

**The Northwest Industrial Corridor
Tax Increment Financing
Redevelopment Plan and Project**

City of Chicago, Illinois

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I. INTRODUCTION

The Northwest Industrial Corridor Redevelopment Project Area (hereafter referred to as the "Area") is located on the northwest side of the City of Chicago ("City"), approximately 4.5 miles from the central business district. The Area is comprised of approximately 1,200 acres and includes 166 (full and partial) city blocks. The boundaries of the area are generally: Fullerton Street on the north; Lake Street on the south; Cicero on the west and an irregular line of Kilbourn, Kostner and Pulaski on the east. (See Location Map on following page).

Within the Area, the existing primary land use is industrial and the underlying zoning throughout is industrial-oriented. The Area is situated approximately 1.5 miles north of the Eisenhower Expressway (Interstate 290) which links it to the overall interstate highway network in Chicago including the Dan Ryan Expressway (Interstate 90/94), the Stevenson Expressway (Interstate 55), the Kennedy Expressway (Interstate 90/94), and the Edens Expressway (Interstate 94).

The general neighborhood that comprises the Area developed around three major rail lines: the Chicago and Northwestern; the Soo and the Belt Line. All three lines continue to provide rail service to Chicago industries. Cicero and Grand Avenues, major vehicular traffic arteries, serve the area carrying high volumes of truck traffic transporting heavy loads of freight. Commuter travel needs are serviced by the Metra Milwaukee District Line at the north end of the corridor, and the CTA's Green Line along Lake Street. CTA bus line services include: the east-west routes of Fullerton Avenue; Armitage Avenue; North Avenue; Division Street; Chicago Avenue and Lake Street; the north-south routes of Laramie Avenue; Cicero Avenue; Pulaski Road and Grand Avenue.

Much of the Area is characterized by:

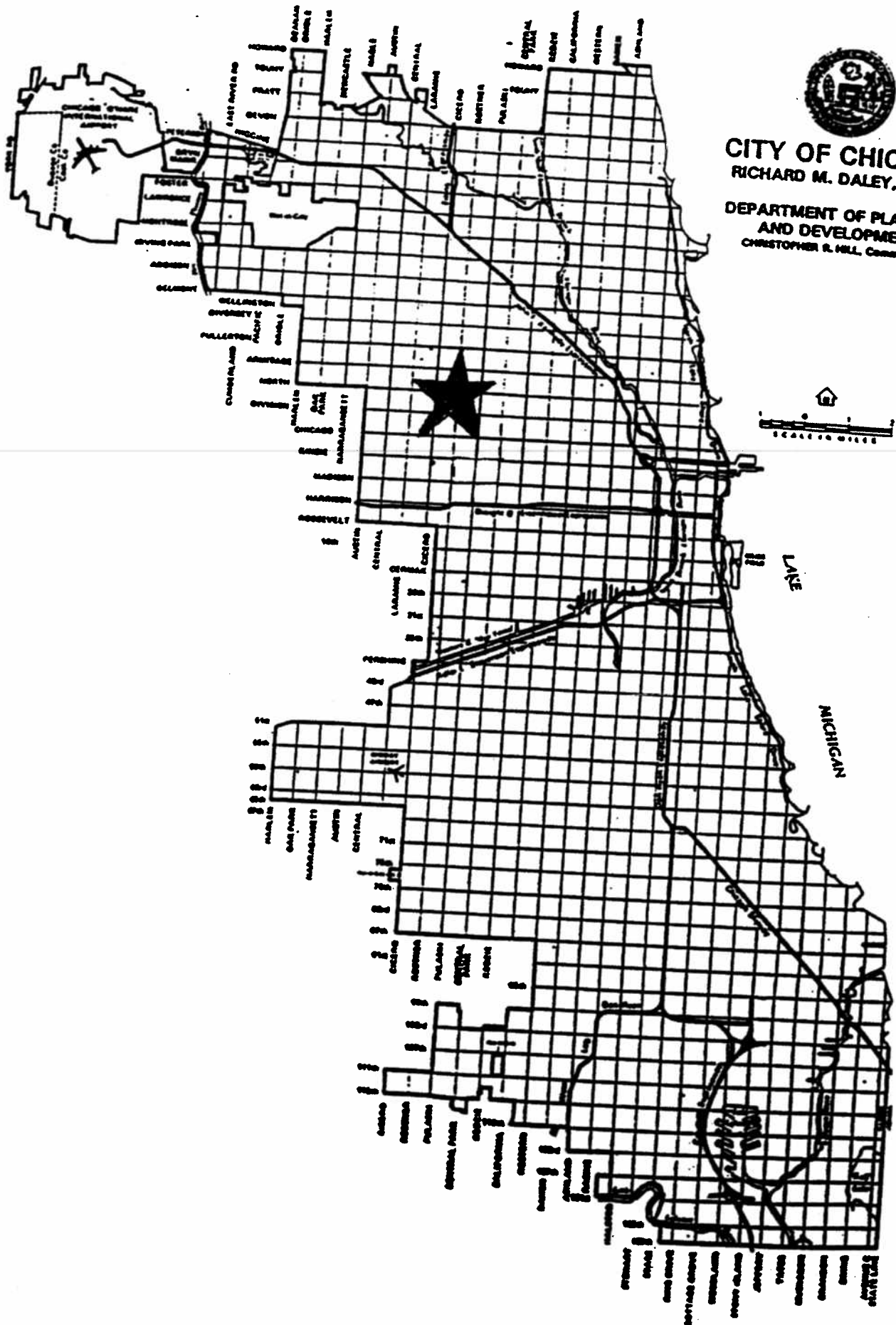
- deteriorated and dilapidated buildings and site improvements;
- excessive vacancies;
- difficult and inadequate ingress and egress;
- current and past obsolescence;
- inadequate infrastructure;
- abandonment; and
- other blighting characteristics.

The Area represents an opportunity for the City to implement its current plans to expand the tax base of the Area and increase employment. This can be accomplished by utilizing tax increment financing as described in Section III, hereof. Initiatives that are part of this tax increment finance (TIF)



CITY OF CHICAGO
RICHARD M. DALEY, Mayor

DEPARTMENT OF PLANNING
AND DEVELOPMENT
CHRISTOPHER S. MILL, Commissioner



LOCATION MAP
NORTHWEST REDEVELOPMENT PROJECT AREA

program are designed to arrest the spread of blight and decline of the Area, and to preserve, retain, redevelop and expand industry within an area that has traditionally been industrial in nature. Few locations such as the Area within the City offer a stronger industrial history, diverse transportation systems (expressways as well as public transportation) and an accessible industrial workforce. These are factors that are important in the locational decision-making of manufacturing, industrial and distribution-related industries. To ensure that the City maintains a balanced and viable economy, it is necessary to preserve and enhance its existing hubs of industrial activity.

Recognizing the Area's continuing potential as an industrial center, the City is taking action to facilitate its revitalization, following on its previous actions to help stabilize industrial land uses and support industrial expansion and attraction. The City recognizes that the trend of physical deterioration, obsolescence, depreciation and other blighting influences will continue to weaken the Redevelopment Project Area unless the City itself becomes a leader and a partner with the private sector in the revitalization process. Consequently, the City wishes to encourage private development activity by using tax increment financing as a prime implementation tool.

The purpose of this Northwest Industrial Corridor Tax Increment Financing Redevelopment Plan and Project (hereafter referred to as the ("Plan")) is to create a mechanism to allow for the following: acquisition, clearance and redevelopment of blighted areas, development of new industrial and industrial-support facilities on existing vacant or underutilized land; the adaptive reuse of vacant and underutilized structures for new and growing industries; the improvement and/or expansion of existing industrial businesses; as well as the improvement of the physical environment and infrastructure.

This Plan summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is the responsibility of PGAV-Urban Consulting ("Consultant"). The City is entitled to rely on the findings and conclusions of this Plan in designating the Area as a redevelopment project area under the Act (defined herein). The Consultant has prepared this Plan and the related Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of the Plan and the related Eligibility Study in proceeding with the designation of the Area and the adoption and implementation of the Plan, and 2) on the fact that the Consultant obtained the necessary information so that the Plan and the related Eligibility Study will comply with the Act.

This neighborhood (Northwest Industrial Corridor) is one of the 22 industrial corridors identified by the City. This includes the Northwestern Center for Industry industrial park (started in the mid 1960's) and the Lake/Kinzie industrial district, as well as other sub-areas identified herein. Various neighborhood commercial areas are included along the street frontages of Fullerton, Cicero, North Avenue, Chicago and North Street. The corridor contains in excess of 220 industries that employ more than 15,000 workers. The two most prevalent types of industrial businesses are non-electrical machinery and fabricated metal products. The largest employment sector (over 5,000 jobs) is food and kindred products.

During the past two decades the Area has experienced the closure of several major industrial and manufacturing facilities. The closure of these facilities resulted in a significant reduction in employment and loss of confidence in the area by the private sector. Although in some instances new users have been located for industrial facilities that were closed, the number of jobs that were lost have not been replaced. This has contributed to Area decline.

When the Schwinn plant closed in the 1970's, approximately 2,000 jobs were lost. New users at this location occupy only about 50% of the original buildings and employ less than 500 workers. When Playskool closed in 1985, 1,000 jobs were lost and only about 400 were replaced with a new user.

When the Pettibone Mulligan plant closed in the 1980's, about 2,000 jobs were lost. The new user, Helene Curtis, provides about 300 jobs at this location. The Ekco/Glaco and Ekco Housewares closure in the late 1980's lost 300 jobs in the area. This facility is still vacant.

When the Leaf plant closed in 1993, over 900 jobs were lost. The new user provides about 250 jobs at this facility.

The above examples represent a net loss of nearly 5,000 jobs.

Although there have been numerous efforts, some meeting with success, to check the decline of the area by public and private entities (i.e. Lake Pulaski Redevelopment Area, Northwest Center for Industry, business recruitment efforts of area agencies and the City, etc.), the Area is still in a state of decline as evidenced by the documentation herein.

There remains a need to eliminate the blighting conditions that exist in the Area and address the problems associated with the abandoned buildings and vacant sites at various locations. Per surveys of Area industries by Greater North-Pulaski Development Corporation, crime and safety are major

North-Pulaski Development Corporation, crime and safety are major concerns of businesses in the area as more than 80 percent have experienced burglary, vandalism and/or armed robbery. Obstacles to efficient business operations by existing industries in the area include: difficulty with trucks and suppliers servicing the area due to low viaducts; poor street maintenance; limited street access, awkward traffic arrangements and a need to improve transportation facilities and services.

The Area consists primarily of older industrial properties (see **Exhibit B, Existing Land Use Assessment Map, Attachment Two - Appendix**) most of which are in need of repair as documented in the **Eligibility Study (Attachment One - Appendix)**. Zoning classifications in the area include varying industrial and commercial categories as shown on **Exhibit I, Generalized Existing Zoning Map (Attachment Two - Appendix)**. Ninety-six (96) percent of the buildings exceed 35 years of age. Lack of widespread public and private investment is evidenced by significant needs in the public infrastructure and deterioration of private properties as documented in the **Eligibility Study**.

As a part of the City's overall strategy to: retain viable businesses; recruit new businesses into the City and check the loss of industrial jobs from the inner-City, the City has designated industrial corridors (in 1994) for programs of planning and capital improvements. Each of these corridors will/has received funding for planning and capital improvement programs. The primary purposes of this Plan are to: eliminate the blighting conditions which cause the area to qualify for TIF; acquire land as indicated herein and facilitate new development; improve the conditions and appearance of properties within the Area; and establish a program of planned improvements designed to retain existing industries and promote the Area for new employment and tax increment producing industrial development and private investment.

The City proposes to use tax increment financing, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital. The Area, on the whole as documented herein, has not been subject to growth and development through investment by private enterprise and is not likely to do so without the adoption of this proposed Plan.

The public projects that are anticipated for the Area may include, but are not limited to: land acquisition; street construction; transportation improvements; utility work; property rehabilitation and improvements to various existing properties; private developer assistance; site clean-up and

preparation; marketing; promotions and other eligible activities as shown on **Table Eight, Estimated Redevelopment Project Costs**, included herein.

Tax increment financing is permitted by the *Illinois Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (1996 State Bar Edition) (the "Act"). The Act sets forth the requirements and procedures for establishing a Redevelopment Project Area ("Area") and a Redevelopment Plan ("Plan"). This Plan includes the documentation as to the qualifications of the Area. The purposes of the Plan are to provide an instrument that can be used to guide the correction of Area problems, attract new private development that will produce new employment and tax increment revenues and to stabilize existing development in the Area. This Plan identifies those activities, sources of funds, procedures and various other necessary requirements in order to implement tax increment pursuant to the State of Illinois law.

SECTION II - LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Area have been established to include only those contiguous parcels of real property and improvements substantially benefited by the activities to be undertaken as a part of the Plan. Inasmuch as the boundaries of the Area include nearly 1200 acres of land, the statutory minimum of 1.5 acres is exceeded.

The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area (Attachment Two - Appendix)** and the boundaries are described on the following **Legal Description (Attachment Three - Appendix)** of the Redevelopment Project Area.

A listing of the permanent index number and listing of the 1997 equalized assessed value for all properties in the Redevelopment Project Area is included in **1997 Estimated EAV by Tax Parcel, Attachment Four - Appendix**.

SECTION III - STATUTORY BASIS FOR TAX INCREMENT FINANCING

A. Introduction

In January 1977, Tax Increment Financing ("TIF") was made possible by the Illinois General Assembly through passage of the *Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (1996 State Bar Edition) (the "Act"). The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, conservation, or industrial park conservation areas and to finance eligible "redevelopment project costs" with incremental property tax revenues. "Incremental Property Tax" or "Incremental Property Taxes" are derived from the increase in the current Equalized Assessed Value (the "EAV") of real property within the redevelopment project area over and above the "Certified Initial EAV" of such real property. Any increase in EAV is then multiplied by the current tax rate which results in Incremental Property Taxes. A decline in current EAV does not result in a negative Incremental Property Tax.

To finance redevelopment project costs, a municipality may issue obligations secured by Incremental Property Taxes to be generated within the project area. In addition, a municipality may pledge towards payment of such obligations any part or any combination of the following: (a) net revenues of all or part of any redevelopment project; (b) taxes levied and collected on any or all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the redevelopment project; or (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

Tax increment financing does not generate tax revenues by increasing tax rates; it generates revenues by allowing the municipality to capture, temporarily, the new revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, improvements and activities, various redevelopment projects, and the reassessment of properties. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the redevelopment project area. Additionally, taxing districts can receive distributions of excess Incremental Property Taxes when annual Incremental Property Taxes received exceed principal and interest obligations for that year and redevelopment project costs necessary to implement the redevelopment plan have been paid. Taxing districts also benefit from the increased property tax base after redevelopment project costs and obligations are paid.

As used, herein, the term **redevelopment project** ("Project") means any public and private development project in furtherance of the objectives of a redevelopment plan. The term **redevelopment project area** ("Area") means an area designated by the municipality, which is not less in the aggregate than 1-1/2 acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as an industrial park conservation area or a blighted area or a conservation area, or a combination of both blighted areas and conservation areas. **Redevelopment plan** ("Plan") means the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area for utilization of tax increment financing, and thereby to enhance the tax base of the taxing districts which extend into the redevelopment project area.

