	AST (petro gasoline), stained soil, 55 gal drums, railroad ties, constr. debris, ACM, LBP, LBP debris	\$1.5 million	Phase I completed Phase II & III pending
12	1225 W. 120th (Study Area 10)	Petroleum oils, transformer oils (PCBs), ACM, lead-based paint debris, UST, fly-dumping debris	\$1.5 million	Phase I completed Phase II & III pending
13	12017 S. Peoria, 815-825 W. 120th St.	USTs, petroleum products	\$500K	Phase I completed
14	1040 W. 122nd St. (Study Area 15)	USTs, ASTs, soil staining, 55 gal drums	\$2.0 million	Phase I completed Phase II & III pending

Note: Site Area Numbers Correspond to Those Found on Map 2

WEST PULLMAN

Industrial Park (Conservation Area)

ENVIRONMENTAL CONDITIONS



LEGEND

- 1 Ditch Bay
 - 2 International Highway
 - 3 American Flag
 - 4 West Pullman Area
 - 5 940 W 120th Street
 - 6 112th & Columbia
 - 7 1127-59 S Columbia
 - 8 11801-11843 S Racine
 - 9 US Gov Parking Lot
 - 10 East of US Gov Parking Lot
 - 11 11931 S Laramie
 - 12 12293 W 120th Street
 - 13 12015 Peoria
 - 14 1040 W 122nd Street
- C-Construction
 L-LEAD, USTL, ASTL, S-Soil, P-Pesticides, D-Dioxin, D-Dioxin, D-Dioxin
 USTL, Organic Solvents, Sulfur Acid, Petroleum Products, ACHL, PCBs, PCPL, Dioxin, Dioxin, Frying, Dumping, Lead Based Paint, PCBs
 USTL, Petroleum Products, ACHL, Construction Debris, Frying, Dumping, Debris, ASTL, Lead Based Paint, PCBs
 West Pullman Area
 940 W 120th Street
 112th & Columbia
 1127-59 S Columbia
 11801-11843 S Racine
 US Gov Parking Lot
 East of US Gov Parking Lot
 No data
 ASTL, Petroleum Products, Construction Debris, Abandoned Railroad Ties, ACHL, Lead Based Paint, 55-Gallon Drums
 Petroleum Products, PCBs, ACHL, Lead Based Paint, USTL, Fly, Dumping Debris
 USTL, Petroleum Products
 USTL, ASTL, Petroleum Products, 55-Gallon Drums

S. B. Friedman & Company
Real Estate Advisors and Environmental Consultants

Wendell Campbell Associates, Inc.
Architects - Planners - Conservation Managers

on several blocks were public schools, parks and other institutional amenities. The majority of these properties are brick construction, but several are constructed with vinyl and aluminum siding.

Several new homes have been built in the vicinity of Christ Universal Temple, which borders the proposed West Pullman IPCA on the west, particularly along 120th Street on available in-fill sites. These are mostly brick-ranch style homes, constructed within the past 5 years. Christ Universal Temple has a non-profit housing corporation that has completed some of these structures.

The proposed West Pullman IPCA has suffered significant disinvestment and has created a vacant pocket in the middle of a community that has endured significant economic stress. The environmental contamination, obsolete industrial structures, area abandonment, and dated infrastructure have made the area unattractive for new investment. Without substantial attention, the West Pullman IPCA will continue to be an underutilized and uncompetitive industrial area, aggravating existing conditions and exerting negative influences on the surrounding neighborhood.

3. Required Findings and Evidence for Qualification

Several findings must be demonstrated to qualify an area as an IPCA under the IJRL. Each required finding within the IJRL relevant to an IPCA **must be demonstrated** prior to approving an area as an IPCA.

In summation, the West Pullman IPCA qualifies under the preliminary findings as follows:

- the West Pullman IPCA is completely within the corporate boundaries of the City of Chicago;
- currently the proposed West Pullman IPCA is primarily zoned industrial; the City will complete a zoning redesignation process for all non-industrial parcels prior to formal designation by the City Council of the City of the West Pullman IPCA under the IJRL;
- the area contains a substantial amount of improved and vacant land suitable for industrial use;
- between 1992 and 1996, the Unemployment Rate for the City of Chicago averaged 1.66 percentage points above the national average thereby qualifying the City of Chicago as a labor surplus municipality;
- the proposed West Pullman IPCA is well serviced by roadways, commuter mass transit lines (bus and rail), and freight rail lines for access by the unemployed and for movement of goods and services;
- the 1996 EAV for the proposed West Pullman IPCA is .025% of the 1996 EAV for the City of Chicago of \$30,773,301,521 (the last available year a total city-wide EAV was established);
- based upon a compound annual growth rate of 1.98% in Equalized Assessed Valuation (EAV) between 1991 and 1996 and physical evidence of deindustrialization, the proposed West Pullman IPCA has not been subject to growth or investment by private enterprise in a substantial period of time. The minor growth in EAV was due to the 1994 triennial re-assessment and change in the multiplier. EAV declined between 1995 and 1996. By comparison, the City's compound annual growth rate of Equalized Assessed Value was 2.35% between 1991 and 1996 and a positive 1.27% between 1995 and 1996 ;
- the IPCA is an important component of the City's economic development and industrial base retention and attraction strategy.

The evidence upon which these findings are based is summarized below.

1. "Industrial Park Conservation Area" means an area within the boundaries of an IPCA located within the corporate limits of a municipality or within 1.5 miles of the corporate limits of a municipality if the area is to be annexed to the municipality.

Evidence: The proposed West Pullman IPCA lies within the city limits of Chicago and is generally bounded by 117th Street to the north, 122nd Street to the south, South Loomis Street to the west and Halsted Street to the east. Map 3 details the location of the proposed West Pullman IPCA within the corporate limits of Chicago.

2. The area must be zoned industrial no later than the date on which the municipality by ordinance designates the redevelopment project area.

Evidence: The 1997 Chicago Zoning Ordinance shows that the West Pullman IPCA under review is primarily zoned for industrial uses (92% of the total land area). The West Pullman IPCA is zoned M1-1 Restricted Manufacturing District, M2-2 General Manufacturing District and M3-3 Heavy Manufacturing District. The West Pullman IPCA also includes two parcels that have non-industrial designations. City officials involved with this study indicated that the process of changing the zoning designation of these non-industrial parcels to industrial designations will be completed prior to the West Pullman IPCA's formal designation as an IPCA under the IJRL. Map 4 details the zoning designation for the parcels within the West Pullman IPCA.

3. The area includes improved or vacant land suitable for use as an industrial park.

Evidence: The proposed West Pullman IPCA contains former industrial sites of nearly 1.6 million square feet in land area or 36.3 acres. These areas may include vacant buildings or other remaining structural elements. In addition, the proposed IPCA contains nearly 3.5 million square feet of vacant land or 79 acres. Much of this land had at one time been used for industrial purposes but has been cleared. The large land area available is consistent with the needs of modern industry for sites that can be designed to accommodate contemporary industrial process, loading, and parking requirements. As noted under a separate finding, the presence of full Interstate highway access at I-57 and 119th Street enhances the suitability of sites in this area for industrial purposes.

4. To be designated as an IPCA, the West Pullman IPCA satisfies the provisions under Standard 1 of Section 74.6-10 (e) (1) of the IJRL on the following bases:

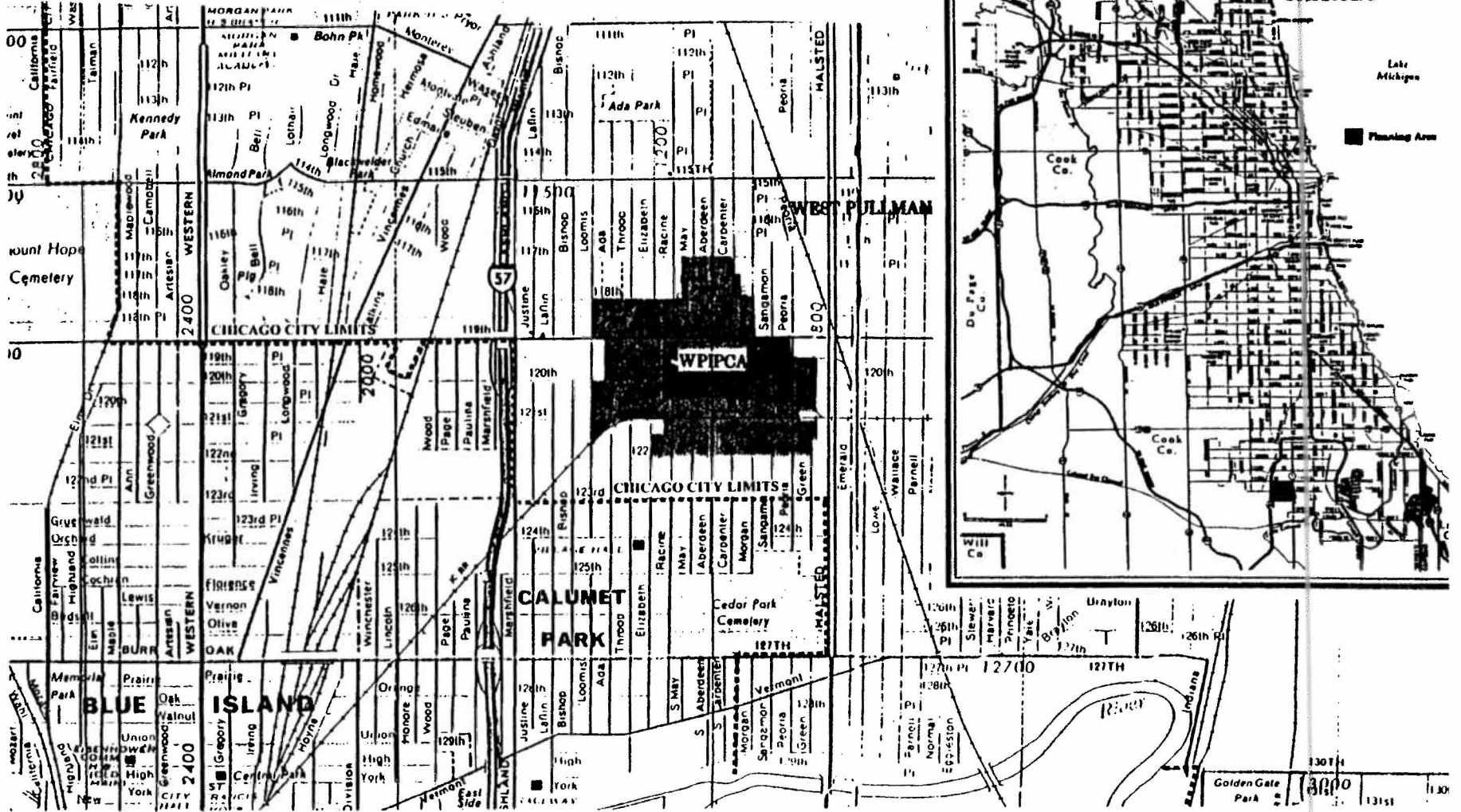
- The municipality must be a labor surplus municipality (the average unemployment rate for the municipality is at least 1% over the U.S. national average over the 4 preceding calendar years prior to the designation of the "industrial park conservation area").