The concept behind the tax increment law is straight forward and allows a municipality to carry-out redevelopment activities on a local basis. Redevelopment which occurs in a designated redevelopment project area will increase the equalized assessed valuation (E.A.V.) of the property and, thus, generate increased real property tax revenues. This increase or "increment" can be used to finance "redevelopment project costs" such as land acquisition, site clearance, building rehabilitation, interest subsidy, construction of public infrastructure, etc. as permitted by the Act.

The Illinois General Assembly made various findings in adopting the Tax Increment Allocation Redevelopment Act:

1. That there exists in many municipalities within the State blighted and conservation areas; and
2. That the eradication of blighted areas and the treatment and improvement of conservation areas by redevelopment projects are essential to the public interest and welfare.

These findings were made on the basis that the presence of blight, or conditions which lead to blight, is detrimental to the safety, health, welfare and morals of the public.

To ensure that the exercise of these powers is proper and in the public interest, the Act specifies certain requirements which must be met before a municipality can proceed with implementing a redevelopment plan. One of these requirements is that the municipality must demonstrate that a redevelopment project area qualifies. With certain exceptions, this is

generally either as a blighted area (both "improved" and "vacant" or a combination of both) or as a conservation area or as a combination of both blighted areas and conservation areas within the definitions for each set forth in the Act. The Act does not offer detailed definitions of the blighting factors used to qualify Areas. However, those definitions set forth in the Illinois Department of Revenue's "Definitions and Explanations of Blight and Conservation Factors (1988)" were used in this regard in preparing this Redevelopment Plan.

B. The Redevelopment Plan for the Northwest Industrial Corridor Tax Increment Financing Redevelopment Project Area.

As evidenced herein, the Area as a whole has not been subject to growth and development through private investment. Furthermore, it is not reasonable to expect that the Area as a whole will be redeveloped without the use of TIF.

The Consultant has prepared this Plan and the related **Eligibility Study (see Attachment One - Appendix)** with the understanding that the City would rely on (i) the findings and conclusions of the Plan and the related Eligibility Study in proceeding with the designation of the Redevelopment Plan, and (ii) the fact that the Consultant has obtained the necessary information so that the Plan and the related Eligibility Study will comply with the Act.

This Plan has been formulated in accordance with the provisions of the Act and is intended to guide improvements and activities within the Area in order to stimulate private investment in the Area. The goal of the City, through implementation of this Plan, is that the entire Area be revitalized on a comprehensive and planned basis to ensure that private investment in rehabilitation and new development occurs:

1. On a coordinated rather than piecemeal basis that land use, access and circulation, parking, public services and urban design are functionally integrated and meet present-day principles and standards; and
2. On a reasonable, comprehensive and integrated basis to ensure that the factors of blight and conservation are eliminated; and
3. Within a reasonable and defined time period so that the Area may contribute productively to the economic vitality of the City.

Redevelopment of the Area will constitute a large and complex endeavor and presents challenges and opportunities commensurate with its scale. The

success of this redevelopment effort will depend to a large extent on the cooperation between the private sector and agencies of local government. Adoption of this Plan will make possible the implementation of a comprehensive program for redevelopment of the Area. By means of public investment, the Area will become a stable environment that will again attract private investment. Public investment will set the stage for area-wide redevelopment by the private sector. Through this Plan, the City will serve as the central force for directing the assets and energies of the private sector to ensure a unified and cooperative public-private redevelopment effort.

This Plan sets forth the overall "Redevelopment Project" ("Project") which are those public and private activities to be undertaken to accomplish the City's above-stated goal. During implementation of the Project, the City may, from time to time: (i) undertake or cause to be undertaken public improvements and activities; and (ii) enter into redevelopment agreements with private entities to construct, rehabilitate, renovate or restore private improvements on one or several parcels (collectively referred to as "Redevelopment Projects").

This Plan specifically describes the Area and summarizes the blight factors which qualify the Area as a "blighted area" as defined in the Act. (Also see **Eligibility Study, Attachment One - Appendix**).

Successful implementation of this Plan requires that the City utilize Incremental Property Taxes and other resources in accordance with the Act to stimulate the comprehensive and coordinated development of the Area. Only through the utilization of tax increment financing will the Area develop on a comprehensive and coordinated basis, thereby reducing or eliminating the conditions which have precluded development of the Area by the private sector.

The use of incremental property taxes will permit the City to direct, implement and coordinate public improvements and activities to stimulate private investment within the Area. These improvements, activities and investments will benefit the City, its residents, and all taxing districts having jurisdiction over the Area. These anticipated benefits include:

- An increased property tax base arising from new industrial development and the rehabilitation of existing buildings.
- An increased sales tax base resulting from new and existing development.

- An increase in construction, industrial, and other full-time employment opportunities for existing and future residents of the City.
- The construction of an improved system of roadways, utilities and other infrastructure which better serves existing industries and accommodates desired new development.

SECTION IV - REDEVELOPMENT GOALS AND OBJECTIVES

Prior planning studies were carefully considered in formulating this Redevelopment Plan. Planning studies evaluated include:

1. Corridor of Industrial Opportunity (released December 1991 and revised March 1992).
2. Northwest Industrial Corridor - Strategic Development Plan (March 7, 1995).
3. Strategic Plan for the Lake/Kinzie Industrial Target Area
 - a. Existing Conditions Report - April 12, 1996
 - b. Strategic Plan - Draft dated July 1997
4. Transportation Plan for the Northwest Corridor (July 1997).

In addition to the above referenced formal planning studies, additional information regarding needs of the Area and proposals for the future, was obtained from various neighborhood groups and from the comments expressed at neighborhood meetings during this planning process.

The boundaries of the Northwest Industrial Corridor as established in the Strategic Development Plan (3-7-95) are shown on **Exhibit D, Strategic Plan Boundary Map (Attachment Two - Appendix)**. This map also shows the boundaries of the TIF Redevelopment Project Area. The TIF boundaries have been established to maximize the provisions of the TIF program and its ability to address area problems.

As a result of the above, various goals and objectives have been established for the Area as noted in this section. Section VI Redevelopment Plan and Project (sub area analysis) presents more specific and targeted initiatives for the various sub-neighborhoods that are generally recognized to comprise the Northwest Industrial Corridor.

A. General Goals for Northwest Area

Listed below are the general goals adopted by the City for redevelopment of the Area. These goals provide overall focus and direction for this Plan.

1. Improve the quality of life in the City by revitalizing the Area. This can be accomplished through assisting the Area to become a secure,

- functional, attractive, marketable and competitive business district environment.
2. Create an environment within the Area which will contribute more positively to the health, safety and general welfare of the City. Preserve and enhance the value of properties adjacent to the Area.
 3. Create an increased real estate and sales tax base for the City and other taxing districts having jurisdiction over the Area.
 4. Retain and enhance sound and viable existing businesses and industries (e.g. Helene Curtis, Brach's and others) within the Area.
 5. ~~Attract new industrial and business development within the Area especially at currently vacant sites.~~
 6. Create new job opportunities within the Area.
 7. Employ residents from within the Area as well as surrounding areas, with jobs in the Area and adjacent redevelopment project areas.

B. Redevelopment Objectives

Listed below are the redevelopment objectives which will guide planning decisions regarding redevelopment within the Area:

Reduce or eliminate those conditions which qualify the Area as a blighted area. These conditions are described in detail in the **Eligibility Study (Attachment One - Appendix)**.

1. Strengthen the economic well-being of the Area by increasing taxable values.
2. Assemble or encourage the assembly of land into parcels of appropriate shape and sufficient size for redevelopment in accordance with this Plan and contemporary development needs and standards.
3. Create an environment which stimulates private investment in the upgrading and expansion of existing industries and the construction of new business and industrial facilities which will create jobs and increase the property tax base.
4. Encourage visually attractive buildings, rights-of-way and open spaces incorporating sound building and property design standards.

5. Provide necessary public improvements and facilities in proper relationship to the projected demand for such facilities and in accordance with modern design standards for such facilities.
6. Provide necessary incentives to encourage business retention, rehabilitation and new development.
7. Establish job training and job readiness programs to provide residents from within, and surrounding the Area with the skills necessary to secure jobs within the Area and adjacent redevelopment project areas.
8. Secure commitments from employers located in the Area and any current or future adjacent redevelopment project areas to interview graduates of the Area's job readiness and job training programs.
9. Provide opportunities for women and minority businesses to share in the redevelopment of the Area.

The Area should maximize its existing accessibility features and should be served by a street system and public transportation facilities that provide safe and convenient access to and circulation within the Area.

The Area should be characterized by an organized network of open spaces and public amenities which will link major employment centers, open spaces, landscaped streets and surrounding amenities.

The Area should have a coherent overall urban design and character. Individual developments should be visually distinctive and compatible.

The Area should once again become one of the City's premier employment centers that will complement and enhance surrounding community areas.

C. Development and Design Objectives

Listed below are the specific development and design objectives which will assist the City in directing and coordinating public and private improvement and investment throughout the Area in order to achieve the general goals and objectives identified previously in this Plan.

The following guidelines are intended to help attract desirable new business and employment development, foster a consistent and coordinated development pattern, and create an attractive and quality image and identity for the Area.

1. Land Use

- Promote comprehensive, area-wide redevelopment of the Area as a planned and cohesive industrial, business and research employment center.
- Provide sites for a wide range of land uses, including industrial, (according to modern industrial park standards), institutional, retail, commercial service, open green space and residential uses.
- Promote retail and commercial uses in selected locations which support the needs of the Area's residents, employees and business patrons.
- Protect areas designated for a particular land use from development that may be detrimental to the desired use.
- Encourage continued expansion of business and office/research services in the vicinity of the Northwestern Center for Industry, as well as the other locations in the Area where concentrations of sound businesses (Helene Curtis, Brach's, etc.) exist.

2. Building and Site Development

- Repair and rehabilitate existing industrial buildings in poor condition, when feasible and demolish buildings where rehabilitation is not feasible.
- Reuse vacant buildings in serviceable condition for new business or industrial uses.
- Ensure that the design of new buildings is compatible with the surrounding building context.
- Promote the use of themed architectural treatments (including lighting, signage and landscaping) around buildings to add visual interest.
- Locate building service and loading areas away from front entrances and major streets where possible.
- Encourage parking, service and support facilities which can be shared by multiple businesses.

- Encourage decorative metal fencing around the perimeter of industrial sites to provide street level identity and enhance public safety. Discourage the use of chain link fencing, except in areas that are not visible to the public.

3. Transportation and Infrastructure

- Provide safe and convenient access to the Area for trucks, autos and public transportation.
- Alleviate traffic congestion along arterial routes throughout the Area.
- Improve the street surface conditions, street lighting, and traffic signalization.
- Consider the use of traffic calming devices such as cul-de-sacs, limited access and street closures where they would contribute to the efficient use of sites in close proximity.
- Consider closing selected street segments and viaducts in order to create larger building sites and enhance opportunities for new development.
- Improve viaduct clearances and the condition of viaduct structures.
- Promote developments that incorporate transit facilities into their design.
- Provide well-defined, safe pedestrian connections between developments within the Area, and between the Area and nearby destinations.
- Upgrade public utilities and infrastructure throughout the Area as required.

4. Urban Design

- Establish a comprehensive streetscape system to guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage throughout the Area.
- Promote high quality and harmonious architectural design throughout the Area.

- Enhance the appearance of the Area by landscaping the major street corridors.
- Provide distinctive design features, including landscaping and signage, at the major entryways into the Area to create a unified identity.
- Install streetpole banners throughout the Area to signal revitalization and reinvestment.
- Preserve and promote buildings with historic and architectural value, where appropriate.
- Clear, clean and maintain vacant land, particularly in highly visible locations; where feasible, use vacant lots for permanent, attractive open space or off-street parking.
- Improve the condition and appearance of commercial and residential areas to remain.
- Eliminate illegal dumping, abandoned vehicles and graffiti.
- Discourage proliferation of building and site signage and restrict off-premises advertising to the extent permitted by law.

5. Landscaping and Open Space

- Provide landscaped buffer areas around the periphery of, and within the Area to secure industrial areas and reduce the adverse impact of industrial activities on adjacent residential neighborhoods. This is particularly true of the residential area between Kilbourn and Kostner and Haddin to Rice St.
- Encourage landscaped open spaces in front setbacks, particularly along arterial and industrial collector streets.
- Screen active rail tracks with berming and landscaping.
- Promote the use of landscaping and attractive fencing to screen dumpsters, waste collection areas, loading areas, service areas and the perimeter of parking lots and other vehicular use areas.

- Ensure that all landscaping and design materials comply with the City of Chicago Landscape Ordinance.
- Promote the development of shared open spaces within industrial areas, including courtyards, eating areas, recreational areas, etc.
- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.

SECTION V - BASIS FOR ELIGIBILITY OF THE AREA & FINDINGS

A. Introduction

The Appendix (**Attachment One**) contains a full and complete report, "Eligibility Study", that documents all factors required by the Act to make a determination that an Area is eligible under the Act. A brief synopsis of this Eligibility Study is included in this Section.

A Redevelopment Project Area, according to the requirements of the Act is that area designated by a municipality (city, village or incorporated town) in which the finding is made that there exist conditions which cause the area to be classified as a blighted area, conservation area, combination of blighted and conservation areas, or an industrial park conservation area. The criteria and the individual factors that were utilized in conducting the evaluation of the physical conditions in the Redevelopment Project Area are outlined under the individual headings that follow.

B. Area Background Information

Location and Size of Area

The Northwest Industrial Corridor (Area) is located 4.5 miles west of downtown Chicago and approximately 1.5 miles north of the Eisenhower Expressway. The Area contains nearly 1,200 acres and consists of 166 (full and partial) blocks.

The boundaries of the Area are described on the **Legal Description (Attachment Three - Appendix)** and are geographically shown on **Exhibit A, Boundary Map (Attachment Two - Appendix)**. The existing land uses are identified on **Exhibit B, Existing Land Use Assessment Map (Attachment Two - Appendix)**.

Description of Current Conditions

The Area consists of 166 (full and partial) city blocks, 1,256 buildings and approximately 2,650 parcels covering nearly 1,200 acres. Of the nearly 1,200 acres in the Area, the gross land use percentage breakdown is as follows: industrial - 56%; commercial - 2.5%; residential - 2.8%; institutional and related - 3.3%; vacant undeveloped parcels - 10.8%; and public right-of-way - 24.6%.

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

- deteriorated and dilapidated buildings and site improvements;
- excessive vacancies;

- difficult and inadequate ingress and egress;
- abandonment;
- current and past obsolescence;
- inadequate infrastructure; and
- other blighting characteristics.

The Area on the whole has not been subject to growth and development through investment by private enterprise and would not be reasonably anticipated to do so without the adoption of this Redevelopment Plan. There is an extensive history and a pattern of disinvestment in the Area. Numerous industries have left the area as documented in prior sections of this Plan. Prior efforts by the City, Area leaders and residents, businesses and groups such as Greater North Pulaski Development Corporation, Bethel New Life, Sharebank Enterprise, West Side Industrial Research and Retention Corporation, Inc. have, although, in some instances met with limited success, failed to arrest the decline of the overall Area. The City and others have invested heavily in various plans and programs in attempts to attract new growth and development.