Evidence: The Annual Non-Seasonally Adjusted Unemployment Rate for the City of Chicago averaged 1.66 percentage points above the national Annual Non-Seasonally Adjusted Unemployment Rate between 1992 and 1996. The IJRL requires that the City's rate be at least 1% over the national rate. Table 2 details the yearly unemployment rates for Chicago and the United States as a whole over this period of time.

WEST PULLMAN

Industrial Park Conservation Area

AREA WITHIN THE CITY

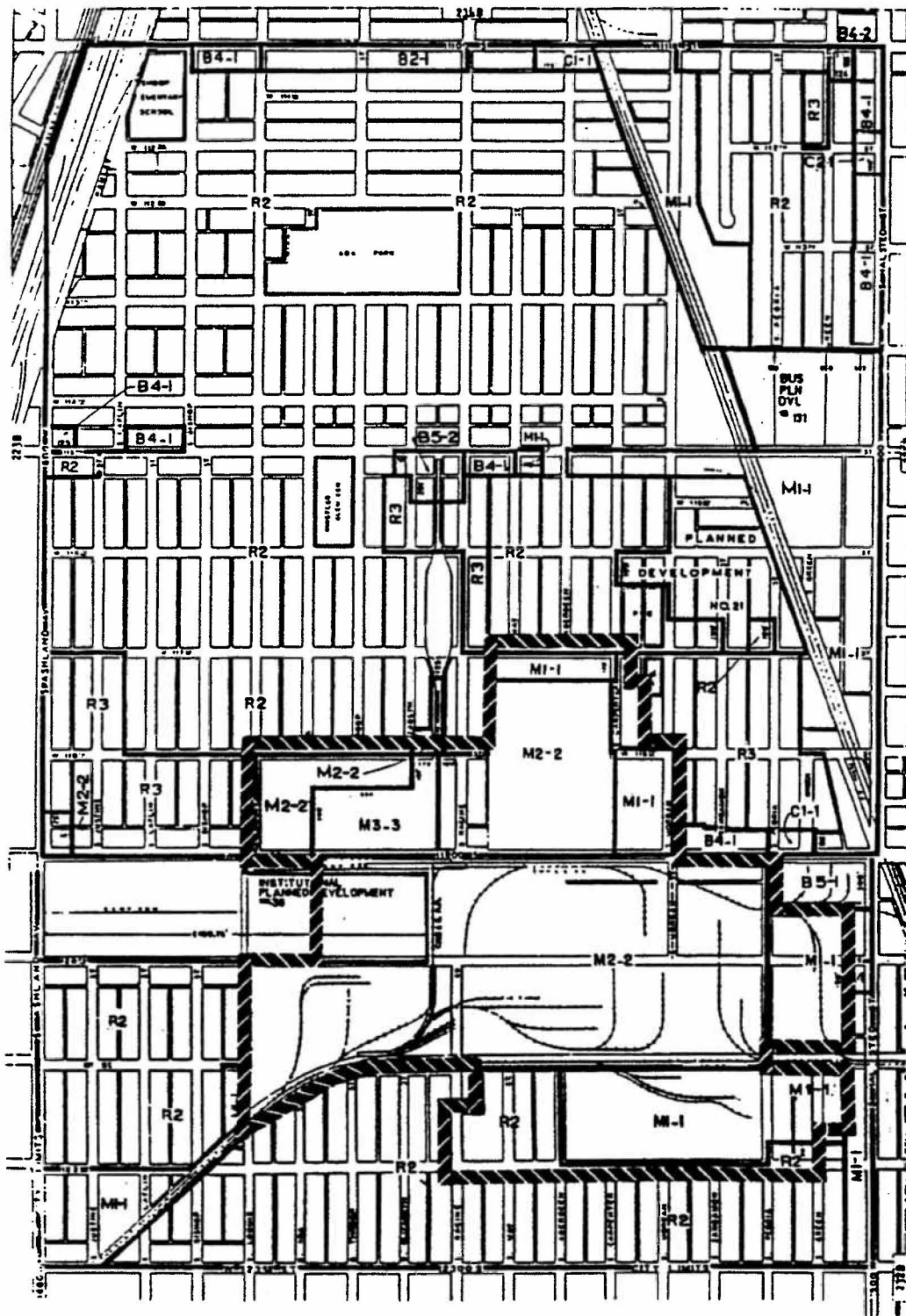


WEST PULLMAN

Industrial Park Conservation Area

CURRENT ZONING

CHICAGO ZONING ORDINANCE SECTION 17TH, R.M.E. MAP 28-6



Source: 1996 Chicago Zoning Ordinance

WPICA Boundary



Wendell Campbell Associates, Inc.
Architects • Planners • Construction Managers



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

Table 2. 1993-1996 Annual Unemployment Rates for Chicago and the United States

	1992	1993	1994	1995	1996
Chicago	9.5	9.6	7.3	6.7	6.7
United States	7.5	6.9	6.1	5.6	5.4
Difference	2.0	2.7	1.2	1.1	1.3

Source: U. S. Department of Labor Bureau of Labor Statistics, "The Employment Situation."

This data demonstrates that for the required 4-year statutory period of time, the City of Chicago was a "labor surplus municipality" as defined within IJRL.

- The West Pullman IPCA should be served by adequate public and or road transportation for access by the unemployed and for the movement of goods or materials.

Evidence: The West Pullman IPCA is well served by surface roads, freeway access, and rail transit.

- *Vehicular:* Automobiles and trucks may access West Pullman via surface roads from Halsted and 119th streets. Freeway access is available at the intersection of I-57 and 119th which is approximately 1.5 miles to the west of the proposed West Pullman IPCA. This is a 4-way interchange which accommodates truck traffic.
- *Bus:* The Chicago Transit Authority operates 3 bus routes within the vicinity of the proposed West Pullman IPCA. These routes run along Halsted #8A, 119th #119 and Throop-124th #359. The terminus for the 119th and Throop-124th Street lines is at 119th and Halsted which is just east of the West Pullman IPCA.
- *Commuter Rail:* Metra operates the Blue Island Railroad commuter line along the southern half of the proposed West Pullman IPCA. There are two Metra stations that directly service the proposed West Pullman IPCA; one station is at Racine and the other station is at Halsted.
- *Freight Rail:* Several active freight rail terminals are within close proximity to the proposed West Pullman IPCA. These include: the B&O Chicago Terminal Yard at I-57 and 138th Street; the Indiana Harbor Belt Blue Island Yard at I-57 and Thorton Road; the Norfolk Southern Calumet Yard at I-94 and 103rd Street; and the Belt Railway Company of Chicago South Chicago Yard at I-94 and 95th Street.

The proposed West Pullman IPCA is well serviced by both public and road transit systems making the area accessible for potential workers (both transit and non-transit dependent) and for the delivery and distribution of materials and products.

The roadway network within the vicinity of the proposed West Pullman IPCA is well suited for modern truck traffic transportation. I-57 is a Class 1--as designated by the Illinois Department of Transportation--roadway which allows for a maximum truck weight of 80,000 pounds at 13 feet and 6 inches high and 8 feet and 6 inches wide. According to information from the Chicago Department of Transportation the area arterial roadways, which include Halsted and 119th Street, are designated WB50 or WB60 which allows for a 50- or 60-foot trailer length and an 80,000-pound weight limit. The vicinity and routes toward the proposed West Pullman IPCA do not have any viaducts and height concerns are minimal. Finally, the majority of intersections, including all area truck routes, have 50-foot turning radii which allow an 80,000-pound truck to turn without using 2 lanes.

- The West Pullman IPCA shall contain no more than 2% of the most recently equalized assessed value of all taxable real properties within the corporate limits of the municipality.

Evidence: According to data collected from the Cook County Assessor's Office, 1996 was the last year a full Equalized Assessed Value (EAV) could be estimated for the City as a whole. As of 1996, the EAV for the City of Chicago as a whole was \$30,773,301,521 and the 1996 EAV for the proposed West Pullman IPCA was approximately \$7,600,000. Thus, in 1996, the EAV for the proposed West Pullman IPCA was 0.025% of the value for the City as a whole, which is well below the statutory threshold value of 2%.

- The Redevelopment Plan (Section 4) includes a marketing program to attract appropriate businesses to the proposed West Pullman IPCA.

Evidence: The details of the marketing program can be found within the Redevelopment Plan.

- The Redevelopment Plan and the Financial Plan (Section 5) includes the full program for construction of necessary infrastructure to support the anticipated development within the proposed West Pullman IPCA and the financing to support these projects.

Evidence: The details of the construction program and financing program for the West Pullman IPCA can be found within Sections 4 and 5 respectively.

- The Redevelopment Plan includes an employment training program to prepare unemployed workers for work in the proposed West Pullman IPCA. The City Colleges of Chicago are prepared to operate the employment training programs.

Evidence: The details of the employment training program can be found within the Redevelopment Plan. The City Colleges have indicated their willingness to operate the training programs as confirmed by Doctor Omero Suarez's letter dated September 11, 1997 and attached as Appendix 4.

5. The proposed West Pullman IPCA 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 in accordance with public goals stated in the Redevelopment Plan without the adoption of the Redevelopment Plan.

Evidence: Data was collected from the Cook County Assessor's Office on property values for the years 1991 through 1996 as a way to demonstrate lack of any significant investment in the proposed West Pullman IPCA. Table 3a details the Assessed Values for all Property Index Numbers (PINs) within the proposed West Pullman IPCA.

Table 3a. 1991-1996 Equalized Assessed Valuation Trends - West Pullman IPCA

Category	1991	1992	1993	1994	1995	1996
Equalized Assessed Value (EAV)	\$6,860,207	\$7,060,421	\$7,232,094	\$7,685,614	\$7,718,848	\$7,567,273
Real Unadjusted EAV Change	---	2.92%	2.43%	6.27%	0.43%	-1.96%
Equalized Assessed Valuation CAGR: 1.98%						

Source: Cook County Assessor's Office

Based upon available data, the West Pullman IPCA has experienced little real growth in Equalized Assessed Valuation (EAV) between 1991 and 1996. The Compound Annual Growth Rate (CAGR) for EAV was 1.98% between 1991 and 1996; this minor CAGR can be primarily attributed to the reassessment jump that occurred in 1994. As a point of comparison, the CAGR of Equalized Assessed Valuation for the City as a whole was 2.35% between 1991 and 1996. Accounting for EAV Change over the course of four assessment interval periods between 1991 and 1995, the proposed West Pullman IPCA EAV performed at a rate comparable to the City as a whole. However, in the 1995-1996 interval, EAV declined by approximately 2% for the West Pullman IPCA and increased approximately 1.3% for the City as a whole. We have collected year to year EAV data between 1991 and 1996 for the City as a whole to demonstrate trends in EAV which illustrates the comparable trends. This data is detailed in Table 3b.

**Table 3b. 1991-1996 Equalized Assessed Valuation Trends - City of Chicago
(In Millions)**

Category	1991	1992	1993	1994	1995	1996
Equalized Assessed Value (EAV)	\$27,398	\$27,964	\$28,662	\$30,090	\$30,388	\$30,773
EAV Change		2.07%	2.50%	4.98%	0.99%	1.27%
Equalized Assessed Valuation CAGR: 2.35%						

Source: Cook County Assessor's Office

Additional evidence for the West Pullman IPCA was collected based upon field research and analysis. Several of the remaining buildings within the proposed West Pullman IPCA were vacant, as were several acres of land that at one time accommodated industrial facilities. Of the 9,137,586 square feet of land in the area, an estimated 3,466,244 square feet are vacant; this is equivalent to 38% of the land in the area. Additionally, 1,583,067 square feet of existing industrial space is vacant. The amount of vacant and overgrown land, building space and partially demolished structures found in the proposed West Pullman IPCA is indicative of substantial disinvestment, deterioration of tax base, deterioration of employment base and general area industrial decline. Map 5 details the observed conditions within the proposed West Pullman IPCA and in the immediate surrounding areas.

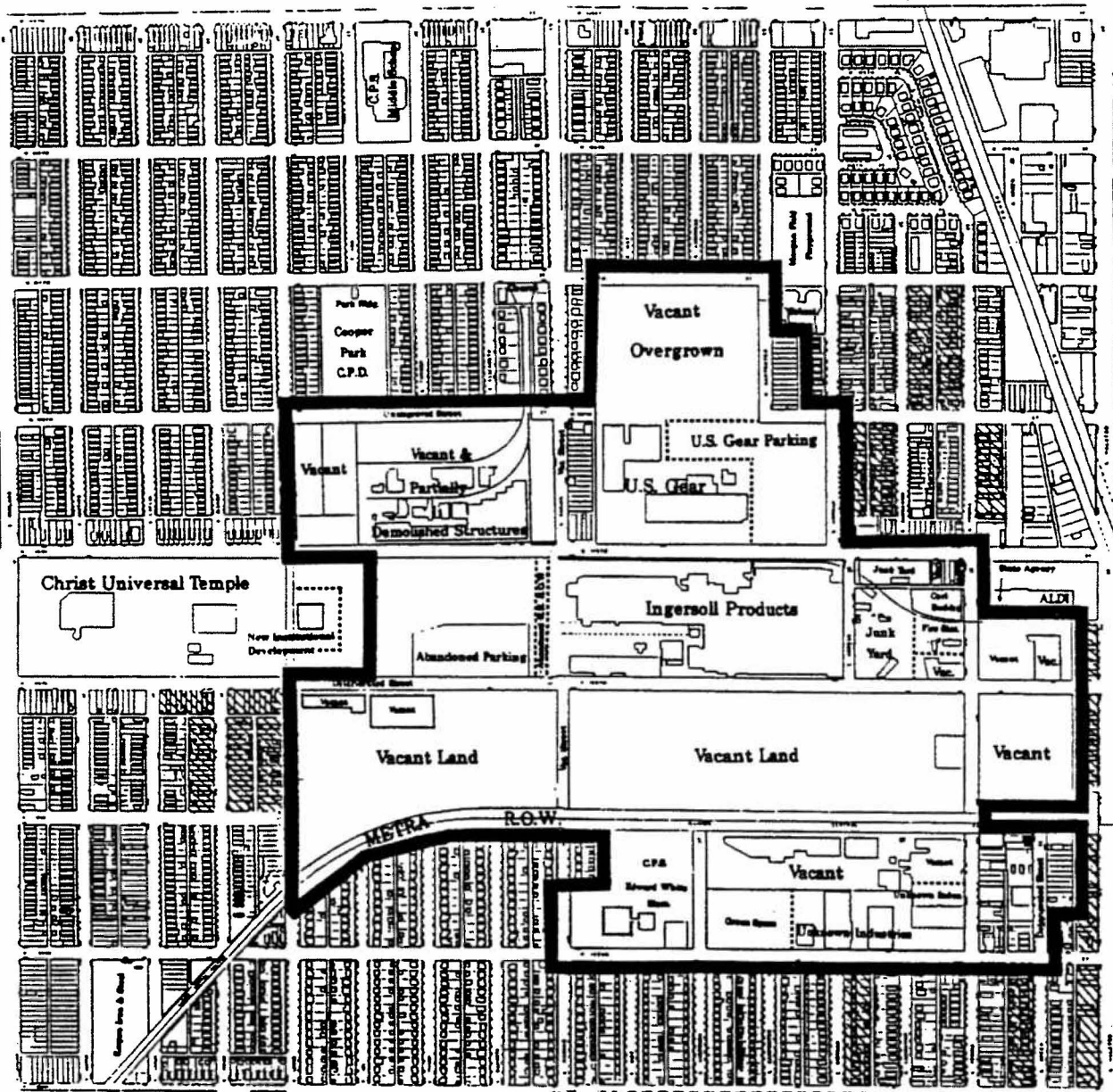
6. For municipalities with a population of 100,000 or more, regardless of when the redevelopment plan and project was adopted, the redevelopment plan and project either:
- conforms to the strategic economic development or redevelopment plan issued by the designated planning authority of the municipality or;
 - includes land uses that have been approved by the municipality's planning commission.

Evidence: The proposed West Pullman IPCA conforms to the strategic economic development plan of the City regarding industrial development. This Plan is part of a larger comprehensive planning effort under the City's Planning NOW program, which is seeking to revitalize the West Pullman/Maple Heights community. An important component of this revitalization initiative is the provision of employment and modern industrial job training opportunities. The establishment of the West Pullman IPCA is a critical component of this wider effort and comports with the City's larger strategic economic development and redevelopment plans for the West Pullman community. The West Pullman IPCA represents an opportunity for the preservation, retention, redevelopment, and expansion of industry within the City of Chicago in an area that has traditionally been industrial in nature. Few locations within the City offer a solid industrial history, diverse transportation systems, and an accessible industrial workforce. Each of these factors is important in the locational decisions of manufacturing, warehousing and distribution related industries. Recognizing these locational advantages, and the historic land use in the proposed West Pullman Industrial Park Conservation Area, the City is taking action to



WEST PULLMAN

Industrial Park Conservation Area

OBSERVED CONDITIONS



LEGEND

-  BLOCKS THAT ARE IN SOME STATE OF MINOR TO MODERATE DETERIORATION.
-  BLOCKS THAT ARE IN GOOD SHAPE AND ORGANIZED.



facilitate the area's revitalization.

Additionally, the proposed West Pullman IPCA includes land uses by zoning designation and uses that support industrial investment. A majority of the land within the proposed West Pullman IPCA is designated M1-1, M2-2 and M3-3. Districts zoned in the "M" categories allow for manufacturing activity at various densities. The proposed West Pullman IPCA includes several complementary land uses for industrial investment. These complementary land uses include industrial businesses that have been located in the area for a long time.

The land uses in this Plan have been approved by the Chicago Planning Commission prior to the adoption of the Plan.

4. Redevelopment Plan & Required Findings

Redevelopment Planning & Project Area

~~Under the provisions of the IJRL at 65 ILCS 5/11-74.6-10 (p), municipalities may designate~~ Redevelopment Planning Areas which contain multiple Redevelopment Project Areas. However, the West Pullman IPCA is structured as one unitary Redevelopment Planning and Project Area.

EXISTING LAND USE

Currently, the predominating land use within the proposed West Pullman IPCA is vacant industrial land; however, there are also smaller vacant tracts that at one time may have accommodated small commercial or residential uses. The remaining land uses are scattered site industrial and warehouse activities, residential, and junk or storage yards. Table 4 details the identified existing land uses and amount of land dedicated to each use.

Table 4. Existing Land Uses and Land Use Area

Land Use Category	Land Use Area/Square Feet	% of Total
Vacant Land	3,466,244	37.9%
Vacant Industrial Space	1,583,067	17.3%
Active Industrial Space	1,899,505	20.8%
Storage/Junk Yard	163,114	1.8%
Government/Institutional	331,116	3.6%
Vacant Commercial	8,278	0.09%
Single Family Residential	21,362	0.23%
Multi-family Residential	2,670	0.03%
Right-of-Way (streets and railroads)	1,662,230	18.2%
TOTAL	9,137,586	

Map 6 details the existing land uses within the proposed West Pullman IPCA.