The City and the State of Illinois ("State") have designated much of this entire section of the community as an Enterprise Zone (**Exhibit G, Enterprise Zone Map, Attachment Two - Appendix**). As noted on the map, virtually all of the Area qualifies under the various provisions of the State of Illinois Enterprise Zone Act. Also, the City and the U. S. Department of Housing and Urban Development have included much of the Area in the Federal Empowerment Zone Program (**Exhibit H, Empowerment Zone Map, Attachment Two - Appendix**). These initiatives have not reversed the decline of the Area but in the future will, as components of this overall tax increment finance strategy, greatly assist in addressing Area problems.

In the period of 1991 through 1997, the City of Chicago's equalized assessed value increased from \$27.4 billion to \$33.4 billion. This represents a gain of \$6.0 billion (total of 22% or annual average of 3.7%) during this six-year period. Cook County E.A.V. increased from \$60 billion in 1991 to \$75.5 billion in 1997 for a gain of \$15.0 billion (total of 25% or 4.1% annual average) during this six-year period. The E.A.V. for the Area grew from \$133.9 million in 1991 to \$145.4 million in 1997 (annual average of 1.3%) during this six year period. Further, approximately 26% of the properties in the Area are delinquent in the payment of 1996 real estate taxes.

Of the approximately 1,256 buildings and 1,200 acres in the Area, only eight major new buildings have been built in the past decade. Only one of these is an industrial building (Crucible Company). Approximately 96% of the buildings exceed 35 years of age.

Long-term vacancies exist in buildings and vacant tracts of land as private development interests are not attracted to the Area. The numerous vacant lots and over 600,000 sq. ft. of vacant floor area adds significantly to the view that the Area is in a state of decline and that market acceptance of the Area is not favorable.

It is clear from the study of this Area and documentation in this Eligibility Study (long-term vacancies, high percentage of properties that are tax delinquent, absence of new development occurring, stagnant E.A.V., etc.) that private investment in revitalization and redevelopment has not occurred to overcome the blighted conditions that currently exist. The Area is not reasonably expected to be developed without the aggressive efforts and leadership of the City, including the adoption of the Redevelopment Plan.

Area Data and Profile

As a part of the City of Chicago overall strategy to: address blighted conditions in targeted areas, increase property values, retain viable businesses; recruit new businesses into the City and check the loss of industrial jobs from the inner-City, the City of Chicago has designated various industrial corridors (in 1994) for programs of planning and capital improvements. Each of these corridors has received or will receive funding for planning and capital improvement programs.

The primary purpose of this Northwest Industrial Corridor tax increment Redevelopment Plan and Project is to establish a program of addressing the blighting conditions in the Area and those factors which cause the Area to qualify under the Act. Further, the planned tax increment finance program identified in this Plan is designed to lead to retention of existing businesses and promote the Area for new business development and private investment.

Overall goals of the Strategic Development Plan (May 7, 1995) for the Northwest Industrial Corridor addressed the five requirements of the industrial corridor planning process as developed by the City of Chicago.

These goals are in addition to those of the TIF program:

1. Improve safety and security;
2. Improve accessibility and functionality;
3. Develop a management entity;
4. Improve the appearance and establish an identity; and
5. Increase the Area's marketability and competitiveness.

This Northwest Industrial Corridor is one of the 22 industrial corridors identified by the City. It is located approximately 4.5 miles west of Downtown Chicago and 1.5 miles north of the Eisenhower Expressway. Access to the Kennedy Expressway (I-94) is good while access to the Eisenhower Expressway (I-290) is limited. It is an irregularly shaped area bounded generally by Fullerton Avenue on the north and Lake Street on the south, Kostner and Cicero Avenues on the east and west, respectively. The Area includes the Northwestern Center for Industry industrial park (started in the mid 1960's), the Lake/Kinzie industrial district and various smaller sub-areas for businesses as shown herein. The corridor contains in excess of 220 businesses that employ more than 15,000 workers. The two most prevalent types of industrial businesses are non-electrical machinery and fabricated metal products. The largest employment sector is food and kindred products that provide over 5,000 jobs in the Area.

The Northwest Industrial Corridor developed around three major rail lines: the Chicago and Northwestern; the Soo and the Belt Line. All three continue to provide rail service to Chicago industries. Cicero, Fullerton, Chicago, Division, Pulaski, Lake, North and Grand Avenues, all major vehicular traffic arteries, serve the Area carrying high volumes of truck traffic transporting heavy loads of freight.

Existing Land Use and Zoning Characteristics

Below is a tabulation of land area by land use category:

**Table One
Tabulation of Existing Land Use
(Gross Area)**

Land Use	Land Area Gross Acres	% of Gross Land Area
Industrial (Includes Parking, Loading, Storage)	670	56%
Commercial	30	2.5
Public, Institutional, Medical, Social Service, Semi Public	40	3.3
Undeveloped Land	130	10.8
Public Right-Of-Way	294	24.6
Residential	33	2.8
	1,197 Acres	100%

At the present time, the existing land uses itemized in Table One, are predominantly industrial in nature as 74% of the net area (exclusive of public right-of-way) is industrial. In addition to industry, the Area is home to a small scattering of commercial uses along Fullerton, Cicero, Armitage, North Avenue and Chicago Avenue. A small shopping center containing a Venture Store and Jewel Osco exists at Grand and Kostner. These land use patterns are reflective of the underlying zoning. The majority of property within the Area is zoned for light to medium industry as evidenced by the zoning that exists in the Area (see **Exhibit I, Generalized Existing Zoning Map, Attachment Two - Appendix**).

There are no significant multi-tenant retail shopping centers in the Area. The few pockets of residential uses existing in the Area are small and cut-off from larger neighborhoods by arterial streets. Less than 3% of the total gross land area in the Area is residential. The close juxtaposition of residential and industrial uses often creates conflicts. This occurs in terms of traffic generation and general environmental conditions. Employee and truck traffic flows through residential areas. This is particularly evident in the Lake Kinzie portion of the Area. Competition for street space (on-street parking and traffic capacity) interferes with the normal functions of both industrial and residential land uses. Where these mixed land use patterns exist (including areas where vacant buildings and lots occur) environmental conditions have deteriorated. Dumping of trash, existence of abandoned autos, debris, etc. have created a very poor visual perception of many areas and conditions where crime, public safety and security is a problem.

The Northwestern Center for Industry exists at Chicago to Kinzie/Beltline to Pulaski. This industrial park was started over 30 years ago and houses a number of viable industries. This Area has never been fully absorbed by the market place. This project still has sizeable tracts of vacant land totaling nearly 50 acres that have failed to attract development interest.

C. Investigation and Analysis of Blighting Factors

In determining whether or not the proposed Redevelopment Project Area meets the eligibility requirements of the Act, various methods of research were accomplished in addition to the field surveys. The data includes information assembled from the sources below:

1. Contacts with local individuals knowledgeable as to Area conditions and history, age of buildings and site improvements, methods of construction, real estate records and related items, as well as examination of existing studies and information related to the Area. Previous planning studies and reports

have been utilized as noted previously in Section III. Aerial photographs, Sidwell block sheets, etc. were also utilized.

2. Inspection and research as to the condition of local buildings, streets, utilities, etc.
3. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures of determining conditions of local properties, utilities, streets, etc. and determination of eligibility of designated areas for tax increment financing.
4. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Increment Finance Areas in 1988.
5. Adherence to basic findings of need as established by the Illinois General Assembly in establishing tax increment financing which became effective on January 10, 1977. These are:
 - i. There exists in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the TIF statute.
 - ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
 - iii. These findings are made on the basis that the presence of blight or conditions which lead to blight is detrimental to the safety, health, welfare and morals of the public.

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

The Act sets forth 14 separate blighting factors. If a combination of 5 or more are found to exist, the Redevelopment Area can be found to qualify as a "blighted area". The Act does not define the blight terms, but the

Consultant has utilized the definitions for these terms as established by the Illinois Department of Revenue in their 1988 Compliance Manual. The Eligibility Study, included in the Appendix, defines all of the terms and the methodology employed by the Consultant in arriving at the conclusions as to eligibility.

Further, the Act separates the qualifications for blighted areas to cover situations where improved land and vacant land are both being included in the Project Area. The Eligibility Study separates the analysis so as to document those conditions of improved portions which cause the Area to qualify as blighted/improved, as well as blighted/vacant land. Below are the relevant factors for each of the categories of blighted area.

Improved Area: A combination of 5 or more of the factors are required to qualify as a blighted area.

1. Age
2. Dilapidation
3. Obsolescence
4. Deterioration
5. Illegal use of individual structures
6. Presence of structures below minimum code standards
7. Excessive vacancies
8. Overcrowding of structures and community facilities
9. Lack of ventilation, light, or sanitary facilities
10. Inadequate utilities
11. Excessive land coverage
12. Deleterious land-use or layout
13. Depreciation of physical maintenance
14. Lack of community planning

Table Two tabulates the condition of all improved properties in the 1,200 acre, 166 block Redevelopment Area. **Tables Three through Seven** document the conditions of improved portions in each of the five sub-areas separately. These tables clearly show that five or more blighting factors associated with improved land in the Area are present to a meaningful extent and generally distributed throughout the Area.

Vacant Area: The following are various provisions that permit vacant areas to qualify as blighted.

1. Combination of 2 or more of the following factors:
 - i. Obsolete platting of the vacant land,
 - ii. Diversity of ownership of such land,
 - iii. Tax and special assessment delinquencies on such land,

- iv. Flooding on all or part of such vacant land,
 - v. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or
2. The area immediately prior to becoming vacant qualified as a blighted improved area, or
 3. The area consists of an unused quarry or unused quarries, or
 4. The area consists of unused railyards, rail tracks or railroad rights-of-way, or
 5. The area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or
 6. The area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or
 7. The area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the Redevelopment Project Area and which area meets at least one of the factors itemized herein, and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

Table Two
Summary for Entire Improved Portion of N. W. TIF Area
Blighting Factors Matrix

	Sub-district (a)					Total	Present	
	1	2	3	4	5		Major Extent	Minor Extent
Number of Buildings	108	293	110	406	339	1,256		
Buildings 35 yrs. of Age or Older	88	289	109	394	320	1,200	X	
Dilapidation	35	142	21	55	22	275		X
Obsolescence	24	88	15	49	10	186		X
Deterioration	84	290	95	322	222	1,013	X	
Excessive Vacancy	18	72	12	31	15	148		X
Excessive Land Coverage	22	185	99	365	305	976	X	
Deleterious Land Use or Layout	3	78	9	25	13	128		X
Depreciation of Physical Maintenance	102	291	109	374	302	1,178	X	
Lack of Community Planning	Entire area is affected by problems related to traffic, land use, platting, etc. See Text.					1,256	X	
Area meets Statutory Requirements as Blighted	Nine factors are present in the Area. Five factors are present to a major extent and four to a minor extent.							

Notes:

- (a) Refer to Sub-Area and Block Number Key Map in Appendix.
 Sub district 1 = Northwest Center for Industry/Brach's
 Sub district 2 = Lake/Kinzie District
 Sub district 3 = Kilpatrick Corridor
 Sub district 4 = Cicero Corridor
 Sub district 5 = Cortland District
- (b) Breakdown of tabulations for individual blocks in each sub-district are shown on attached Tables Three - Seven. Sub districts and block identifications are shown on the Key Map to Block Numbers.
- (c) See attached narrative for qualification of vacant land.

**TABLE THREE
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 1 - NORTHWEST CENTER FOR INDUSTRY**

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deteriorous Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	40	20	20	40			2				22	3	40	40	9	Y	40
B	3			2									2	4	4	N	4
C																	
D	3	2	2	1			2						3	3	3	N	3
E	5	4		6			5						12	15	8	Y	15
F				2									6	7	7	Y	7
G	6	5	2	6									2	2	4	N	2
H	1												6	6	7	Y	6
I	16			13									1	1	4	N	1
J	14	4		14			9						16	16	5	Y	16
													14	14	7	Y	14
Total	88	35	24	84	0	0	18	0	0	0	22	3	102	108	9		108

**TABLE FOUR
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 2 - LAKE KINZIE AREA**

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Detrimental Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	17	13	13	17			6				11	3	17	17	9	Y	17
B	14	4	4	14			3				9		14	14	8	Y	14
C	6	4	4	6			2				4		6	6	8	Y	6
D	17	2	2	17			14				11		17	17	8	Y	17
E	4	2		4			2				1		4	4	7	Y	4
F	10			11							6		11	11	5	Y	11
G	21	6	5	21			3				13	6	21	21	9	Y	21
H	22	20	20	22			8				14	6	22	22	9	Y	21
I	34	7	7	34			13				19	14	34	34	9	Y	22
J	31	10	10	31			6				20	16	31	31	9	Y	31
K	41	12	12	41			6				24	26	41	41	9	Y	41
L	8	8	8	8			6				2		8	8	8	Y	8
M	64	54	3	64			3				51	7	65	67	0	Y	67
Total	289	142	88	290	0	0	72	0	0	0	185	78	291	293	0	0	293

**TABLE FIVE
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 3 - KILPATRICK CORRIDOR**

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Displacement	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deleterious Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	23			12							21	9	23	23	6	Y	23
B	20	2	2	20							18		20	20	7	Y	20
C	5			2							5		5	5	5	Y	5
D	11	5	5	11			1				10		11	11	8	Y	11
E	26	6	6	26			3				23		26	26	8	Y	26
F	6	4	2	6			4				5		6	6	8	Y	6
G	4			4							5		4	5	5	Y	5
H	14	4		14			4				13		14	14	7	Y	14
Total	109	21	15	94	0	0	12	0	0	0	99	9	109	110	9	Y	110

TABLE SIX
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 4 - CICERO AREA
(Sheet 1 of 2)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14			
Section	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deteriora- tion	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deteriorous Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
A	5	1	1	5			1				4		5	8	Y	5	
B	6			6							5		6	5	Y	6	
C	44	11	11	30							41	44	46	7	Y	46	
D	6										5	6	6	4	N	6	
E	36	7	7	36			2				32	36	36	8	Y	36	
F	24	6	6	24			1				22	24	24	9	Y	24	
G	14	7	7	14							13	14	14	7	Y	14	
H	5	3	3	5							4	5	5	7	Y	5	
I	17	3		17							15	17	17	7	Y	17	
J											1			2	N	1	
K	13	1		2							12	2	13	6	Y	13	
L	12			8							11	12	12	5	Y	12	
M	13			13							12	13	13	5	Y	13	

TABLE SIX
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 4 - CICERO AREA
(Sheet 2 of 2)

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deleterious Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
N	15			6							14		15	15	5	Y	15
O	19			16			9				18		18	20	6	Y	20
P	42			30							38	10	40	42	6	Y	42
Q	7			1							6		1	7	5	Y	7
R	12			12			6				11		12	12	6	Y	12
S	5	1	1	3			2				5		3	6	8	Y	6
T	32	8	8	32			6				29		32	32	8	Y	32
AA	5			4							6		5	7	5	Y	7
BB	1			1			1				3		3	3	6	Y	3
CC	16	2	2	16							14	4	16	16	9	Y	16
DD	8	3	3	8			2				7		8	8	8	Y	8
EE	12	2		8							14		12	15	6	Y	15
FF	7			7							6		7	7	5	Y	7
GG	18			18							16		18	18	5	Y	18
Total	394	55	49	322			31				365	25	374	406	9		406