FUTURE LAND USE

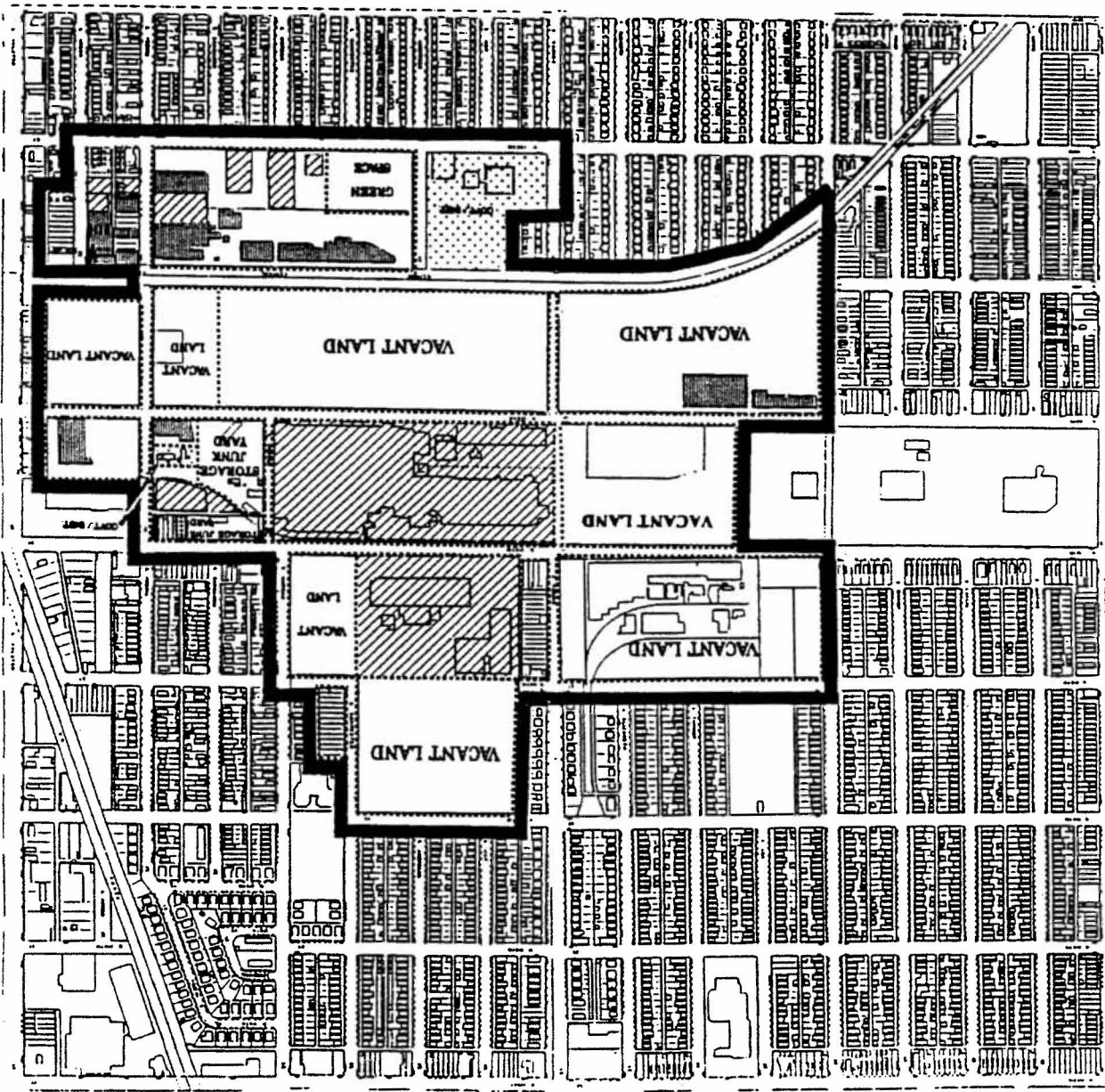
The City of Chicago has identified the West Pullman IPCA as an important industrial redevelopment site. The proposed West Pullman IPCA has several acres of available industrial redevelopment land, as well as several existing anchor businesses making the area an attractive site for an industrial park.

As envisioned, the West Pullman IPCA will be a concentration of industrial, industrial support services, warehousing/storage, distribution, communication technologies, research and development and high technology office space in a modern park-like setting. The aesthetic environment will

WEST PULLMAN

Industrial Park Conservation Area

EXISTING LAND USE



LEGEND

- Active Industrial
- Vacant Industrial
- Vacant Commercial
- Study Area Boundary
- Vacant Land, Storage / Junkyard
- Single Family Residence
- Multi-Family Residence
- Government / Institutional



complement the industrial and business nature of the park with improved street lighting and internal circulation routes for employees and delivery vehicles. Interior site infrastructure and access points will be adjusted to efficiently accommodate modern truck sizes of 80,000 pounds and 65-foot lengths.

Map 7 details the future land use within the proposed West Pullman IPCA. These land uses will be approved by the Planning Commission of the City of Chicago prior to the adoption of this Plan.

GENERAL CHARACTER OF NEW CONSTRUCTION

As envisioned, the new construction within the proposed West Pullman IPCA will involve a mix of mid- to large- sized modern industrial structures, office space, warehousing and distribution facilities, and research and development buildings.

Densities within the proposed West Pullman IPCA are anticipated to be at a .50 floor-to-area ratio-(FAR) which provides for moderately intense development with adequate space available for surface parking areas and shipping and receiving facilities.

Redevelopment Planning & Project Area Activities

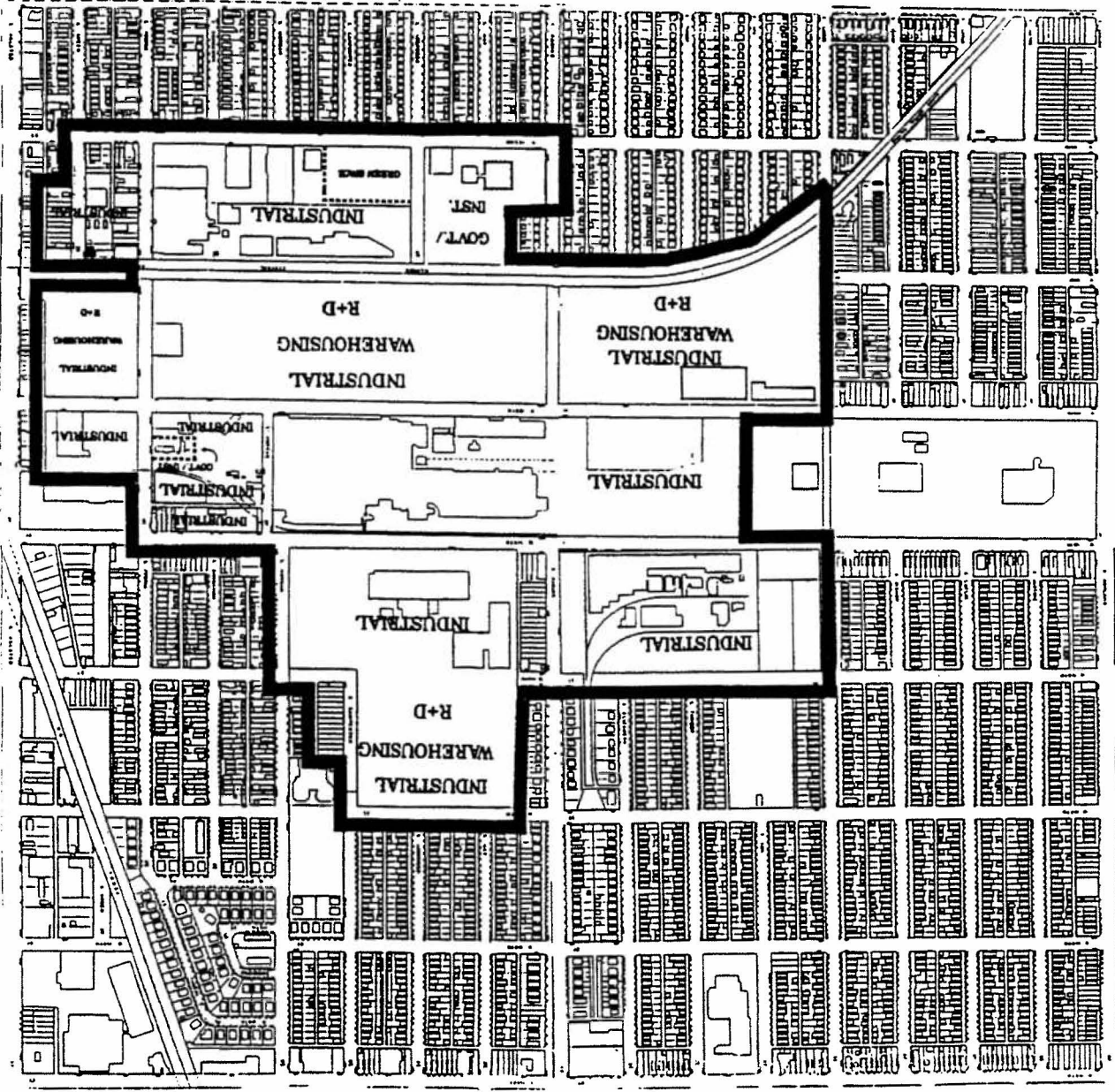
The projects that need to be undertaken within the Redevelopment Planning and Project Area are area-wide improvements that will support modern industrial and high technology facilities, accommodate modern truck transportation and create a competitive, marketable, industrial park.

The following activities and projects will be initiated to achieve the redevelopment objectives for the proposed West Pullman IPCA:

- Acquisition and Demolition
- Environmental Remediation
- Infrastructure Improvements & Engineering Services
- Marketing
- Employment and Training
- Development Assistance

Because these projects will need to be coordinated to optimize development opportunities and create a seamless system of area-wide preparation, marketing and development facilitation, the City plans to utilize a development manager with extensive experience with competitive industrial development gleaned from work on both "brownfield" and "greenfield" industrial parks to oversee the development process.

The following sections detail the activities and projects that will be undertaken within the West Pullman IPCA.



FUTURE LAND USE

WEST PULLMAN

Industrial Park (Observation Area)

ACQUISITION AND DEMOLITION

Vacant and underutilized buildings and vacant land not already owned by the City will be cataloged and appraised to establish fair market values, taking into consideration any environmental issues with a particular property. The City plans to acquire these properties through direct offers to property owners, through the Tax Reactivation Program which allows the City to acquire tax delinquent properties for the cost of the delinquent taxes, or through donation, leasing, or eminent domain. Where appropriate, the City will demolish the existing, or remaining, structures or structural elements to clear the land for future redevelopment.

ENVIRONMENTAL REMEDIATION

The nature of the West Pullman IPCA as described in earlier sections indicates a clear need for environmental clean-up and remediation activities. These activities will be determined through detailed engineering studies and the creation of a master plan for clean-up in conjunction with the overall master plan and marketing program for the development. The major components of this activity are expected to include the following:

Phase 2 Environmental Studies and Remediation Plans. Detailed planning will be undertaken to determine the type and scale of environmental remediation for the West Pullman IPCA as a whole and each site within it. Particular attention will be paid to separating those aspects of remediation that must be completed before sites can be marketed (Advance Remediation) and those that should be undertaken in conjunction with construction on the sites within individual redevelopment project areas (Concurrent Remediation).

Detailed Engineering. Engineering design work would be conducted to establish definitive Advance and Concurrent Remediation activities for the West Pullman IPCA as a whole and each site. This would include construction drawings and bid specifications.

Regulatory Compliance and Streamlining. A program would be established to achieve regulatory compliance as clean-up occurs. The objectives of this program would be to achieve advance agreement on required actions at both the Advance Remediation and Concurrent Remediation levels for the West Pullman IPCA and each site. This program would establish a method of compliance and approval that allows building construction to occur on the sites concurrently with final remediation.

Remediation Implementation. Advance Remediation activities would be undertaken in accordance with the Detailed Engineering program and coordinated as appropriate with the Marketing Program described in a later section of this Plan.

The City plans to analyze and remediate environmental contamination throughout the West Pullman IPCA. However, certain specific site remediation may be best accomplished concurrently with actual site redevelopment. As redevelopment proceeds on a site by site basis, these additional environmental activities may be required to contain existing contaminants that may be uncovered after site preparation begins, or may be more efficiently contained as part of the site redevelopment

as opposed to broader area remediation activities. As part of redevelopment agreements, the City will provide resources and technical expertise to address these specific site environmental remediation activities.

INFRASTRUCTURE IMPROVEMENTS & ENGINEERING SERVICES

Several area-wide infrastructure improvements are anticipated that will improve circulation within the proposed West Pullman IPCA and improve accessibility to the area. These circulation projects are as follows:

- Entryway improvements at Loomis and 119th and 120th Streets on the west side and near Halsted and 119th and 120th Streets on the east side of the proposed West Pullman IPCA that distinguish the area from the surrounding residential community. These improvements include entryway lighting, signage, landscaping, and street widening;
- 119th Street and 120th Street will need to be widened and resurfaced to accommodate modern truck sizes of 80,000 pounds and 65 feet in length;
- Racine will need to be extended and widened from 118th to the Metra Right-of Way to create a north-south internal circulation route and open land to the immediate west of Ingersoll Products for new development;
- Morgan Street will need to be extended and widened from 119th Street to the Metra Right-of Way to create a north-south internal circulation route and open up the large parcel bounded by Peoria to the east, 120th Street to the north, unimproved southern extension of Racine to the west and the Metra Right-of-Way to the south for development;
- Loomis will need to be widened between 118th and 120th Streets; and
- 118th Street will need to be improved and widened between Loomis and the alley east of Racine and extended from the alley east of Racine to Carpenter.

Additionally, several other area-wide projects will need to be undertaken to enhance future marketing efforts for the proposed West Pullman IPCA. These projects are as follows:

- Improved street lighting throughout the proposed West Pullman IPCA;
- Improved water and sewer systems;
- Hard wiring for modern telecommunication linkages;
- Perimeter landscaping, as well as buffer landscaping to define the proposed West Pullman Industrial Park from the surrounding residential area, and creation of screening between industrial and residential land uses; and

- Repaving of sidewalks and creation of an internal park pedestrian circulation system.

An estimate of certain infrastructure costs--including some detailed above--was provided in two memos dated May 15, 1997 from Bruce Worthington at CDOT to James Bower at the Department of Planning and Development. These estimates are set forth below in Table 5.

Table 5. Estimated Infrastructure Improvement Costs

Location	Scope of Work	Cost
118 th /Racine to Loomis	reconstruction of street w/ sewer	\$ 925,000
118 th /Morgan to alley west	reconstruction of street w/ sewer	\$ 112,000
Racine alley/117th to 118 th	reconstruction	\$ 42,500
Morgan alley/118th north	reconstruction of street w/ sewer	\$ 84,400
Loomis/118th to 119 th	reconstruction	\$ 377,000
119 th /Halsted to Loomis	resurfacing	\$ 367,200*
120 th /Halsted to Ashland	reconstruction	\$2,038,500*
122 nd /Halsted to Loomis	reconstruction	\$1,114,000*
Morgan/119th to 120th	reconstruction	\$ 261,000
Peoria/119th to 122nd	reconstruction	\$ 875,000
Green/122nd to Metra	reconstruction	\$ 267,000
Ada/119th to 120th	new street construction	\$ 450,000
TOTAL		\$6,913,600

Source: Memorandum from Bruce Worthington, Chief Highway Engineer, CDOT to James Bower, Deputy Commissioner, DPD, dated May 15, 1997 and July 28, 1997
 *122nd between Halsted and Loomis falls within approximately 50% of the proposed West Pullman IPCA, between Halsted and Loomis falls within approximately 85% of the West Pullman IPCA, and 120th between Halsted and Ashland falls within approximately 80% of the West Pullman IPCA. The construction estimates for these streets were adjusted downward accordingly from the original estimates.

Individual projects within the West Pullman IPCA may require specific engineering. Specific engineering and construction on a site-by-site basis may include:

- ingress and egress points,
- secondary roadways,
- site improvements, and
- utilities.

The City may provide engineering services and construction of site improvements as required to support redeveloping the entire proposed West Pullman IPCA.

MARKETING

The marketing program for the West Pullman IPCA is to be coordinated with the environmental clean-up program. The clean-up of the area should precede the active direct marketing of the sites. The steps involved in the marketing program for any site may include the following:

Market Analysis and Detailed Program. A detailed market analysis will be prepared for the site which will identify the types of manufacturing, research and development, distribution and warehouse users that are appropriate to the site. This analysis will identify the industrial classification of such firms and provide the basis for identifying specific firms as appropriate. The more specific physical requirements of such firms would be researched and a detailed development program of users and user requirements prepared.

Master Plan. A detailed master plan incorporating the development requirements will be prepared. This plan will include street layouts, widths, parcel size, landscaping, buffering, entrance treatments, coordination with environmental remediation, design and coordination with infrastructure improvements, and phasing.

Marketing Management. A marketing manager will be selected to coordinate and implement the overall marketing of the site including such activities as establishing target market program lists, establishing cooperative relationships with brokers and property owners, creating and implementing advertising and public relations programs, conducting calling programs on existing businesses, conducting calling programs to target businesses, and similar activities based on the market study and master plan.

EMPLOYMENT AND TRAINING

The City, in conjunction with the City Colleges, future area employers, and available state and federal programs will create a comprehensive Employment and Training program that will enable unemployed and/or under-skilled people to participate in formalized training, retraining and mentoring/apprenticeship programs. These programs will enable participants to gain employment within the proposed West Pullman IPCA, or elsewhere in the regional economy in fields previously unattainable because of skills mismatch or under-qualification.

As part of the redevelopment agreements entered into between the City and businesses within the West Pullman IPCA that are receiving assistance under the IJRL, these businesses will be required to participate in available employment training and retraining programs. These programs will include requirements by these businesses to interview a certain required minimum number of employees from the local area population that participate in various employment training and retraining programs. The businesses may also enter into agreements with the City to establish mentoring and apprenticeship programs made available to area residents, or agree to participate in employment training and retraining programs coordinated through the City College system or other training providers in conjunction with the redevelopment of the proposed West Pullman IPCA.

In a letter dated September 11, 1997, Dr. Omero Suarez, Vice Chancellor for Academic Affairs - Planning & Research at the City Colleges of Chicago, indicated that City Colleges would operate the employment training component of the West Pullman IPCA. Specifically, Dr. Omero explained that City Colleges was prepared to provide:

1. Training in basic skills, English as a second language, and job preparation skills;

2. Over 140 occupational programs in the areas of manufacturing, business, managements, electronics, security, industrial maintenance, food service, health, transportation, construction and telecommunications; and
3. Employee training services to companies.

These three areas of educational and employment development services are a critical component to the success of the West Pullman IPCA. Dr. Omero's letter is attached as Appendix 4 to this document.

Local area construction contractors lists will be made available to redevelopers. The redevelopers will be strongly encouraged to take advantage of area contractors in the construction of redevelopment projects within the proposed West Pullman IPCA. The opportunity for these construction trade contractors to participate in the redevelopment of the proposed West Pullman IPCA will provide opportunities for these local contractors to increase their individual capacity to handle broader projects.

DEVELOPMENT ASSISTANCE

Several financial incentives may be made available to existing property owners and redevelopers to facilitate the redevelopment process within the West Pullman IPCA on a project by project basis. Such costs include interest costs incurred by developers, rehabilitation costs of existing private structures, land cost write-down and certain redevelopment site preparation costs.

Proposed Developers and Desired Users and Tenants

In order to insure that the redevelopment of the proposed West Pullman IPCA proceeds in the most optimal and efficient manner, appropriate developers will be targeted who have a known capacity to develop business and industrial parks, and specifically those developers who have prior experience with "brownfields" redevelopment. Similarly, the long term success of the West Pullman IPCA will require the appropriate mix of businesses. The businesses envisioned for the proposed West Pullman IPCA include light manufacturing concerns, warehousing and distribution enterprises, research and development facilities, telecommunication facilities, and industrial support services. These businesses will complement each other, while minimizing impacts upon the surrounding residential districts in the area.

Required Plan Finding - Job Creation

The IJRL requires a specific finding on the estimated potential number of jobs that will be created after the full development of the Redevelopment Planning and Redevelopment Project Area is complete. Estimation of potential jobs generated was derived from an analysis of hypothetical development that was done without a formal market analysis. Several assumptions were used to arrive at our estimates:

- The site is suitable for industrial development as determined in Section 3, particularly with respect to access to transportation, available land, and historical use.
- Upon completing the project, all available development parcels within the proposed West Pullman IPCA will be fully developed;
- Conceptual development patterns were based upon a .50 floor-to-area ratio (FAR) that was suggested by the City as a basis for eventual development densities and which was tested as to its ability to accommodate contemporary parking and loading requirements;
- Conceptual development would primarily consist of an equal mix of light industrial and warehouse and distribution facilities; these uses would be complemented by research and development facilities; and
- Floor space per worker standards obtained from the Northeast Illinois Planning Commission (NIPC) will be typical for the Chicago Metropolitan Region.

This finding is in addition to those findings detailed in Section 3 above.

1. The Plan is reasonably expected to create or retain a significant number of permanent full time jobs.

Evidence: *S.B. Friedman & Company* conducted a planning analysis and prepared a hypothetical land use map showing potential manufacturing and warehouse building footprints. The building footprints enabled us to estimate the number of jobs that could be generated by the proposed West Pullman IPCA. Our planning analysis revealed the following characteristics of the West Pullman IPCA:

- Total land available for redevelopment: 4,860,654 square feet, or 111.6 acres;
- Total land devoted to right-of-ways: 2,051,682 square feet, or 47.1 acres;
- Maximum practical FAR for industrial districts: .50;
- Total square footage of possible new light industrial buildings: 1,027,630 square feet;
- Total square footage of possible new warehouse and distribution space: 1,027,630 square feet; and
- Total square footage of possible new research & development and general office space: 362,693 square feet.