TABLE SEVEN
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 5-CORTLAND DISTRICT
(Sheet 1 of 2)

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deleterious Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	11			11							10		11	11	5	Y	11
B	9			9							8		9	9	5	Y	9
C	6			6							5		6	6	5	Y	6
D	10			10							9	5	10	10	6	Y	10
E	14			14							13		14	14	5	Y	14
F	27	6	6	27			4				24	7	27	27	9	Y	27
G	14			10							14		27	15	5	Y	15
H	4			4							3		4	4	5	Y	4
I	35			25							32		28	35	5	Y	35
J	14	1		8			1				13		10	14	7	Y	14
K	20			16							18		18	20	5	Y	20
L	1			1							1		1	1	5	Y	1
M	8			1							9		6	10	5	Y	10

TABLE SEVEN
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 5-CORTLAND DISTRICT
(Sheet 2 of 2)

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deteriorous Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
N	8			2							8		6	15	5	Y	15
O	9										8		6	20	4	N	20
P	6			2							6		7	42	5	Y	42
Q	7			2							6		6	7	5	Y	7
R	5			3							6		5	12	5	Y	12
S	8			7							11		9	6	5	Y	6
T	53	4	4	21			1				52		56	32	8	Y	32
U	29	10		20			4				27	1	28	7	8	Y	7
V	22	1		23			5				22		23	3	7	Y	3
Total	320	22	10	222			15				305	13	302	339			339

The following discussion (i. – viii. below) identifies vacant tracts of land of varied sizes totaling 86.5 acres of land. This represents 7% of the gross land area. These are vacant tracts of land that have been on the market for some time and available for development with little private sector interest:

- i. A 4 acre vacant tract of land exists at 4600 W. Cortland St. This tract has been vacant and on the market for over 20 years. The vacant tract is virtually landlocked as a result of obsolete platting. This property is also delinquent in payment of 1996 property taxes. Deteriorated buildings and site improvements exist north and west of the tract. The vacant 300,000 square foot former Ekco Building (vacant since the 1980's) is west of this site. The C. & N. W. R. R. is adjacent to the east of this site.
- ii. This 7 acre tract is located at C. M. ST. P&P R.R. Kostner. Blighted buildings formerly occupied this site that housed the Schwinn Bicycle Company that closed operations in the 1970's. These buildings were badly deteriorated and had to be cleared to eliminate this blighting condition. Hence, the area immediately before becoming vacant qualified as a vacant and blighted improved area.
- iii. North of Division and along the east side of the C. & N. W. R. R. property is a 17 acre tract of land. This tract has 5 PINS with two separate owners (Union Pacific and General Iron). This tract is an abandoned railroad right-of-way formerly used as a switching yard. The property represents obsolete platting due to its shallow depth, limited street frontage and narrow configuration. The tract is used for illegal dumping and is adversely influenced by deteriorating structures and site improvements in neighboring areas adjacent to the site.
- iv. This 7 acre site was formerly occupied by the Stewart Warner Corporation with the blighted buildings being recently demolished. It is located between Division and North Streets fronting Kostner. The site has 3 PINS and two owners (Stewart Warner and Pyle National, Inc.). This site qualified as a blighted improved tract before becoming vacant. The site is adversely impacted by deteriorated buildings and site improvements in neighboring areas adjacent to the site. Two of the three PINs are delinquent in the payment of 1996 real estate taxes.

- v. This site is a tract of land at Division St. and the C. & N. W. R. R. and includes unused railyards. This 3 acre property has diversity of ownership and is adversely impacted by deteriorating buildings and site improvements on properties to the west and south. One of the three PINs is delinquent in the payment of 1996 real estate taxes.
- vi. This tract is bisected by a public alley in the block from W. Walton to W. Iowa and fronting on Kilpatrick Ave. Both of these parcels total 21 lots consisting of 2.5 acres and were formerly occupied by blighted residential properties. Atkinson & Atkinson own 16 lots, all of which are delinquent in payment of 1996 real estate taxes; and Amco owns 5 lots. Residential properties border this tract to the west. The tract prior to becoming vacant qualified as vacant improved. The separation of the tract into two small parcels represents obsolete platting.
- vii. At the Northwest Center for Industry industrial park (Chicago to Kinzie, Pulaski to C. & N. W. R. R.), there are several vacant and undeveloped tracts of land. These represent varied sizes and configurations as below noted:
- 30 acre tract fronting on Chicago Avenue. The tract is fragmented by unused rail lines crossing the site. Rail IT Ltd. owns this tract. The site has a very awkward configuration with much of the tract having limited development potential due to its obsolete platting. The site is adversely impacted by deteriorating structures and site improvements in neighboring areas (north and east) adjacent to the site.
 - 6 acre tract of land that represents obsolete platting due to configuration of the tract. It is owned by Bethel New Life. The property can only be accessed by vehicles from W. Ferdinand St. and is a circuitous route for trucks or other industrial vehicular traffic. The tract also has unused rail lines.
 - A 4 acre and 6 acre tract exists at W. Ferdinand and Kilbourn. These tracts are owned by Vanderwood Realty. These tracts are impacted by the incinerator north of this area along Kilbourn St.

- viii. There are small fragmented parcels of land scattered throughout the Area. These represent 472 vacant lots which average approximately 4,000 square feet.

Approximately 262 of these lots are in the Lake Kinzie Area which is the most severely blighted section of the N. W. TIF Area. These lots represent parcels where blighted buildings once existed. These small lots have diverse ownership, obsolete platting in terms of needs and practices of modern development requirements and are impacted adversely by the deteriorating structures and site improvements in areas adjacent to the vacant land. Further, approximately 50% of these lots are delinquent in payment of real estate taxes. These lots are unsightly and in many instances are used for illegal dumping, abandoned autos, litter, etc.

In the area north of Kinzie St., there are 210 vacant lots. These exist at sites scattered throughout the area (see Land Use Map, Exhibit I, Attachment Two - Appendix). The only significant concentration of these lots in this portion of the N. W. TIF Area is the frontage of Cicero immediately north of Chicago Ave. These lots although zoned for business use (B1-1 to B1-5, see Zoning Map) are too small for modern development needs and represent obsolete platting. Further, most of these lots were formerly occupied by blighted buildings. The other lots are small, fragmented properties in diverse ownership that will be difficult to develop unless assembled into larger properties by the City.

D. Summary of Findings/Area Qualification

It was determined in the Investigation and Analysis of Blighting Factors in the Redevelopment Project Area that the Area qualifies as a Blighted Area. As documented, this is due to conditions found to exist in the "improved" area and in the "vacant" area. Those qualifying factors that were determined to exist in the improved portion of the Area are summarized in **Table Numbers Two - Seven , Blighting Factors Matrix**. Similar information for the vacant or unimproved areas is presented following these tables. The tax increment program and Plan include measures designed to reduce or eliminate the deficiencies which cause the area to qualify consistent with the strategy of the City for revitalizing the 22 designated industrial corridors.

The loss of businesses from this Area, mirroring the experience of other large urban centers, further documents the trend line and deteriorating conditions of the neighborhood. Closures and abandonment of various industrial plants are further evidence of declining conditions in the Area, lack of private investment and little interest in the area by the private market. There is in excess of 600,000 square feet of vacant floor space in major buildings throughout the Area. These are properties on the market for many years with little interest being expressed by private sector businesses.

The City and the State of Illinois have designated the area as a State of Illinois Enterprise Zone (Zone No. 5) as a further response to deteriorating conditions in the area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. Virtually all of the Area is also in the Enterprise Zone area. Further, nearly 66% of the area has been included in the Chicago Federal Empowerment Zone as determined by the City and the U. S. Department of Housing and Urban Development. The Area, as previously noted, is one of the 22 industrial corridors identified by the City as reported in the Northwest Industrial Corridor - Strategic Development Plan. (See Exhibit G, Enterprise Zone Map, Exhibit H, Empowerment Zone Map and Exhibit D, Strategic Plan Boundary Map (per March 7, 1995 Strategic Plan) all in Attachment Two - Appendix.

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

Below are summary tables highlighting the factors found to exist in the Area which cause it to qualify as a blighted area:

A. Improved Land Statutory Factors

FACTOR		EXISTING IN AREA
1	Age	Major Extent
2	Dilapidation	Minor Extent
3	Obsolescence	Minor Extent
4	Deterioration	Major Extent
5	Illegal use of individual structures	—
6	Presence of structures below minimum code standards	—
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	—
9	Lack of ventilation, light or sanitary facilities	—
10	Inadequate utilities	—
11	Excessive land coverage	Major Extent
12	Deleterious land use or layout	Minor Extent
13	Depreciation of physical maintenance	Major Extent
14	Lack of community planning	Major Extent

Note: Only five factors are required by the Act for eligibility. Nine factors are present in the Area. Five factors were found to exist to a major extent and four were found to exist to a minor extent.

B. Vacant/Unimproved Land-Statutory Factors

FACTOR		EXISTING IN VACANT/ UNIMPROVED PORTION OF AREA
1	Two or more of the following factors: i. Obsolete platting (Existing) ii. Diversity of ownership (Existing) iii. Tax and assessment delinquencies (Existing) iv. Flooding (Does not exist); Or	YES
2	Area immediately prior to becoming vacant qualified as a blighted improved area; Or	YES
3	Area consists of unused quarry or quarries; Or	—
4	Area consists of unused rail yards, rail tracks or railroad right-of-way; Or	YES
5	Area prior to designation is subject to chronic flooding caused by improvements; Or	—
6	Area consists of unused disposal site containing earth, stone, building debris, etc.; Or	—
7	Area is not less than 50 nor more than 100 acres and 75% is vacant;	—

Note: Area qualifies per statutory requirements. Only one factor is required by the Act. Three are found to exist.

While it may be concluded that the mere presence of the stated eligibility factors noted above may be sufficient to make a finding of qualification as a Blighted Area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of Blighted Area eligibility factors throughout the Area must be reasonable so that a basically good area is not arbitrarily found to be a Blighted Area simply because of proximity to an area which exhibits Blighted Area factors.

Additional research indicates that the area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the TIF program.

The conclusions presented in this report are those of the Consultant. The local governing body should review this report and, if satisfied with the summary of findings contained herein, adopt a resolution making a finding of a Blighted Area and making this report a part of the public record.

The analysis above was based upon data assembled by the Consultant.

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

Therefore, the Area is qualified as a Blighted Area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act (see full text of **Eligibility Study, Attachment One - Appendix**).

SECTION VI - REDEVELOPMENT PLAN AND PROJECT

A. Introduction

This section presents the Redevelopment Plan and Project for the Redevelopment Project Area. Pursuant to the Tax Increment Allocation Redevelopment Act, when the finding is made that an area qualifies as either conservation, blighted, combination of conservation and blighted areas, or industrial park conservation area, a Redevelopment Plan must be prepared. A **redevelopment plan** is defined in the Act at 65 ILCS 5/11-74.4-3 (n) *et seq.*, in 1996 State Bar Edition, as amended (the "Act") as: the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area as a "blighted area" or "conservation area" or combination thereof or "industrial park conservation area", and thereby to enhance the tax bases of the taxing districts which extend into the redevelopment project area.

B. Proposed Generalized Land Use Plan

The proposed Generalized Land Use Plan for the Area is presented on **Exhibit C, Generalized Land Use Plan, Attachment Two - Appendix.**

The **Generalized Land Use Plan** for the Area will be in effect upon adoption of this Plan. This land use plan is a generalized plan in that it states land use categories and even alternative land uses that apply to each block in the Area. Existing land uses that are not consistent with these categories may still be permitted to exist. However, TIF assistance will only be provided for those properties in conformity with this Generalized Land Use Plan.

The Area should be redeveloped primarily as a planned and cohesive industrial, business and employment center providing sites for a wide range of land uses, including industrial, office/research, commercial service, residential, open space, intermodal yard and public and institutional uses. The various land uses should be arranged and located to minimize conflicts between neighboring land use activities.

The Generalized Land Use Plan highlights numerous opportunities for industrial and business improvement, enhancement and new development within the Area. The Plan is focused on maintaining and enhancing sound and viable existing businesses, and promoting new business development at

selected locations. The Generalized Land Use Plan designates seven (7) land use categories within the Area as follows:

- i. Industrial Use
- ii. Industrial/Residential
- iii. Industrial/Commercial
- iv. Commercial/Residential/Institutional/Public
- v. Residential/Commercial/Industrial/Institutional
- vi. Public Use/Institutional/Industrial
- vii. Institutional/Commercial/Residential/Industrial

All redevelopment project activities shall be subject to the provisions of the City of Chicago's Ordinances and applicable codes as may be in existence and may be amended from time-to-time.

C. Implement Sub-District Plans

Many area-wide needs (assemble land for redevelopment; rehabilitate and otherwise improve existing properties in the Area; address blighting conditions; address needs and deficiencies in transportation, crime prevention, aesthetics, environment, employment opportunities, attract new private investment, etc.) must be addressed that affect the entire Area. However, some specific needs are unique to specific sub-districts of the Area.

The individual sub-districts in the Area have long been recognized as unique sub-areas each with separate identification. Planning of these areas has been undertaken separately during prior planning initiatives. These are shown on the **Exhibit E, N. W. Corridor Sub-Districts Map, Attachment Two - Appendix**. Below is a brief listing of these priority projects as identified by area representatives and studies of the area conducted by the City:

Sub-District 1: The Northwestern Center for Industry

- Increase the viability of the industrial park to improve access and marketability; market vacant tracts of land for new users.
- Address blighting conditions at the edges of the area along Pulaski and Chicago.
- Specific projects include: improve condition and appearance of the Area; improvements to public transportation facilities; generating new private investment; and employment opportunities.
- Improve taxing districts properties.

- Provide TIF assistance to achieve development of available tracts of land.

Sub-District 2: The Lake Kinzie District

- Accomplish new developments at locations targeted by the Lake/Kinzie Target Area Plan. This will include assembly of small tracts of land to make tracts large enough for viable development.
- Improve transportation facilities and services to area.
- Address blight and crime problems by removing or improving blighted properties.
- Implement plans for new development by Bethel.
- Clean up vacant areas littered with debris, trash and abandoned autos.
- Facilitate expansion and new development by existing area businesses.

Sub-District 3: The Kilpatrick Corridor

- Accomplish street, transportation and traffic improvements.
- Improve Cicero and Chicago business frontage.
- Address crime and dumping of stolen autos and trash in the area.
- Rehabilitate deteriorating properties.
- Improve appearance and conditions in the area.

Sub-District 4: The Cicero Corridor

- Eliminate blighting, unsightly and unsanitary conditions and pursue clean-up programs.
- Improve Cicero and North Avenue frontage for future business developments.
- Attract new businesses to the area.
- Develop in-fill programs on vacant parcels.
- Provide assistance to attract new users to vacant buildings.
- Improve conditions at retail center (Jewel Osco and Venture Stores) to retain or expand needed retail facilities in neighborhood.
- Improve street, transportation and traffic arrangements.

Sub-District 5: The Cortland Corridor

- Accomplish revitalization of vacant properties.
- Demolish abandoned grain silos.
- Improve Fullerton Street frontage as location for area businesses.
- Recruit occupants for vacant area buildings.
- Improve public properties to serve needs of Area.
- Accomplish improvements to street, transportation and traffic facilities.

D. Redevelopment Projects

To achieve the objectives proposed in the Plan, a number of projects and activities will need to be undertaken. An essential element of the Plan is a combination of private projects, as well as public projects and infrastructure improvements. Projects and activities necessary to implement the Plan may include the following:

1. Private Redevelopment Projects:

Rehabilitation of existing properties including adaptive reuse of certain existing buildings built for one use but proposed for another use. New construction or reconstruction of private buildings at various locations as permitted by the Plan.

2. Public Redevelopment Projects:

Public projects and support activities will be used to induce and complement private investment. These may include, but are not limited to: street improvements, building rehabilitation, land assembly and site preparation, street work, transportation improvement programs and facilities, public utilities (water, sanitary and storm sewer facilities), environmental clean-up, park improvements, school improvements, landscaping, traffic signalization, promotional and improvement programs, signage and lighting, as well as other programs of financial assistance, as may be provided by the City and permitted by the Act. (See Exhibit J, **Public Improvements Map, Attachment Two - Appendix**).

The estimated costs associated with the eligible public redevelopment projects is presented in **Table Eight, Estimated Redevelopment Project Costs**. These are projects that are necessary to carry out the capital improvements and programs identified in prior plans for the

Northwest Industrial Corridor and to address the additional needs identified in preparing this Plan. This estimate includes reasonable or necessary costs incurred or estimated to be incurred in the implementation of this Plan.

The City proposes to achieve its redevelopment goals and objectives for the Area through the use of public financing techniques including, but not limited to, tax increment financing; to undertake some or all of the activities and improvements authorized under the Act, including the activities and improvements described herein. The City also reserves the right to undertake additional activities and improvements authorized under the Act, if the need for activities or improvements change as redevelopment occurs in the Area.

The City may enter into redevelopment agreements with public or private entities for the furtherance of this Plan. Such redevelopment agreements may be for the assemblage of land; the construction, rehabilitation, renovation or restoration of improvements or facilities; the provision of services; or any other lawful purpose. Redevelopment agreements may contain terms and provisions which are more specific than the general principles set forth in this Plan and which may include affordable housing requirements.

3. Property Assembly:

Property acquisition and land assembly by the private sector in accordance with this Plan will be encouraged by the City. Additionally, the City may encourage the preservation of buildings that are structurally sound and compatible with the overall redevelopment of the Area.

To meet the goals and objectives of this Plan, the City may acquire and assemble property throughout the Area. The attached **Exhibit K1, Land Acquisition Map, Attachment Two - Appendix**, graphically illustrates the location of properties to be acquired. **Exhibit K-2, Land Acquisition List** indicates, in detail, properties to be acquired. Land assemblage by the City may be by purchase, exchange, donation, lease, eminent domain or through the Tax Reactivation Program and may be for the purpose of (a) sale, lease or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties.

TABLE EIGHT
Estimated Redevelopment Project Costs

<u>Activity</u>	<u>Cost</u>
1. Planning, Legal, Professional Services, Administrative	\$2,000,000
2. Property Assembly; Site Clearance & Clean-Up; Site Preparation	\$40,000,000
3. Rehabilitation Costs	\$10,000,000
4. Public Works or Improvements	\$20,000,000
5. Job Training	\$12,000,000
6. Taxing Districts Capital Costs,	\$30,700,000
7. Relocation Costs	\$3,000,000
8. Interest Subsidy	\$2,000,000
*Total Redevelopment Project Costs <u>\$119,700,000</u>	

Notes: *• All costs are 1998 dollars. In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected and may be made by the City without amendment to the Plan. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs as a result of changed redevelopment costs and needs.

As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and redevelopment.

The City may demolish improvements, remove and grade soils and prepare sites with soils and materials suitable for new construction. Acquisition, clearance and demolition will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tax producing redevelopment closely follows site clearance.

The City may (a) acquire any historic structure (whether a designated City or State landmark or on, or eligible for, nomination to the National Register of Historic Places); (b) demolish any non-historic feature of such structure; and (c) incorporate any historic structure or historic feature into a development on the subject property or adjoining property.

In connection with the City exercising its power to acquire real property not currently identified on the **Exhibit K1, Land Acquisition Map, Attachment Two - Appendix**, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary procedures of having each such acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council of the City. Acquisition of such real property as may be authorized by the City Council does not constitute a change in the nature of this Plan.

Land acquisition activities pursuant to the Land Acquisition Map will be initiated by the City within five years of the date of adoption of the Plan by the City.

E. Assessment of Financial Impact

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

Cook County. The County has principal responsibility for the protection of persons and property, the provision of public health services and the maintenance of County highways.

Cook County Forest Preserve District. The Forest Preserve District is responsible for acquisition, restoration and management of lands for the purpose of protecting and preserving open space in the City and County for the education, pleasure and recreation of the public.

Metropolitan Water Reclamation District of Greater Chicago. This district provides the main trunk lines for the collection of waste water from cities, villages and towns, and for the treatment and disposal thereof.

Chicago Community College District 508. This district is a unit of the State of Illinois' system of public community colleges, whose objective is to meet the educational needs of residents of the City and other students seeking higher education programs and services.

Board of Education of the City of Chicago. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade. Orr High School, Lloyd Elementary School, Wright Elementary, and Nash Elementary School are located within the boundaries of the Area. These schools are located on the **Existing Land Use Assessment Map, (Exhibit B in Appendix)**. Not included in the boundary of the Area but serving portions of the general neighborhood are the following public schools: Kelvyn High School, as well as Nixon, McAuliffe, Lewis Branch, Lewis, McNair, Spencer and Corkery Elementary Schools.

Chicago Park District. The Park District is responsible for the provision, maintenance and operation of park and recreational facilities throughout the City and for the provision of recreation programs. Hermosa Park is located within the Area and is located on the **Existing Land Use Assessment Map, (Exhibit B in Appendix)**.

Chicago School Finance Authority. The Authority was created in 1980 to exercise oversight and control over the financial affairs of the Board of Education.

City of Chicago. The City is responsible for the provision of a wide range of municipal services, including: police and fire protection; capital improvements and maintenance; water supply and distribution; sanitation service; building, housing and zoning codes, etc.

In addition to the major taxing districts summarized above, the City of Chicago Library Fund, the Chicago Urban Transportation District and the Northwest Home Equity Assurance have taxing jurisdiction over the Area.

The City finds that the financial impact of the Plan and the Area on or increased demand for facilities or services from any taxing district is not significant. The replacement of vacant and underutilized properties with industrial development may cause some increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District (M.W.R.D.), and fire and police protection as well as sanitary collection, recycling, etc. by the City. It is expected that any increase in demand for sanitary and storm sewage facilities can be adequately handled by existing treatment facilities of the M.W.R.D. Likewise, facilities of the City of Chicago are adequate to handle any increased demands which may occur.

The major thrust of this Plan is to: revitalize and restore existing business areas; assemble tracts of land for new private business development; accomplish the planned program of public improvements; achieve new business in-fill development wherever possible and address the needs identified herein which cause the area to qualify for TIF. Existing built-up areas are proposed to be revitalized and stabilized. This will not result in a need for new facilities or expanded services from area taxing bodies but TIF funds may be used to improve four public schools (Lloyd, Nash, Wright and Orr) and a public park (Hermosa Park) may also be improved with TIF funds.

The Area represents a very small portion (less than one-half of one percent - .0043%) of the total tax base of the City. The E.A.V. in the Area has not been growing, as previously noted, in recent years. Hence, the taxing bodies will benefit from a program designed to stabilize the tax base in the Area, check the declining tax revenues that are the result of deterioration in the Area and attract new growth and development in the future.

It is expected that benefits from new public and private investment targeted in the Area will result in spill-over new development and increased property values in adjoining neighborhoods of the community. The Illinois Department of Revenue, in a recent report (12-10-97), indicates that E.A.V. grows at a faster rate (6.7%) in areas outside of TIF boundaries, in communities where TIF's have been created, than does the E.A.V. in communities that do not create TIF's (3.5%). Thus, the spill-over effect occurs when TIF is utilized. Development outside the TIF Area will generate additional tax revenue for local taxing bodies.

The City will monitor the progress of the Plan and its future impacts on all local taxing bodies. In the event significant adverse impacts are identified that increase demands for facilities or services in the future, the City will consider utilizing tax increment proceeds or other revenues, to the extent they are available, to assist in addressing the needs.

F. Prior Efforts

A description has been previously given regarding prior plans, studies and activities initiated by the City and others designed to guide the revitalization of the Area. Each of these prior efforts involved area residents, elected officials, businesses and groups such as the Greater North Pulaski Development Corporation and Bethel New Life. Numerous meetings in the Area have elicited comments and inputs from those residing in or doing business in the Area.

Each of the efforts outlined previously have documented the need for continued and broader efforts to address the very significant needs of the Area. The community leaders and businesses point to the need for expanded concerted efforts to: eliminate the numerous blighted areas; redevelop the abandoned sites; reduce crime in the area; improve transportation service, including vehicular traffic and safety measures; initiate employment training programs so as to better prepare the labor force in the area for employment opportunities; undertake physical improvements to improve the appearance, image and marketability of the Area and other proposals to restore the Area to one of long-term economic life and stability.

SECTION VII - STATUTORY COMPLIANCE AND IMPLEMENTATION STRATEGY

The development and follow through of an implementation strategy is a key element in achieving the success of this Plan. In order to maximize program efficiency and to take advantage of current developer interest in the Area, and with full consideration of available funds, a phased implementation strategy will be employed.

A combination of private investments and projects and public improvements and projects is an essential element of the Plan. In order to achieve this end, the City may enter into agreements with public entities or private developers, where deemed appropriate by the City, to facilitate public or private projects. ~~The City may also contract with others to accomplish certain public projects and activities as contained in this Plan.~~

Costs that may be incurred by the City in implementing this Plan may include, without limitation, project costs and expenses that may be eligible under the Act, as amended from time to time, including those costs that are necessary and related or incidental to those listed below as currently permitted by the Act:

1. Costs of studies, surveys, development of plans and specifications, implementation and administration of the Plan including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services.
2. Property assembly costs, including but not limited to acquisition of land and other property, real or personal or rights or interests therein, demolition of buildings, and the clearing and grading of land.
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings and fixtures.
4. Cost of construction of public works or improvements.
5. Cost of job training and retraining projects.
6. 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 thereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding thirty-six (36) months thereafter and including reasonable reserves related thereto.

7. All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred (consistent with statutory requirements) in furtherance of the objectives of the Plan and Project, to the extent the municipality by written agreement accepts and approves such costs.
8. 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.
9. Payments in lieu of taxes.
10. ~~Costs of job training, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs: (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a Redevelopment Project Area; (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code;~~
11. Interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:
 - (A) such costs are to be paid directly from the special tax allocation fund established pursuant to this Act; and
 - (B) such payments in any one year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;
 - (C) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to

this paragraph (11) then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and

(D) the total of such interest payments paid pursuant to this Act may not exceed 30% of the total: (i) cost paid or incurred by the redeveloper for the redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act.

A. Most Recent Equalized Assessed Valuation

The most recent total equalized assessed valuation for the Area has been estimated by the City at approximately \$145.4 million (see attached list of PIN's, Attachment Four, 1997 E.A.V. by Tax Parcel). This figure will be verified by the County Clerk of Cook County.

B. Redevelopment Valuation

Contingent on the adoption of this Plan and Project and commitment by the City to the redevelopment program, it is anticipated that several major private developments and/or improvements may occur within the Area.

The private redevelopment investment in this Area is expected to increase the equalized assessed valuation by approximately \$30 million to \$40 million upon completion of the potential private projects. This is based, in part, upon an assumption that the undeveloped land will be built upon with a floor area ratio (FAR) of .30 generating nearly 2,000,000 square feet of new industrial development in the area and that the 600,000 sq. ft. of vacant building area will be improved and increase in assessed value. These actions will stabilize values in the remainder of the area.

C. Source of Funds

The primary source of funds to pay for Redevelopment Project Costs associated with implementing the Plan shall be funds collected pursuant to tax increment allocation financing to be adopted by the City. Under such financing, tax increment revenue resulting from increases in the equalized assessed value (E.A.V.) of property, in the Area shall be allocated to a special fund each year (the "Special Tax Allocation Fund"). The assets of the Special Tax Allocation Fund shall be used to pay Redevelopment Project Costs and retire any obligations incurred to finance Redevelopment Project Costs.

Additional property tax abatements under the State of Illinois Enterprise Zone (E/Z) will not be permitted in the future as the TIF program is implemented. The City may permit other benefits of the E/Z, i.e., waiver of permit fees and sales tax on building products; job tax credits; etc.

In order to expedite the implementation of the Plan and construction of the public improvements and projects, the City of Chicago, pursuant to the authority granted to it under the Act, may issue bonds or other obligations to pay for the eligible redevelopment project costs. These obligations may be secured by future revenues to be collected and allocated to the Special Tax Allocation Fund.

If available, revenues from other economic development funding sources, public or private, will be utilized. These may include City, State and Federal Programs, local retail sales tax, applicable revenues from any adjoining tax increment financing areas, and land disposition proceeds from the sale of land in the Area, as well as other revenues. The final decision concerning redistribution of yearly tax increment revenues may be made a part of a bond ordinance.

The Area may, in the future, be contiguous to, or be separated only by a public right-of-way from, other redevelopment project areas created under the Act. The City may utilize net incremental property taxes received from the Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, or those separated only by a public right-of-way, and vice versa. The amount of revenue from the Area made available to support such contiguous redevelopment project areas, or those separated only by a public right-of-way, when added to all amounts used to pay eligible Redevelopment Project Costs within the Area, shall not at any time exceed the total Redevelopment Project Costs described in this Plan.

The Area may become contiguous to, or be separated only by a public right of way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.6-1, et seq. (1996 State Bar Edition), as amended. 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 Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Plan that net revenues from the Area be made available to support any such redevelopment project areas, and vice versa. The City therefore proposes to utilize net incremental revenues received from the Area to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas, and

vice versa. Such revenues may be transferred or loaned between the Area and such areas.

The amount of revenue from the Area so made available, when added to all amounts used to pay eligible redevelopment project costs within the Area or other areas as described in the preceding paragraph, shall not at any time exceed the total redevelopment project costs described in Table Eight of this Plan.

D. Nature and Term of Obligation

Without excluding other methods of City or private financing, the principal source of funding will be those deposits made into the Special Tax Allocation Fund of monies received from the taxes on the increased value (above the initial equalized assessed value) of real property in the Area. These monies may be used to repay private or public sources for the expenditure of funds made as Redevelopment Project Costs for applicable public or private redevelopment activities noted above, or may be used to amortize Tax Increment Revenue obligations, issued pursuant to this Plan, for a term not to exceed 20 years bearing an annual interest rate as permitted by law. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the bonds and not needed for other redevelopment project costs or early bond retirements may be declared as surplus and become available for distribution annually to the taxing bodies to the extent that this distribution of surplus does not impair the financial viability of the project or the bonds. One or more bond issues may be sold at any time in order to implement this Plan.