The estimated square foot values revealed through this planning analysis were then reconciled with floor space per worker standards derived from the Northeastern

Illinois Planning Commission. Table 6 shows the estimated jobs generated by category of space within the proposed West Pullman IPCA.

Table 6. Estimated Job Generation

Development Type	Worker/1000 SF	Estimated SF Development	Estimated Jobs
Industrial	1.7	1,027,630	1,747
Warehouse/Distribution	0.4	1,027,630	411
Research & Development/General Office	3.1	362,693	1,124
TOTAL JOBS GENERATED:			3,282

Using the NIPC floor space standard values, and applying these values to total square feet derived from our conceptual plan resulted in a total of 3,282 jobs within the proposed West Pullman IPCA.

Based upon *S.B. Friedman & Company's* planning analysis and relying upon a manufacturing employment multiplier of 3.2 provided by the University of Illinois, the 1,747 manufacturing jobs will result in 5,590 additional jobs in the regional economy in non-manufacturing sectors. A similar multiplier analysis for the warehousing jobs and research & development and general office jobs has not been conducted because the required data could not be located.

Additionally, the revitalization of the West Pullman area will enhance the likelihood of retaining several medium sized manufacturers that are still operating in the area. There are 6 known manufacturers in the proposed West Pullman IPCA. These manufactures are:

- Arbor Tool - 50 employees
- Aldridge Metal - 10 employees
- Carl Buddig - 34 employees
- Abbey Metal - 20 employees
- Ingersol - 160 employees
- U.S. Gear - 70 employees

There are a total of 344 employees for these existing manufacturers. The retention of these jobs is an important consideration for the City's redevelopment efforts in the proposed West Pullman IPCA.

5. Financial Plan & Required Findings

Eligible Costs

The IJRL outlines several categories of expenditures that can be funded using tax increment revenues. These expenditures are referred to as "Redevelopment Project Costs" and are defined in the IJRL as the sum total of all reasonable or necessary costs incurred or estimated to be incurred by the municipality, and any of those costs incidental to a redevelopment plan and a redevelopment project. These costs include, without limitation, the following:

(1) Costs of studies, surveys, development of plans, and specifications, implementation and administration of the redevelopment plan, staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services, but no charges for professional services may be based on a percentage of the tax increment collected.

(2) Property assembly costs within a redevelopment project area, including, but not limited to, acquisition of land and other real or personal property or rights or interests therein.

(3) Site preparation costs, including but not limited to clearance of any area within a redevelopment project area by demolition or removal of any existing buildings, structures, fixtures, utilities and improvements and clearing and grading; and including installation, repair, construction, reconstruction, or relocation of public streets, public utilities, and other public site improvements within or without a redevelopment project area which are essential to the preparation of the redevelopment project area for use in accordance with a redevelopment plan.

(4) Costs of renovation, rehabilitation, reconstruction, relocation, repair or remodeling of any existing public or private buildings, improvements, and fixtures within a redevelopment project area.

(5) Costs of construction within a redevelopment project area of public improvements, including but not limited to, buildings, structures, works, utilities or fixtures.

(6) Costs of eliminating or removing contaminants and other impediments required by federal or State environmental laws, rules, regulations, and guidelines, orders or other requirements or those imposed by private lending institutions as a condition for approval of their financial support, debt or equity, for the redevelopment projects, provided, however, that in the event (i) other federal or State funds have been certified by an administrative agency as adequate to pay these costs during the 18 months after the adoption of the redevelopment plan, or (ii) the municipality has been reimbursed for such costs by persons legally responsible for them, such federal, State, or private funds shall, insofar as possible, be fully expended prior to the use of any revenues deposited in the special tax allocation fund of the municipality and any other such federal, State or private funds received shall be deposited in the fund. The municipality shall seek reimbursement of these costs from persons legally responsible for these costs and the costs of obtaining this reimbursement.

(7) Costs of job training and retraining projects.

(8) Financing costs, including but not limited to all necessary and incidental expenses related to the

issuance of obligations and which may include payment of interest on any obligations issued under the IJRL accruing during the estimated period of construction of any redevelopment project for which the obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related to those costs.

(9) All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the municipality by written agreement accepts and approves those costs.

(10) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or State law.

(11) Payments in lieu of taxes.

(12) Costs of job training, advanced vocational education or career education, including, but not limited to, courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts if those costs are: (i) related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) are incurred by a taxing district or taxing districts other than the municipality and are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including, but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. These costs include specifically, the payment by community college districts of costs under Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs under Sections 10-22.20a and 10-23.3a of the School Code (as described in the IJRL).

(13) The interest costs incurred by redevelopers or other nongovernmental persons in connection with a redevelopment project, and specifically including payments to redevelopers or other nongovernmental persons as reimbursement for such costs incurred by such redeveloper or other nongovernmental person, provided that:

(A) interest costs shall be paid or reimbursed by a municipality only pursuant to the prior official action of the municipality evidencing an intent to pay or reimburse such interest costs;

(B) such payments in any 1 year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

(C) except as provided in subparagraph (E), the aggregate amount of such costs paid or reimbursed by a municipality shall not exceed 30% of the total (i) costs paid or incurred by the redeveloper or other nongovernmental person in that year plus (ii) redevelopment project costs excluding any property assembly costs and any relocation incurred by a municipality

pursuant to the IJRL;

(D) interest costs shall be paid or reimbursed by a municipality solely from the special tax allocation fund established pursuant to the IJRL and shall not be paid or reimbursed from the proceeds of any obligations issued by a municipality;

(E) if there are not sufficient funds available in the special tax allocation fund in any year to make such payment or reimbursement in full, any amount of such interest cost remaining to be paid or reimbursed by a municipality shall accrue and be payable when funds are available in the special tax allocation fund to make such a payment.

(14) The costs of construction of new privately owned buildings shall not be an eligible redevelopment project cost.

If a special service area has been established under the Special Service Area Tax Act (as described in the IJRL), then any tax increment revenues derived from the tax imposed thereunder to the Special Service Area Tax Act may be used within the West Pullman IPCA for the purposes permitted by the IJRL.

Estimated Redevelopment Project Costs

The estimated Redevelopment Project Costs of this Plan are shown in Table 6. The total cost provides an upper limit on expenditures exclusive of capitalized interest, issuance costs, interest, and other financing costs. Within this limit, adjustments may be made in line items without amendment to this Plan. Additional funding in the form of State and Federal grants, private developers' contributions and other outside sources may be pursued by the City as a means of financing improvement and facilities which are of benefit to the general community. All costs are in 1997 dollars.

The estimated Redevelopment Project Costs listed below do not reflect capitalized interest, issuance costs, and other financing costs which may be incurred in connection with the issuance of obligations to pay redevelopment project costs. These financing costs also constitute Redevelopment Project Costs and may include one or more of the following: any interest expense of the City associated with debt obligation, debt service reserves or other forms of credit enhancement, and the cost associated with prepayments and optional redemptions. These costs are subject to prevailing market conditions.

Each individual project will be evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the IJRL. These costs do not include that portion of each project's total costs financed from private funds or non-TIF public resources.

Table 7 details the line item budget for the proposed West Pullman IPCA.

Table 7. West Pullman IPCA Project Budget

Activity/Project	Budget
Studies, Administration, Staff & Professional	\$500,000
Acquisition	\$5,000,000
Demolition and Site Preparation	\$500,000
Renovation & Rehabilitation	\$2,500,000
Environmental Remediation	\$18,000,000
Public Infrastructure	\$19,450,000
Employment & Training	\$5,000,000
Taxing District Capital Costs	\$500,000
Relocation	\$200,000
Payments in Lieu of Taxes	\$100,000
Developer Interest Subsidy	\$1,750,000
TOTAL	\$53,500,000

Sources of Funds to Pay Costs

Funds necessary to pay for Redevelopment Project Costs and/or municipal obligations which have been issued or incurred to pay for such costs are to be derived principally from tax increment revenues and/or proceeds from municipal obligations which have as a revenue source tax increment revenue.

The tax increment revenue which will be used to fund tax increment obligations and eligible redevelopment project costs shall be the incremental real property tax revenues. Incremental real property tax revenue is attributable to the increase in the current equalized assessed valuation of each taxable lot, block, tract, or parcel of real property in the West Pullman IPCA over and above the certified initial equalized assessed value of each such property. **Without the use of such incremental revenues, the West Pullman IPCA is not likely to redevelop.**

Other sources of funds which may be used to pay for Redevelopment Project Costs and associated obligations issued or incurred include: land disposition proceeds, state and federal grants and loans, investment income, private investor and financial institution funds, reimbursement of environmental clean-up costs by those legally responsible for such costs, and other sources of funds and revenues as the municipality may from time to time deem appropriate such as municipal sales tax revenues, municipal amusement taxes, and other sources. The municipality may incur Redevelopment Project Costs which are paid for from funds of the municipality other than incremental taxes, and the municipality may then be reimbursed for such costs from incremental taxes.

The West Pullman IPCA may become contiguous to, or be separated only by a public right of way from, redevelopment project areas created under the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11 - 74.4-1, et seq.). If the City finds that the goals, objectives and financial success of such contiguous redevelopment project areas or those separated only by a public right of way are interdependent with those of the West Pullman IPCA, the City may determine that it is in the best interest of the City and in furtherance of the purposes of the IJRL that net revenues from the West Pullman IPCA be made available to support any such redevelopment project areas. The City therefore proposes to utilize net incremental revenues received from the West Pullman IPCA to pay eligible redevelopment project costs (which are eligible under the Act referred to above) in any such areas. The amount of revenue from the West Pullman IPCA so made available, when added to all amounts used to pay eligible Redevelopment Project Costs within the West Pullman IPCA, shall not at any time exceed the total Redevelopment Project Costs described in Table 7 of this Plan.

Issuance of Obligations

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

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

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

Most Recent Equalized Assessed Valuation of Properties in the Redevelopment Planning Area

The purpose of identifying the most recent EAV of the redevelopment project area is to provide an

estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the West Pullman IPCA. The total 1996 EAV for the entire redevelopment area is **\$7,567,273**. Once certified, this EAV will serve as the Initial Equalized Assessed Valuation, unless the 1997 state equalization factor is certified by the Illinois Department of Revenue prior to the adoption of the ordinances establishing the West Pullman IPCA in which event the total 1998 EAV for the area shall be in the Initial EAV. (See Appendix 2 for a listing of 1996 EAV.)

Anticipated Equalized Assessed Valuation

By 2021, the year when the West Pullman IPCA is terminated, the EAV for the area is estimated to be approximately **\$75,300,000**. This estimate is based on several key assumptions, including: 1) the redevelopment planning area will be fully redeveloped by 2020; 2) the impact of inflation upon the EAV of all properties within the West Pullman IPCA will be 3% per year with its cumulative impact occurring in each triennial reassessment year; 4) the most recent state multiplier of 2.1517 as applied to the 1996 assessed value will remain unchanged; and 5) for the duration of the West Pullman IPCA, the tax rate for the area is assumed to be 9.464% and stable throughout the life of the West Pullman IPCA.

Financial Impact of the Redevelopment Projects

Without the adoption of this Plan, and tax increment financing, the West Pullman IPCA is not expected to be redeveloped by private enterprise. There is a real possibility that the whole area will become less attractive for the maintenance and improvement of existing buildings and sites. The possibility of the continued erosion of the assessed value of property which would result from the lack of a concerted effort by the City to stimulate revitalization and redevelopment could lead to a reduction of real estate tax revenue to all taxing districts.

This Plan describes the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can reasonably occur. The redevelopment program will be staged with various developments taking place over a period of years. If a redevelopment project is successful, various new projects will be undertaken that will assist in, creating new jobs and promoting rehabilitation and development in the area.

This Plan is expected to have short and long term financial impacts on the affected taxing districts. During the period when tax increment financing is utilized, real estate tax increment revenues (from the increases in Equalized Assessed Valuation [EAV] over and above the certified initial EAV established at the time of adoption of this Plan) may be used to pay eligible Redevelopment Project Costs for the TIF district. At the end of the TIF time period, the real estate tax revenues resulting from the redevelopment of the West Pullman IPCA will be distributed to all taxing district levying taxes against property located in the West Pullman IPCA.

Demand on Taxing District Services

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

City of Chicago
Chicago Board of Education
Chicago School Finance Authority
Chicago Park District
Chicago Community College District
Metropolitan Water Reclamation District
County of Cook
Cook County Forest Preserve District
Mosquito Abatement District

The proposed Plan involves the acquisition of vacant land and existing buildings, underutilized parcels and buildings, construction of new industrial buildings, improvement/ rehabilitation of existing buildings, provision of new and/or improved public facilities and infrastructure, and other activities as outlined in this Plan.

Industrial development should not cause significant increases in demand for services or capital improvement on any of the above taxing districts except the Metropolitan Water Reclamation District. Replacement of vacant and under-utilized buildings and sites with active and more intensive uses will result in additional demands on services and facilities provided by the District. It is expected that any increase in such demand can be handled by existing facilities, and that increased usage will be compensated through user charges. Additional costs to the City for police, fire and sanitation services are expected to be minimal since the area involved is currently developed and receives such services. In addition, to the extent that the revitalization efforts result in reduced crime and physical improvements that reduce the risk of fire, the Plan may actually result in some cost savings.

Depending on the markets served, the development expected within the West Pullman IPCA may cause increased demand for services or capital improvements of the following taxing bodies: Board of Education, Community College District, the Metropolitan Water Reclamation District, and the City. These costs may include, but are not limited to, additional demands for police, fire, sanitary and educational services for job training, and other similar costs. The West Pullman IPCA currently has a low EAV. Given its size, 210 acres, relative to the total area of the overlying jurisdictions, any impact on the taxing bodies should be able to be absorbed during the life of the West Pullman IPCA. After the West Pullman IPCA is no longer in effect the overlying jurisdictions will benefit from any increased EAV of the area.

Given the preliminary nature of the proposed Plan, specific fiscal impacts cannot be accurately assessed within the scope of this Plan.

Program for Addressing Financial and Service Impact

As described in prior sections of this Plan, the complete scale and amount of development in the West Pullman IPCA cannot be predicted with complete certainty at this time and the effect on demand for services provided by taxing districts that presently levy taxes on properties in the area cannot be quantified at this time. As a result, the City has not developed, at present, a specific plan

to address the impact of the Plan on taxing districts.

~~The City may provide public improvements and facilities to service the West Pullman IPCA. It is likely that any potential improvements may mitigate some of the additional service and capital demands of this Plan on the taxing districts.~~

Required Findings

The IJRL requires 2 specific findings relevant to the financial aspects of the Plan to be elaborated upon. These findings are in addition to those findings detailed in Sections 4 and 5 above. These findings are as follows:

1. The estimated date of completion of the redevelopment project described in this Plan and retirement of obligations incurred to finance redevelopment project costs is not more than 23 years from the adoption of the ordinance approving the Redevelopment Project or Plan.

Evidence: As detailed in the "Issuance of Obligations" subsection above, all obligations issued by the City pursuant to this Plan and the IJRL shall be retired within twenty-three (23) years from the adoption of the ordinance approving the Redevelopment Project or Plan. Also, the final maturity date of any such obligations which are issued may not be later than 20 years from their respective dates of issue.

2. The provision of new facilities significantly enhances the tax base of the taxing districts that extend into the West Pullman IPCA.

Evidence: The current EAV of the proposed West Pullman IPCA is approximately \$7,600,000. The EAV at the end of 23 years is estimated to be approximately \$75,300,000. This is an 896% increase in equalized assessed value which will result in substantial gains in revenue for those taxing districts that overlap the proposed West Pullman IPCA.

6. *Affirmative Action Plan*

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

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

7. Provision for Amending Action Plan

This Plan document may be amended pursuant to the provisions of the IJRL.

δ. Attachments

Appendix 1: Boundary and Legal Description (Manhard Consulting)

Appendix 2: Summary of EAV (by PINs)

Appendix 3: Harza Consulting's Phase I Environmental Site Assessment Summary for the West Pullman Industrial Park Conservation Area

Appendix 4: Letter from Dr. Omero Suarez, Vice Chancellor for Academic Affairs - Planning & Research, City Colleges of Chicago



WEST PULLMAN INDUSTRIAL PARK CONSERVATION AREA

THAT PART OF THE SOUTH HALF OF SECTION 20 AND THE NORTH HALF OF SECTION 29, TOWNSHIP 37 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF 118TH STREET WITH THE WESTERLY RIGHT-OF-WAY LINE OF LOOMIS STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY LINE OF A 16 FOOT WIDE PUBLIC ALLEY ABUTTING BLOCK 30 OF FREDERICK H. BARTLETT'S GREATER CALUMET SUBDIVISION OF CHICAGO; THENCE NORTHERLY ALONG SAID WESTERLY ALLEY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 117TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE TO CARPENTER STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF LOT 61 OF STANLEY MATTHEWS SUBDIVISION; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOT TO THE WESTERLY LINE OF LOTS 35 THROUGH 48 (INCLUSIVE) IN SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WESTERLY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 118TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF MORGAN STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 119TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF PEORIA STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 1 IN BLOCK 1 OF FIRST ADDITION OF WEST PULLMAN SUBDIVISION; THENCE EASTERLY ALONG SAID NORTHERLY EXTENSION TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF LOTS 1 THROUGH 11 (INCLUSIVE) IN SAID BLOCK TO THE NORTHERLY RIGHT-OF-WAY LINE OF 120TH STREET; THENCE SOUTHERLY TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 8 OF SAID FIRST ADDITION TO WEST PULLMAN SUBDIVISION; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF LOTS 1 THROUGH 18 (INCLUSIVE) IN SAID BLOCK TO THE SOUTHWEST CORNER OF SAID LOT 18; THENCE 25.00 FEET SOUTHERLY ALONG A PROLONGATION OF THE LAST COURSE; THENCE 165 FEET WESTERLY; THENCE SOUTHERLY TO THE NORTHERLY RIGHT-OF-WAY LINE OF ILLINOIS CENTRAL RAILROAD; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO

Engineers

Surveyors

Planners



THE EASTERLY RIGHT-OF-WAY LINE OF PEORIA STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ILLINOIS CENTRAL RAILROAD; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 9 OF SAID FIRST ADDITION TO WEST PULLMAN SUBDIVISION; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF LOTS 1 THROUGH 12 TO THE EASTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 11 IN BLOCK 1 OF RESUBDIVISION OF BLOCKS 9 TO 16 (INCLUSIVE) OF SAID FIRST ADDITION; THENCE WESTERLY ALONG SAID SOUTHERLY LOT LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF GREEN STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF 122ND STREET; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF RACINE AVENUE; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 7 IN VICTORY HEIGHTS THIRD ADDITION; THENCE EASTERLY ALONG SAID EXTENSION AND SAID SOUTHERLY LINE TO THE WESTERLY LINE OF A 16 FOOT WIDE VACATED PUBLIC ALLEY ABUTTING LOTS 1 THROUGH 7 (INCLUSIVE) IN SAID SUBDIVISION; THENCE NORTHERLY ALONG SAID WESTERLY ALLEY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ILLINOIS CENTRAL RAILROAD; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND CURVE TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID LOOMIS STREET; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY RIGHT-OF-WAY LINE OF 120TH STREET; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO A POINT 400 FEET EAST OF THE EAST LINE OF THAT PART OF SAID LOOMIS STREET VACATED BETWEEN 120TH STREET AND 119TH STREET; THENCE NORTHERLY ALONG A LINE, 400 FEET EAST OF SAID VACATION, TO A POINT 55 FEET SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID 119TH STREET; THENCE WESTERLY ALONG A LINE, 55 FEET SOUTH OF SAID RIGHT-OF-WAY, TO THE CENTERLINE OF SAID LOOMIS STREET; THENCE NORTHERLY ALONG SAID CENTERLINE TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF SAID 119TH STREET; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID LOOMIS STREET; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO SAID POINT OF BEGINNING.