E. Completion of Redevelopment Plan

The estimated date for the completion of the Plan is no later than 23 years from the date of adoption of the Plan by the City.

F. Commitment To Fair Employment Practices and Affirmative Action Plan

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

1. The assurance of equal opportunity in all personnel and employment actions, including, but not limited to: hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed or ancestry.

2. Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in redevelopment agreements.
3. This commitment to affirmative action will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.

In order to implement these principles, the City shall require and promote equal employment practices and affirmative action on the part of itself and its contractors and vendors. In particular, parties engaged by the City shall be required to agree to the principles set forth in this section.

G. Amending the Redevelopment Plan

This Plan may be amended in accordance with the provisions of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1, et. seq., as amended (1996 State Bar Edition) (the "Act"). Also, the City shall adhere to all reporting requirements and other statutory provisions.

H. Conformity of the Redevelopment Plan (Plan) for the Project Area (Area) To Land Uses Approved by the Planning Commission of the City

This Plan and the Project described herein include the generalized land uses set forth on the Generalized Land Use Plan, as approved by the Chicago Plan Commission prior to the adoption of the Plan by the City of Chicago.

I. City Policies

1. The City may incur redevelopment project costs which are paid for from funds of the City other than incremental taxes and the City may then be reimbursed for such costs from incremental taxes.
2. The City intends to monitor development in the Area and with the cooperation of the other affected taxing districts will attempt to ensure that any increased needs for schools and open lands are addressed in connection with any particular residential development.
3. Businesses or households legally occupying properties to be acquired by the City may be provided with relocation advisory and financial assistance as determined by the City.

4. The City requires that developers who receive TIF assistance for market rate housing set aside 20% of the units to meet affordability criteria established by the City's Department of Housing. Generally, this means the affordable for-sale units should be priced at a level that is affordable to persons earning no more than 120% of the area median income, and affordable rental units should be affordable to persons earning no more than 80% of the area median income.
5. The City may enter into redevelopment agreements or intergovernmental agreements with private entities to construct, rehabilitate, renovate or restore private improvements on one or several parcels (collectively referred to as Redevelopment Projects).
6. The City may acquire property consistent with provisions stated in **Section VI (D), Redevelopment Projects.**
7. The City will pursue their overall goal of employment of residents within and surrounding the Area in jobs in the Area and in adjacent redevelopment project areas. In this regard, the following objectives are established to meet the goals of the Plan and Project:
 - i. Establish job readiness and job training programs to provide residents within and surrounding the Area with the skills necessary to secure entry level and permanent jobs in the Area and in adjoining Areas.
 - ii. Secure commitments from employers in the Area and adjacent Areas to interview graduates of the Area's job readiness and job training programs.

The above includes taking appropriate actions to work with Area employers, local community organizations and residents to provide job readiness and job training programs that meet employers hiring needs.

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Attachment One

Eligibility Study

Eligibility Study

Northwest Industrial Corridor TIF Redevelopment Plan and Project

**City of Chicago
Richard M. Daley
Mayor**

July 27, 1998

**Prepared By
PGAV Urban Consulting**

And

R. M. CHIN & ASSOCIATES, INC.

**Eligibility Study
Northwest Industrial Corridor
TIF Redevelopment Plan and Project
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I. INTRODUCTION

PGAV Urban Consulting (Consultant) has been retained by the City of Chicago (the "City") to prepare a Tax Increment Redevelopment Plan for the proposed redevelopment project area known as the Northwest Industrial Corridor, Chicago, Illinois (the "Area"). Prior to preparation of the Redevelopment Plan, the Consultant undertook various surveys and investigations of the Area to determine whether the Area, containing all or part of 166 City blocks and nearly 1,200 acres, qualifies for designation as a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 *et seq.*, (1996 State Bar Edition), as amended ("the Act"). This report summarizes the analyses and findings of the Consultants' (PGAV) work. This assignment is the responsibility of PGAV Urban Consulting who has prepared this Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of this Eligibility Study in proceeding with the designation of the Area as a redevelopment project area under the Act, and 2) on the fact that PGAV Urban Consulting has obtained the necessary information to conclude that the Area can be designated as a redevelopment project area in compliance with the Act.

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

This Eligibility Study is a part of the overall Tax Increment Redevelopment Plan for the Northwest Industrial Corridor. Other portions of the Redevelopment Plan contain information and documentation as required by the Act for a redevelopment plan.

II. BACKGROUND INFORMATION

A. *Location and Size of Area*

The Northwest Industrial Corridor (Area) is located 4.5 miles west of downtown Chicago and approximately 1.5 miles north of the Eisenhower Expressway. The Area contains nearly 1,200 acres and consists of 166 (full and partial) blocks.

The boundaries of the Area are described on the **Legal Description (Attachment Three - Appendix)** and are geographically shown on **Exhibit A, Boundary Map (Attachment Two - Appendix)**. The existing land uses are identified on **Exhibit B, Existing Land Use Assessment Map (Attachment Two - Appendix)**.

B. *Description of Current Conditions*

The Area consists of 166 (full and partial) city blocks, 1,256 buildings and approximately 2,650 parcels covering nearly 1,200 acres. Of the nearly 1,200 acres in the Area, the gross land use percentage breakdown is as follows: industrial - 56%; commercial - 2.5%; residential - 2.8%; institutional and related - 3.3%; vacant undeveloped parcels - 10.8%; and public right-of-way - 24.6%.

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

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

The Area on the whole has not been subject to growth and investment and is not expected to do so without the adoption of this Redevelopment Plan. There is an extensive history and a pattern of disinvestment in the Area. Numerous industries have left the Area as documented in prior sections of this Plan. Prior efforts by the City, Area leaders and residents, businesses and groups such as Greater North Pulaski Development Corporation, Bethel New Life, Sharebank Enterprise, West Side Industrial Research and Retention Corporation, Inc. have, although, in some instances met with limited success, failed to arrest the decline of the overall Area. The City and

others have invested heavily in various plans and programs in attempts to attract new growth and development.

The City and the State of Illinois ("State") have designated much of this entire section of the community as an Enterprise Zone (see **Exhibit G, Enterprise Zone Map, Attachment Two - Appendix**). As noted on the map, virtually all of the Area qualifies under the various provisions of the State of Illinois Enterprise Zone Act. The City and the U. S. Department of Housing and Urban Development have included the Area in the Federal Empowerment Zone Program. (See **Exhibit H, Empowerment Zone Map, Attachment Two - Appendix**) These initiatives have not reversed the decline of the Area but in the future will, as components of this overall tax increment finance strategy, greatly assist in addressing Area problems.

In the period of 1991 through 1997, the City of Chicago's equalized assessed value increased from \$27.4 billion to \$33.4 billion. This represents a gain of \$6.0 billion (total of 22% or annual average of 3.7%) during this six-year period. Cook County E.A.V. increased from \$60 billion in 1991 to \$75.5 billion in 1997 for a gain of \$15.0 billion (total of 25% or 4.1% annual average) during this six-year period. The E.A.V. for the Area grew from \$133.9 million in 1991 to \$145.4 million in 1997 (annual average of 1.3%) during this six year period. Further, approximately 26% of the properties in the Area are delinquent in the payment of 1996 real estate taxes

Of the approximately 1,256 buildings and 1,200 acres in the Area, only eight major new buildings have been built in the past decade. Only one of these is an industrial building (Crucible Company). Approximately 96% of the buildings exceed 35 years of age.

Long-term vacancies exist in buildings and vacant tracts of land as private development interests are not attracted to the Area. The numerous vacant lots and over 600,000 sq. ft. of vacant floor area adds significantly to the view that the Area is in a state of decline and that market acceptance of the Area is not favorable.

It is clear from the study of this Area and documentation in this Eligibility Study (long-term vacancies, high percentage of properties that are tax delinquent, absence of new development occurring, stagnant E.A.V., etc.) that private investment in revitalization and redevelopment has not occurred to overcome the blighted conditions that currently exist. The Area is not reasonably expected to be developed without the aggressive efforts and leadership of the City, including the adoption of the Redevelopment Plan.

C. *Area Data and Profile*

As a part of the City of Chicago overall strategy to: address blighted conditions in targeted areas, increase property values, retain viable businesses; recruit new businesses into the City and check the loss of industrial jobs from the inner-City, the City of Chicago has designated various industrial corridors (in 1994) for programs of planning and capital improvements. Each of these corridors has received or will receive funding for planning and capital improvement programs.

The primary purpose of this Northwest Industrial Corridor Tax Increment Redevelopment Plan and Project is to establish a program of addressing the blighting conditions in the Area and those factors which cause the Area to qualify under the Act. Further, the planned tax increment finance program identified in this Plan is designed to lead to retention of existing businesses and promote the Area for new business development and private investment.

Overall goals of the Strategic Development Plan (May 7, 1995) for the Northwest Industrial Corridor addressed the five requirements of the industrial corridor planning process as developed by the City of Chicago.

These goals are in addition to those of the tax increment finance program:

1. Improve safety and security;
2. Improve accessibility and functionality;
3. Develop a management entity;
4. Improve the appearance and establish an identity; and
5. Increase the Area's marketability and competitiveness.

This Northwest Industrial Corridor is one of the 22 industrial corridors identified by the City. It is located approximately 4.5 miles west of Downtown Chicago and 1.5 miles north of the Eisenhower Expressway. Access to the Kennedy Expressway (I-94) is good while access to the Eisenhower Expressway (I-290) is limited. It is an irregularly shaped area bounded generally by Fullerton Avenue on the north and Lake Street on the south, Kostner and Cicero Avenues on the east and west, respectively. The Area includes the Northwestern Center for Industry industrial park (started in the mid 1960's), the Lake/Kinzie industrial district and various smaller sub-areas for businesses as shown herein. The corridor contains in excess of 220 businesses that employ more than 15,000 workers. The two most prevalent types of industrial businesses are non-electrical machinery and fabricated metal products. The largest employment sector is food and kindred products that provide over 5,000 jobs in the Area.

The Northwest Industrial Corridor developed around three major rail lines: the Chicago and Northwestern; the Soo and the Belt Line. All three continue to provide rail service to Chicago industries. Cicero, Fullerton, Chicago, Division, Pulaski, Lake, North and Grand Avenues, all major vehicular traffic arteries, serve the Area carrying high volumes of truck traffic transporting heavy loads of freight.

Public Transportation

The Northwest Industrial Corridor is well-served by public transportation, including CTA bus, CTA rail, and Metra commuter rail.

CTA bus routes that traverse the corridor and areas surrounding the corridor include:

- *North-South Routes*
 - Route 57: Laramie Avenue
 - Route 54: Cicero Avenue
 - Route 53: Pulaski Road
 - Route 65: Grand Avenue (NW/SE)

- *East-West Routes*
 - Route 74: Fullerton Avenue
 - Route 73: Armitage Avenue
 - Route 72: North Avenue
 - Route 70: Division Street
 - Route 66: Chicago Avenue
 - Route 16: Lake Street

Within this system, bus routes 54 (Cicero), 66 (Chicago), 70 (Division), 72 (North), and 73 (Armitage) provide the most direct transit access. At least two of these routes provide strategic linkages to areas outside the Area. Route 54 links to other regional and City-serving transit to the north (Jefferson Park) and south (Midway). Route 73 links to the east (Clybourn).

CTA rapid transit service is provided at the southern end of the Area along the Lake Street Green Line, which was reopened in May 1996. Stations are located at Pulaski and Cicero. A "superstation" is proposed for the Pulaski station and includes plans for surrounding transit-oriented development.

Metra commuter rail service is provided along the Milwaukee District West Line, which travels just south of Cortland Avenue. Stations are located at Tripp (Hermosa station) and just east of Laramie (Cragin Station). Also

nearby is the Milwaukee District North Line, which runs northwest/southeast on the eastern side of Pulaski. The Healy Station is located near Pulaski and Fullerton. CTA bus Route 53 connects to this station. The Metra CNW West Line runs parallel to Kinzie Street, but does not have a station in or near the Area. A new station on the Milwaukee West Line at Cicero Avenue has been proposed by the Greater North-Pulaski Development Corporation.

Ten to fifteen percent of employees use CTA bus for work trips. This translates into 3,000-plus riders per day (two-way). Ridership on Metra is much lower. The factors influencing the use of transit include environmental (safety and security) conditions at stations and stops and the accessibility of transit service to places of employment in the Area.

Street System

The use of one-way streets is prevalent throughout the Area. Because of the importance of curb parking to residences, the narrow street widths generally preclude effective two-way traffic flow.

The pattern of one-way streets reflects the use of this measure in a highly localized manner, rather than as a systematic approach. Along the west side of Cicero Avenue, east-west streets have uniform alternating one-way patterns. This is not represented in the general area east of Cicero Avenue. One-way operation exists for a single street or single block, or the same direction of flow exists on adjacent streets.

The distinction between collector streets and local streets is not always clear in the Area. The latter tend to absorb various non-local traffic movements.

Viaducts. Several viaducts in the Area are lower than the minimum height of 13 feet, 6 inches, which is the maximum allowed truck height. The majority of these viaducts are along the Beltline/CNW line located over east-west streets. Low vertical clearance at some overpasses causes truck access patterns to be very circuitous through the Area in relation to the regional highway system. Identified viaduct improvements are noted at the following locations:

- Beltline/CNW and Armitage
- Beltline/CNW and Grand
- Soo Line/Metra and Grand
- CNW/Metra at Pulaski

Parking. Most arterial streets have peak-period parking restrictions, which can increase street capacity and improve efficiency. However, on-street

parking enforcement, particularly along Cicero, is not effective, which significantly diminishes peak-hour traffic capacity of the street. Most industrial land uses provide some off-street parking, particularly the larger employers. Neighborhood encroachment by employee vehicles is a problem at some locations. Parking is a key issue for residential areas, and several have parking permit programs.

Area Decline

During the past two decades the Area has experienced the closure of major industrial and manufacturing facilities. The closure of these operations resulted in a significant reduction in employment and loss of confidence in the Area by the private sector. This has contributed to lack of stability in the neighborhood and Area deterioration.

There remains a need to eliminate the blighting conditions that exist in the corridor and address the problems associated with the Area blight, abandoned buildings and vacant sites at various locations. Per surveys of corridor industries by Greater North-Pulaski Development Corporation, Area blight and deterioration, crime and safety are major concerns of businesses in the Area as more than 80 percent have experienced burglary, vandalism and/or armed robbery. Obstacles to efficient business operations by existing industries in the Area include: difficulty with trucks and suppliers servicing the Area due to low viaducts; poor street maintenance; limited street access, awkward traffic arrangements and a need to improve transportation facilities and services.

The City proposes to use tax increment financing, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital. The Area, on the whole, has not been subject to growth and development through investment by private enterprise and is not likely to do so without the adoption of this proposed Plan.

The public projects that are anticipated for the Area may include, but are not limited to: land assembly; property rehabilitation; street construction; transportation improvements; utility work; and planned improvements to various existing properties; private developer assistance; site clean-up and preparation; marketing; promotions and other TIF eligible activities.

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

D. Existing Land Use and Zoning Characteristics

Below is a tabulation of land area by land use category:

**Table One
 Tabulation of Existing Land Use
 (Gross Area)**

Land Use	Land Area Gross Acres	% of Gross Land Area
Industrial (Includes Parking, Loading, Storage)	670	56%
Commercial	30	2.5
Public, Institutional, Medical, Social Service, Semi Public	40	3.3
Undeveloped Land	130	10.8
Public Right-Of-Way	294	24.6
Residential	33	2.8
	1,197 Acres	100%

At the present time, the existing land uses itemized in Table One, are predominantly industrial in nature as 74% of the net area (exclusive of public right-of-way) is industrial. In addition to industry, the Area is home to a small scattering of commercial uses along Fullerton, Cicero, Armitage, North Avenue and Chicago Avenue. A small shopping center containing a Venture Store and Jewel Osco exists at Grand and Kostner. These land use patterns are reflective of the underlying zoning. The majority of property within the Area is zoned for light to medium industry as evidenced by the zoning that exists in the Area (see **Exhibit I, Generalized Existing Zoning Map, Attachment Two - Appendix**).

There are no significant multi-tenant retail shopping centers in the Area. The few pockets of residential existing in the Area are small and cut-off from larger neighborhoods by arterial streets. Less than 3% of the total gross land area in the Area is residential. The close juxtaposition of residential and

industrial uses often creates conflicts. This occurs in terms of traffic generation and general environmental conditions. Employee and truck traffic flows through residential areas. This is particularly evident in the Lake Kinzie portion of the Area. Competition for street space (on-street parking and traffic capacity) interferes with the normal functions of both industrial and residential land uses. Where these mixed land use patterns exist (including areas where vacant buildings and lots occur) environmental conditions have deteriorated. Dumping of trash, existence of abandoned autos, debris, etc. have created a very poor visual perception of many areas and conditions where crime, public safety and security is a problem.

The Northwestern Center for Industry exists at Chicago to Kinzie/Beltline to Pulaski. This industrial park was started over 30 years ago and houses a number of viable industries. This Area has never been fully absorbed by the market place. This project still has sizeable tracts of vacant land totaling nearly 50 acres that have failed to attract development interest.

III. QUALIFICATION AS A BLIGHTED AREA

A. *Illinois Tax Increment Allocation Redevelopment Act*

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a Blighted Area, a Conservation Area (or a combination of the two) or an Industrial Park Conservation Area as defined at 5/11-74.4-3(a) of the Act:

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

The Act also states at 65 ILCS 5/11-74.4-3(n) that: “***. No redevelopment plan shall be adopted unless a municipality . . . finds that the redevelopment project area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the redevelopment plan.”

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

B. Survey, Analysis and Distribution of Eligibility Factors

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

It was determined that the Area qualifies as a Blighted Area consistent with provisions of the Act that apply to “improved” areas as well as “vacant” and/or unimproved areas. Approximately 130 acres of the 1200 acres in the Area are currently vacant. Vacant or undeveloped tracts of land comprise only 11% of the land in the Area. The remaining improved parcels comprise 89% of the Area.

A block-by-block analysis of the 166 blocks was conducted to identify the eligibility factors for the improved and vacant parts of the Area (see **Blighting Factors Matrix Tables Two through Seven** and narrative regarding vacant areas). Each of the factors relevant to making a finding of eligibility is present as stated in the tabulations.

C. Building Evaluation Procedure

This section identifies how the properties within the Area were evaluated.

During the field survey, all components of and improvements to the subject properties were examined to determine the presence and extent to which blighting factors existed in the Area. Field investigators on the staff of PGAV Urban Consulting included a registered architect and professional planners.

They conducted research and inspections of the Area in order to ascertain the existence and prevalence of the various blighting factors described in the Act and Area needs. These inspectors have been trained in TIF survey techniques and have vast experience in similar undertakings. PGAV staff was assisted by information and various studies obtained from: the City of Chicago; Greater North-Pulaski Development Corporation; Bethel New Life, Incorporated and materials from various consultants employed by the above organizations. Based on these investigations and qualification requirements and the determination of needs and deficiencies in the Area the qualification and the boundary of the Area was determined.

D. Statutory Qualifications

The conditions which cause an area to qualify as defined in the Act are as follows:

1. Eligibility of a Blighted Area

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

which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the Redevelopment Project Area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

E. Investigation and Analysis of Blighting Factors

In determining whether or not the proposed Area meets the eligibility requirements of the Act, various methods of research were accomplished in addition to the field surveys. The data includes information assembled from the sources below:

1. Contacts with local individuals knowledgeable as to Area conditions and history, age of buildings and site improvements, methods of construction, real estate records and related items, as well as examination of existing studies and information related to the Area. Previous planning studies and reports have been utilized as noted previously in Section III. Aerial photographs, Sidwell block sheets, etc. were also utilized.
2. Inspection and research as to the condition of local buildings, streets, utilities, etc.
3. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures of determining conditions of local properties, utilities, streets, etc. and determination of eligibility of designated areas for tax increment financing.
4. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Increment Finance Areas in 1988.
5. Adherence to basic findings of need as established by the Illinois General Assembly in establishing tax increment financing which became effective on January 10, 1977. These are:

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

ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.

iii. These findings are made on the basis that the presence of blight or conditions which lead to blight is detrimental to the safety, health, welfare and morals of the public.

F. Analysis of Conditions in the Improved Area

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

The report stated below details conditions which cause the Area to qualify under the Act per surveys and research undertaken at various times:

1. Age Of Structures - Definition

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures and exposure to the elements over a period of many years. As a rule, older buildings typically exhibit more problems than buildings constructed in later years because of longer periods of active usage (wear and tear) and the impact of time, temperature and moisture. Additionally, older buildings tend not to be ideally suited for modern-day meeting space and development standards.

Summary of Findings Regarding Age:

The Area contains a total of 1,256 main buildings, of which 96%, or 1,200 buildings that are 35 years of age or older as determined by field surveys and local research.

2. Dilapidation - Definition

Dilapidation refers to an "advanced" state of disrepair of buildings or improvements, or the lack of necessary repairs, resulting in the building or improvement falling into a state of decay. Dilapidation as a factor is based upon the documented presence and reasonable distribution of buildings and improvements that are in an advanced

state of disrepair. At a minimum, dilapidated buildings should be those with critical defects in primary structural components (roof, bearing walls, floor structure and foundation), building systems (heating, ventilation, lighting, and plumbing) and secondary structural components in such combination and extent that:

- a. major repair is required; or
- b. the defects are so serious and so extensive that the buildings must be removed.

Summary of Findings Regarding Dilapidation:

Of the 1,256 main buildings in the Area, 275 buildings, or 21%, were found to exhibit an advanced state of disrepair. The exterior field survey of main buildings in the Area found structures with critical defects in primary structural components such as roofs, bearing walls, floor structure and foundations and in secondary structural components to an extent that major repair or the removal of such buildings is required.

3. Obsolescence - Definition

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

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

a. **Functional Obsolescence:** Structures are typically built for specific uses or purposes and their design, location, height and space arrangement are each intended for a specific occupancy at a given time. Buildings are obsolete when they contain characteristics or deficiencies which limit the use and marketability of such buildings. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, improper orientation of building on site, etc., which detracts from the overall usefulness or desirability of a property. Obsolescence in such buildings is typically difficult and expensive to correct.

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

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

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

Summary of Findings Regarding Obsolescence:

The field survey of main buildings and parcels in the Area found that certain buildings and parcels exhibit characteristics of obsolescence. Obsolete buildings or site improvements were found in and on 15% or 186 of the 1,256 main buildings in the Area. 521 lots were found to be obsolete due to platting factors cited above. Obsolete site improvements also exist along streets caused by obsolete construction of streets. Narrow streets or driveways, irregular widths, poor or inadequate turning radii or site lines and lack of paved surfaces on driveways and service areas exist throughout the Area.

4. Deterioration - Definition

Deterioration refers to physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. While deterioration may be evident in basically sound buildings (i.e., lack of painting, loose

or missing materials, or holes and cracks over limited areas), such deterioration can be corrected through normal maintenance. Such deterioration would not be sufficiently advanced to warrant classifying a building as being deteriorated or deteriorating within the purposes of the Act.

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

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

The field survey documents the location, extent and distribution of deteriorating buildings and other site improvements.

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

Summary of Findings Regarding Deterioration:

Throughout the Area, deteriorating conditions were recorded in 80% or 1,013 of the 1,256 main buildings. The exterior field survey of main buildings in the Area found structures with major defects in the secondary structural components, including windows, doors, gutters, downspouts, porches, chimneys, fascia materials, etc.

5. Illegal Use of Individual Structures – Definition

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

- a. illegal home occupations;

- b. conduct of any illegal vice activities such as gambling or drug manufacture;
- c. uses not in conformance with local zoning codes and not previously grandfathered in as legal nonconforming uses;
- d. uses involving manufacture, sale, storage or use of dangerous explosives and firearms.

Summary of Findings Regarding Illegal Use of Individual Structures:

No evidence of this factor is documented in the Area.

6. Presence of Structures Below Minimum Code - Definition

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

Summary of Findings Regarding Presence of Structures Below Minimum Code

No evidence of this factor is documented in the Area.

7. Excessive Vacancies - Definition

Establishing the presence of this factor requires the identification, documentation and mapping of the presence of vacant buildings which are unoccupied or underutilized and which represent an adverse influence on the Area because of the frequency, extent, or duration of such vacancies. It includes properties which evidence no apparent effort directed toward occupancy or utilization and partial vacancies.

Summary of Findings Regarding Excessive Vacancies:

The field investigation indicates that 148 buildings, 11% of the total 1,256 main buildings, have excessive vacancy of floor space. There is in excess of 600,000 sq. ft. of vacant floor space in the Area. Also, 81 of the

buildings or 6% were found to be abandoned. In many instances these vacant floor spaces have not been utilized for some time.

**8. Overcrowding of Structures and Community Facilities -
Definition**

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

***Summary of Findings Regarding Overcrowding of Structures
and Community Facilities:***

No evidence of this factor is documented in the Area.

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

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

Typical requirements for ventilation, light and sanitary facilities include:

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

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

Summary of Findings Regarding Lack of Ventilation, Light or Sanitary Facilities:

No evidence of this factor is documented in the Area.

10. Inadequate Utilities - Definition

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

Summary of Findings Regarding Inadequate Utilities:

No evidence of this factor is documented in the Area.

11. Excessive Land Coverage - Definition

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

Summary of Findings Regarding Excessive Land Coverage:

Structures up to the property lines with party or fire walls separating one structure from the next is an historical fact of high density urban development. This situation is common throughout the Area. In many commercial and industrial sections of the Area, buildings cover so much of the property that there is inadequate space for off-street loading or parking. Also, various neighborhood problems associated with traffic exist.

Of all of the properties in the Area, 1,130 of the properties revealed some evidence of excessive land coverage.

12. Deleterious Land Use or Layout-Definition

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

Summary of Findings Regarding Deleterious Land Use or Layout:

In an area such as this Area where its character has evolved over the years, industrial uses have merged with residential uses. It is not unusual to find small pockets of residential buildings within a predominantly industrial area. Although these areas may be excepted by virtue of age ("grandfather" clauses) as legal non-conforming uses, they are, nonetheless, incompatible land uses inasmuch as the predominant character of the Area is industrial. As noted previously, 74% of the net acreage of the Area (minus streets and public right-of-way) is used for industrial purposes. The Area contains approximately 430 dwelling units which exist in neighborhoods that are predominantly non-residential. Conflicts in traffic, parking and environmental conditions exist in those portions of the Area where these deleterious conditions exist.

13. Depreciation of Physical Maintenance - Definition

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

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

sidewalks; lack of vegetation; lack of paving and dust control; potholes, standing water; fences in disrepair; lack of mowing and pruning of vegetation, etc.

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

Summary of Findings Regarding Physical Maintenance:

Depreciation of physical maintenance is widespread throughout the Area. A majority of the parcels in the Area exhibit characteristics that show a depreciation of physical maintenance. Of the 1,256 main buildings in the Area, 93% or 1,178 of the buildings are impacted by a depreciation in physical maintenance, based on the field surveys conducted. These are combined characteristics in building and site improvements.

Yard areas and vacant parcels existing in the Area exhibit signs of depreciation of physical maintenance due to a lack of paving and dust control; lack of mowing and pruning of vegetation.

Streets and off-street parking areas throughout the Area exhibit signs of depreciation of physical maintenance due to broken or cracked surfaces and areas of loose or missing materials.

14. Lack of Community Planning - Definition

This may be counted as a factor if the Area developed prior to or without the benefit or guidance of a community plan. This means that no community plan existed or it was considered inadequate, and/or was virtually ignored during the time of the area's development.

Summary of Findings Regarding Lack of Community Planning:
Numerous examples exist that indicate community planning has been inadequate. Some examples include:

1. *Streets in the industrial and commercial areas that are too narrow to accommodate truck movements.*
2. *Street intersections that do not conform to modern traffic engineering standards and practices.*

3. *One-way street systems that exist with little regard for overall systematic traffic planning.*
4. *Street parking existing on streets that are too narrow to accommodate two-way traffic and street parking.*
5. *Viaducts that are lower than minimum height requirements creating truck clearance problems.*
6. *Some larger tracts of land suffer from improper platting that has led to some parcels having awkward configuration and/or unusual dimensions.*
7. *Some properties in the Area do not enjoy good access to public streets.*
8. *Some pockets of residential land use and residential zoning exist that present incompatible relationships in areas with a heavy industrial environment.*
9. *Numerous commercial/industrial properties exist that are too small to adequately accommodate appropriate off-street parking and loading requirements.*

G. Analysis of Undeveloped or Vacant Property

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

As vacant land, the property may qualify as blighted if the "sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4)

the area consists of unused railyards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose." (65 ILCS 5/11-74.4-3(a)(1996 State Bar Edition), as amended.