Part #	AV	SAV	
		1986	1988
25-29-202-013	\$	82,811	\$ 199,701
25-29-202-014	\$	536	1,151
25-29-202-015	\$	3,688	7,826
25-29-202-016	\$	20,506	44,123
25-29-202-017	\$	184,841	477,848
25-29-203-002	\$	47,918	103,161
25-29-204-001	\$	38,323	82,480
25-29-204-002	\$	1,408	3,020
25-29-204-003	\$	603	1,297
25-29-204-004	\$	603	1,297
25-29-204-005	\$	603	1,297
25-29-204-006	\$	603	1,297
25-29-204-007	\$	3,152	6,782
25-29-204-008	\$	3,037	6,536
25-29-204-009	\$	3,037	6,535
25-29-204-010	\$	3,660	7,875
25-29-206-047	\$	-	-
25-29-206-048	\$	-	-
25-29-207-002	\$	25,303	54,444
25-29-207-004	\$	96,286	207,179
25-29-207-005	\$	186,353	400,978
25-29-207-006	\$	283,322	596,560
25-29-207-007	\$	73,396	157,928
25-29-207-008	\$	96,122	142,275
25-29-208-001	\$	843	1,814
25-29-208-002	\$	843	1,814
25-29-208-003	\$	843	1,814
25-29-208-004	\$	1,343	2,880
25-29-208-005	\$	843	1,814
25-29-208-006	\$	750	1,614
25-29-208-007	\$	606	1,304
25-29-208-008	\$	606	1,304
25-29-208-009	\$	606	1,304
25-29-208-010	\$	814	1,321
25-29-208-011	\$	7,847	16,884
25-29-208-012	\$	1,597	3,426
25-29-208-013	\$	2,285	4,917
25-29-208-014	\$	3,957	8,514
25-29-208-015	\$	1,463	3,148
25-29-208-016	\$	1,463	3,148
25-29-208-017	\$	2,828	6,298
25-29-208-018	\$	3,118	6,705
25-29-208-019	\$	3,118	6,705
25-29-208-020	\$	3,109	6,680
25-29-208-021	\$	796	1,713
25-29-208-022	\$	-	-
25-29-208-023	\$	-	-
25-29-208-024	\$	6,084	13,112
25-29-208-025	\$	2,271	4,887
25-29-208-026	\$	1,546	3,327
25-29-208-027	\$	1,546	3,327
25-29-208-028	\$	1,174	2,528
25-29-208-029	\$	1,463	3,148
25-29-208-030	\$	1,463	3,148
25-29-208-031	\$	1,847	3,974
25-29-208-032	\$	1,847	3,974
25-29-208-033	\$	586	1,287
25-29-208-034	\$	1,171	2,520
25-29-208-035	\$	5,205	11,200
25-29-208-036	\$	5,205	11,200
25-29-208-037	\$	25,824	56,286
25-29-208-038	\$	8,072	13,085
25-29-208-039	\$	6,817	12,732
25-29-208-040	\$	5,917	12,732
25-29-208-041	\$	87,156	144,487
25-29-210-002	\$	802	1,728
25-29-210-003	\$	1,432	3,081
25-29-210-004	\$	802	1,728
25-29-210-005	\$	771	1,698
25-29-210-006	\$	802	1,728
25-29-210-007	\$	802	1,728
25-29-210-008	\$	802	1,728
25-29-210-009	\$	802	1,728
25-29-210-010	\$	802	1,728
25-29-210-011	\$	802	1,728
25-29-210-042	\$	2,909	6,259
25-29-419-018	\$	1,317	2,834
25-29-400-005	\$	-	-
25-29-400-006	\$	-	-
25-29-400-007	\$	-	-
Items Values		3,518,881	7,687,273

Appendix 3: Harza Consulting's Phase I Environmental Site Assessment Summary for the West Pullman Industrial Park Conservation Area

Several sources of information were reviewed for Harza's Phase I Environmental Site Assessment, including:

- Historical maps and aerial photographs were studied to determine past and present land uses;
- Regulatory databases were searched in order to identify, map, and list sites in the area with potential or existing environmental liabilities; and
- Harza's team also conducted a "windshield survey" of the area and conducted detailed site inspections. These inspections consisted of a ground examination of structures and readily accessible site areas to verify activities and land uses, and to confirm the presence of environmentally hazardous conditions. Active industrial properties and residential properties were not included, but were viewed from locations accessible to the general public.

To undertake the Phase I Environmental Assessment, Harza subdivided their study area--which coincides with the boundaries of the proposed West Pullman IPCA--into 16 subareas and identified 5 general land use descriptions: vacant, commercial, residential, industrial, and public properties.

These properties were analyzed and it was determined that 3 sites within the project study area appear on the Comprehensive Environmental Response, Compensation, and Liability Index System List (CERCLIS) and thus pose a serious threat to the environment and to human health. Sites on the list have been proposed to be investigated because they are suspected by the United States Environmental Protection Agency (US-EPA) of being toxic to the environment and may require cleanup. If these sites are in fact contaminated they can be included on the National Priorities List and become "Superfund" Sites.

The CERCLIS sites in the West Pullman Area are as follows:

- International Harvester, 1015 West 120th Street
- West Pullman Iron Metal, 11954 South Peoria Street
- Dutch Boy (Carter White Lead/NL Industries), 12101 South Peoria Street

Two CERCLIS sites were identified outside of, but within 1/2 mile of, the project study area:

- Cizcar/Et/Vacant Lot, 1137-1141 Vermont Avenue
- Alburn Incorporated, 2200 East 119th Street

GENERAL ASSESSMENT OF ENVIRONMENTAL CONDITIONS

Harza made several general areawide observations which included:

- the entire study area has railroad right-of-ways that are devoid of vegetation and could have

been contaminated by chemical spills and herbicide applications;

- the study area also exhibits many other potentially harmful conditions which are distributed throughout the sites and include above ground and underground storage tanks, asbestos containing material, PCBs, and lead-containing materials.

The following subsections correspond to Harza's 16 study areas and detail the evidence of environmental contamination within each specific study area.

Study Area 1

- One 16,000-gallon underground storage tanks is on the site.
- Stained soil, stressed vegetation, slag, and demolition debris were observed.

Study Area 2

- There is an auto salvage yard/repair facility on the south end of the lot. It is possible that soils may be contaminated with petroleum products, solvents, lead, and acids.

Study Area 3

- Sanborn Maps show a gasoline tank and oil house. A 158,000-gallon above ground fuel oil storage tank was removed and there is significant soil staining around the pad. There is an old basement near the smokestack with significantly stained soil. City records indicate 2000-gallon gasoline and 1000-gallon kerosine tanks were installed, but there is no removal record.
- There are many trenches with stained soil, piles of garbage, debris, and tires as well as abandoned vehicles on the property. Stained soil and pools of oily liquid were observed throughout the site.
- Suspect asbestos containing material was observed at various places throughout the property.
- Suspect lead-based paint materials were observed on standing walls.
- PCBs may have been released onto the ground, contaminating the soils.

Study Area 4

- There is a gasoline pump and vent pipe suggesting an underground storage tank on the north part of the property. The tank does not appear to be registered.
- There is an auto salvage/repair yard on the property. The soil may contain petroleum products, solvents, acids, and lead contamination. The property has abandoned cars, trucks, tires, and other debris.

Study Area 5

- ~~The property is currently a parking lot and is securely fenced.~~
- No asbestos, PCBs, or lead-based paint materials were observed.

Study Area 6

- The property was formerly The International Harvester Lumber Yard and Lakeside Lumber. All buildings have been demolished and the site is now vacant.
- There was a 25,000-gallon above ground storage tank on the east side of the property, which has been removed. There was a 1000-gallon gasoline tank installed in 1958. There is no record of removal.
- At the northeast corner of the property, near the dumpsters, is stained soil . There are many mounds of dumped soil and debris including a 55-gallon drum, an old 275-gallon above ground storage tank, lumber, railroad ties, and concrete chunks throughout the property. An abandoned truck and trailer sit on the property as well as an in-ground concrete basin of unknown use.
- Scattered piles of suspected asbestos containing and lead-based paint material were observed.

Study Area 7

- The property is an abandoned railroad bed just south of 119th Street.
- The property has an asphalt parking lot and is securely fenced.

Study Area 8

- This property contained a coal company, a fire station, a machine shop, an auto repair shop, and West Pullman Iron and Metal Company. It is now occupied by Carl Budding Meat Building, the fire station, and West Pullman Iron and Metal Company.
- Underground storage tanks can be found on the site.
- Much of the property is a junkyard with abandoned vehicles, debris, stained soils, compressed gas cylinders, drums, and fuel oil above ground storage tanks. There is stained soil and continuing discharge from 3 pipes, 2 from the wall and 1 from the roof, on the south side of the Carl Budding company.
- Suspect asbestos-containing material was observed in the piles of debris scattered over the property.

- Transformers were observed indicating possible PCB contamination.

Study Area 9

- This property was formerly the property of West Pullman Car Works. It is currently the site of Abbey Metal, West Pullman Iron & Metal, and retail stores along Halsted Street.
- One underground storage tank and four above-ground storage tanks were observed on the site.
- The site had transformers which could contain PCBs

Study Area 10

- The property used to be occupied by Chicago Malleable Castings. Most of the buildings have been demolished. The property is vacant and is now owned by 1020 Building Partnership.
- Five underground storage tanks and 2 oil houses were observed.
- Scattered piles of debris, 55-gallon drums, asbestos containing material, and scattered piles of lead-based paint materials were observed.
- The 6000-gallon underground storage tank for transformer oil could indicate PCB contamination of the property.

Study Area 11

- The property formerly accommodated International Harvester stock sheds and railroad sidings.
- There is debris, including lumber and roofing material on the property and a large black stain devoid of vegetation in the center.
- Scattered piles of suspected asbestos containing and lead-based paint material were observed.

Study Area 12

- The property was formerly the International Harvester West Pullman Works. Most of the buildings have been demolished and the property is vacant. The owners have agreed to a voluntary clean-up of this property. No details of this agreement are available for the Phase 1 Environmental Site Assessment.
- Multiple underground and above ground storage tanks can be found on the property.

- The property is covered with demolition debris, including bricks, glass, lumber, and concrete.
- ~~Suspected asbestos and lead-based paint materials were found on the property.~~
- There are piles of transformer plates indicating possible PCB spills.

Study Area 13

- The property was formerly occupied by National Lead. Most of the buildings have been demolished and the property is vacant. The property is currently under litigation, details of which are unknown.
- Seven underground and above ground storage tanks were observed on the property.
- Suspected asbestos and lead-based paint materials were found on the property in piles of debris.
- Based on the former use of the property, for processing lead-based paints, it is likely that there is lead in the soils throughout the property.

Study Area 14

- Two underground storage tanks were observed on the property.

Study Area 15

- Seven underground storage tanks can be found on the property.
- There is black soil staining on the north, west, and south sides of Modern Steel Treatment. There are 55-gallon drums overflowing with granular, solid, viscous, and liquid wastes.

Study Area 16

- The property is vacant and covered with trees and weeds.