Summary of Findings Regarding Undeveloped or Vacant Property:

There are 521 vacant and undeveloped lots in the nearly 1,200 acre Area. Blighted buildings once existed on many of these lots and demolition has occurred. There is little development interest for these vacant lots in their present size and configuration. Also included in the vacant land category are several tracts of land that are developable and have been on the market for many years with no interest from the private market. A discussion of the relevant eligibility consideration for these areas is stated below. The vacant parcels are illustrated on the Exhibit B, Existing Land Use Assessment Map, Attachment Two - Appendix, and summarized in the discussion below:

The following discussion (paragraphs i - viii below) identifies tracts of land of varied sizes totaling 86.5 acres of land. These are tracts of land that have been on the market for some time and available for development with little private sector interest:

- i. *A 4 acre vacant tract of land exists at 4600 W. Cortland St. This tract has been vacant and on the market for over 20 years. The vacant tract is virtually landlocked as a result of obsolete platting. This property is also delinquent in payment of 1996 property taxes. Deteriorated buildings and site improvements exist north and west of the tract. The vacant 300,000 square foot former Ekco Building (vacant since the 1980's) is west of this site. The C. & N. W. R. R. is adjacent to the east of this site.*

- ii. *This 7 acre tract is located at C. M. ST. P&P R.R. & Kostner. Buildings formerly occupied this site that housed the Schwinn Bicycle Company that closed operations in the 1970's. These buildings were badly deteriorated and had to be cleared to eliminate this blighting condition. Hence, the area immediately before becoming vacant qualified as a vacant and blighted improved area.*
- iii. *North of Division and along the east side of the C. & N. W. R. R. property is a 17 acre tract of land. This tract has 5 PINS with two separate owners (Union Pacific and General Iron). This tract is an abandoned railroad right-of-way formerly used as a switching yard. The property represents obsolete platting due to its shallow depth, limited street frontage and narrow configuration. The tract is used for illegal dumping and is adversely influenced by deteriorating structures and site improvements in neighboring areas adjacent to the site.*
- iv. *This 7 acre site was formerly occupied by the Stewart Warner Corporation with the blighted buildings being recently demolished. It is located between Division and North Streets fronting Kostner. The site has 3 PINS and two owners (Stewart Warner and Pyle National, Inc.). This site qualified as a blighted improved tract before becoming vacant. The site is adversely impacted by deteriorated buildings and site improvements in neighboring areas adjacent to the site. Two of the three PINs are delinquent in the payment of 1996 real estate taxes.*
- v. *This site is a tract of land at Division St. and the C. & N. W. R. R. and includes unused railyards. This 3 acre property has diversity of ownership and is adversely impacted by deteriorating buildings and site improvements on properties to the west and south. One of the three PINs is delinquent in the payment of 1996 real estate taxes.*
- vi. *This tract is bisected by a public alley in the block from W. Walton to W. Iowa and fronting on Kilpatrick Ave. Both of these parcels total 21 lots consisting of 2.5 acres and were formerly occupied by blighted residential properties. Atkinson & Atkinson own 16 lots, all of which are delinquent in payment of 1996 real*

estate taxes; and Amco owns 5 lots. Residential properties border this tract to the west. The tract prior to becoming vacant qualified as vacant improved. The separation of the tract into two small parcels represents obsolete platting.

vii. *At the Northwest Center for Industry industrial park (Chicago to Kinzie, Pulaski to C. & N. W. R. R.), there are several vacant and undeveloped tracts of land. These represent varied sizes and configurations as below noted:*

- *30 acre tract fronting on Chicago Avenue. The tract is fragmented by unused rail lines crossing the site. Rail IT Ltd. owns this tract. The site has very awkward configuration with much of the tract having limited development potential due to its obsolete platting. The site is adversely impacted by deteriorating structures and site improvements in neighboring areas (north and east) adjacent to the site.*

- *6 acre tract of land that represents obsolete platting due to configuration of the tract. It is owned by Bethel New Life. The property can only be accessed by vehicles from W. Ferdinand St. and is a circuitous route for trucks or other industrial vehicular traffic. The tract also has unused rail lines.*

- *A 4 acre and 6 acre tract exists at W. Ferdinand and Kilbourn. These tracts are owned by Vanderwood Realty. These tracts are impacted by the incinerator north of this area along Kilbourn St.*

viii. *There are small fragmented parcels of land scattered in the Area. These represent 472 vacant lots and average about 4,000 square feet.*

Approximately 262 of these lots are in the Lake Kinzie Area which is the most severely blighted section of the Area. These lots represent parcels where blighted buildings once existed. These small lots have diverse ownership, obsolete platting in terms of needs and practices of modern development requirements and are impacted adversely by the deteriorating structures and site improvements in areas adjacent to the vacant land. Further,

approximately 50% of these lots are delinquent in payment of real estate taxes. These lots are unsightly and in many instances are used for illegal dumping, abandoned autos, litter, etc.

*In the area north of Kinzie, there are 210 vacant lots. These exist at sites scattered throughout the Area. The only concentration of these lots in this portion of the Area is the frontage of Cicero immediately north of Chicago Ave. These lots although zoned for business use (B1-1 to B1-5, see **Exhibit I, Zoning Map, Attachment Two - Appendix**) are too small for modern development needs and represent obsolete platting. Further, most of these lots were formerly occupied by blighted buildings. ~~The other lots are small, fragmented properties in diverse ownership~~ that will be difficult to develop unless assembled into larger properties by the City.*

The below is a re-statement of the factors specified in the Act that were found to exist on the vacant land that qualifies such vacant land as blighted:

1. Obsolete platting of the land, diversity of ownership, tax delinquencies, deterioration of structures or site improvements in neighboring areas adjacent to the vacant land.
2. Area immediately prior to becoming vacant qualified as a blighted improved area.
3. Area consists of unused rail yards, rail tracks or railroad right-of-way.

H. Conclusion of Investigation of Blighting Factors for the Redevelopment Project Area

The Redevelopment Project Area is impacted by a number of blighting factors. It was determined in the Investigation and Analysis of Blighting Factors in the Area that the Area qualifies as a Blighted Area. As documented, this is due to conditions found to exist in the "improved" area and in the "vacant" area. The tax increment program and Redevelopment Plan include measures designed to reduce or eliminate the deficiencies which cause the Area to qualify consistent with the strategy of the City of Chicago for revitalizing the 22 designated industrial corridors.

Table Two
Summary for Entire Improved Portion of N. W. TIF Area
Blighting Factors Matrix

	Sub-district (a)					Total	Present	
	1	2	3	4	5		Major Extent	Minor Extent
Number of Buildings	108	293	110	406	339	1,256		
Buildings 35 yrs. of Age or Older	88	289	109	394	320	1,200	X	
Dilapidation	35	142	21	55	22	275		X
Obsolescence	24	88	15	49	10	186		X
Deterioration	84	290	95	322	222	1,013	X	
Excessive Vacancy	18	72	12	31	15	148		X
Excessive Land Coverage	22	185	99	365	305	976	X	
Deleterious Land Use or Layout	3	78	9	25	13	128		X
Depreciation of Physical Maintenance	102	291	109	374	302	1,178	X	
Lack of Community Planning	Entire area is affected by problems related to traffic, land use, platting, etc. See Text.					1,256	X	
Area meets Statutory Requirements as Blighted	Nine factors are present in the Area. Five factors are present to a major extent and four to a minor extent.							

Notes:

- (a) Refer to Sub-Area and Block Number Key Map in Appendix.
 Sub district 1 = Northwest Center for Industry/Brach's
 Sub district 2 = Lake/Kinzie District
 Sub district 3 = Kilpatrick Corridor
 Sub district 4 = Cicero Corridor
 Sub district 5 = Cortland District
- (b) Breakdown of tabulations for individual blocks in each sub-district are shown on attached Tables Three - Seven. Sub districts and block identifications are shown on the Key Map to Block Numbers.
- (c) See attached narrative for qualification of vacant land.

**TABLE THREE
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 1 - NORTHWEST CENTER FOR INDUSTRY**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14			
Section	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deteriorated Lead Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
A	46	20	20	40			2				22	3	40	9	Y	46	
B	3			2									2	4	N	4	
C																	
D	3	2	2	1			2					3	3	3	N	3	
E	5	4		6			5					12	15	8	Y	15	
F				2								6	7	7	Y	7	
G	6	5	2	6								2	2	4	N	2	
H	1											6	6	7	Y	6	
I	16			13								1	1	4	N	1	
J	14	4		14			9					16	16	5	Y	16	
												14	14	7	Y	14	
Total	88	35	24	84	6	0	18	6	0	0	22	3	102	9		108	

**TABLE FOUR
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 2 - LAKE KINZIE AREA**

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors Present	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deleterious Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	17	13	13	17			6				11	3	17	14	9	Y	17
B	14	4	4	14			3				9		14	14	8	Y	14
C	6	4	4	6			2				4		6	6	8	Y	6
D	17	2	2	17			14				11		17	17	8	Y	17
E	4	2		4			2				1		4	4	7	Y	4
F	10			11							6		11	11	5	Y	11
G	21	6	5	21			3				13	6	21	21	9	Y	21
H	22	20	20	22			8				14	6	22	22	9	Y	22
I	34	7	7	34			13				19	14	34	34	9	Y	34
J	31	10	10	31			6				20	16	31	31	9	Y	31
K	41	12	12	41			6				14	26	41	41	9	Y	41
L	8	8	8	8			6				2		8	8	8	Y	8
M	64	54	3	64			3				51	7	65	67	9	Y	67
Total	289	142	88	390	0	0	72	0	0	0	185	70	291	293	9	Y	293

**TABLE FIVE
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 3 - KILPATRICK CORRIDOR**

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deleterious Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	23			12							21	9	23	23	6	Y	23
B	20	2	2	20							18		20	20	7	Y	20
C	5			2							5		5	5	5	Y	5
D	11	5	5	11			1				10		11	11	8	Y	11
E	26	6	6	26			3				23		26	26	8	Y	26
F	6	4	2	6			4				5		6	6	8	Y	6
G	4			4							5		4	5	5	Y	5
H	14	4		14			4			13			14	14	7	Y	14
Total	109	21	15	95	0	0	12	0	0	99	9	109	110	9	9	Y	110

TABLE SIX
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 4 - CICERO AREA
(Sheet 1 of 2)

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Detestable Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	5	1	1	5			1				4		5	5	8	Y	5
B	6			6							5		6	6	5	Y	6
C	44	11	11	30							41		44	46	7	Y	46
D	6										5		6	6	4	N	6
E	36	7	7	36			2				32		36	36	8	Y	36
F	24	6	6	24			1				22	10	24	24	9	Y	24
G	14	7	7	14							13		14	14	7	Y	14
H	5	3	3	5							4		5	5	7	Y	5
I	17	3		17							15	1	17	17	7	Y	17
J											1			1	2	N	1
K	13	1		2							12		2	13	6	Y	13
L	12			8							11		12	12	5	Y	12
M	13			13							12		13	13	5	Y	13

TABLE SIX
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 4 - CICERO AREA
(Sheet 2 of 2)

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Blg. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deleterious Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
N	15			6							14		15	15	5	Y	15
O	19			16			9				18		18	20	6	Y	20
P	42			30							38	10	40	42	6	Y	42
Q	7			1							6		1	7	5	Y	7
R	12			12			6				11		12	12	6	Y	12
S	5	1	1	3			2				5		3	6	8	Y	6
T	32	8	8	32			6				29		32	32	8	Y	32
AA	5			4							6		5	7	5	Y	7
BB	1			1			1				3		3	3	6	Y	3
CC	16	2	2	16			1				14	4	16	16	9	Y	16
DD	8	3	3	8			2				7		8	8	8	Y	8
EE	12	2		8							14		12	15	6	Y	15
FF	7			7							6		7	7	5	Y	7
GG	18			18							16		18	18	5	Y	18
Total	394	55	49	322			31				365	25	374	406	9		406

TABLE SEVEN
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 5- CORTLAND DISTRICT
(Sheet 1 of 2)

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deleterious Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
A	11			11							10		11	11	5	Y	11
B	9			9							8		9	9	5	Y	9
C	6			6							5		6	6	5	Y	6
D	10			10							9	5	10	10	6	Y	10
E	14			14							13		14	14	5	Y	14
F	27	6	6	27			4				24	7	27	27	9	Y	27
G	14			10							14		27	15	5	Y	15
H	4			4							3		4	4	5	Y	4
I	35			25							32		28	35	5	Y	35
J	14	1		8		1					13		10	14	7	Y	14
K	20			16							18		18	20	5	Y	20
L	1			1							1		1	1	5	Y	1
M	8			1							9		6	10	5	Y	10

TABLE SEVEN
BLIGHTING FACTORS SUMMARY SUB-DISTRICT 5- CORTLAND DISTRICT
(Sheet 2 of 2)

Section	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 5 or More Factors?	Number of Buildings
	Bldgs. 35 Years of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Minimum Code Standards	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deteriorous Land Use or Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
N	8			2							8		6	15	5	Y	15
O	9												6	20	4	N	20
P	6			3							6		7	42	5	Y	42
Q	7			1							6		6	7	5	Y	7
R	5			3							6		5	12	5	Y	12
S	8			7							11		9	6	5	Y	6
T	53	4	4	21			1				53		56	32	8	Y	32
U	29	10		20			4				27	1	28	7	8	Y	7
V	22	1		23			5				22		23	3	7	Y	3
Total	320	22	10	222			15				365	13	362	339			339

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

The City and the State of Illinois have designated 99% of the Area as a State of Illinois Enterprise Zone (Zone No. 5) as a further response to deteriorating conditions in the area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. Further, 66% of the Area has been included in the Chicago Federal Empowerment Zone as determined by the City and the U. S. Department of Housing and Urban Development. The Area, as previously noted, is one of the 22 industrial corridors identified by the City as reported in the Northwest Industrial Corridor - Strategic Development Plan. (See maps **Exhibit G, Enterprise Zone Map; Exhibit H, Empowerment Zone Map; and Exhibit D, Strategic Plan Boundary Map** (per March 7, 1995 Strategic Plan), all in **Attachment Two - Appendix**.)

IV. SUMMARY AND CONCLUSION

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

Below are summary tables highlighting the factors found to exist in the Area which cause it to qualify as a blighted area.

A. Improved Land Statutory Factors

FACTOR		EXISTING IN AREA
1	Age	Major Extent
2	Dilapidation	Minor Extent
3	Obsolescence	Minor Extent
4	Deterioration	Major Extent
5	Illegal use of individual structures	—
6	Presence of structures below minimum code standards	—
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	—
9	Lack of ventilation, light or sanitary facilities	—
10	Inadequate utilities	—
11	Excessive land coverage	Major Extent
12	Deleterious land use or layout	Minor Extent
13	Depreciation of physical maintenance	Major Extent
14	Lack of community planning	Major Extent

Note: Only five factors are required by the Act for eligibility. Nine factors are present in the Area. Five factors were found to exist to a major extent and four were found to exist to a minor extent.

B. Vacant/Unimproved Land-Statutory Factors

	FACTOR	EXISTING IN VACANT/ UNIMPROVED PORTION OF AREA
1	Two or more of the following factors: i. Obsolete platting (Existing) ii. Diversity of ownership (Existing) iii. Tax and assessment delinquencies (Existing) iv. Flooding (Does not exist); Or	YES
2	Area immediately prior to becoming vacant qualified as a blighted improved area; Or	YES
3	Area consists of unused quarry or quarries; Or	—
4	Area consists of unused rail yards, rail tracks or railroad right-of-way; Or	YES
5	Area prior to designation is subject to chronic flooding caused by improvements; Or	—
6	Area consists of unused disposal site containing earth, stone, building debris, etc.; Or	—
7	Area is not less than 50 nor more than 100 acres and 75% is vacant;	—

Note: Area qualifies per statutory requirements. Only one factor is required by the Act. Three are found to exist.

While it may be concluded that the mere presence of the stated eligibility factors noted above may be sufficient to make a finding of qualification as a Blighted Area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of Blighted Area eligibility factors throughout the Area must be reasonable so that a basically good area is not arbitrarily found to be a Blighted Area simply because of proximity to an area which exhibits Blighted Area factors.

Additional research indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the TIF program.

The conclusions presented in this Eligibility Study are those of the Consultant. The local governing body should review this Eligibility Study and, if satisfied with the summary of findings contained herein, adopt a resolution making a finding of a Blighted Area and making this Eligibility Study a part of the public record.

The analysis above was based upon data assembled by PGAV Urban Consulting.

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

Therefore, the Area is qualified as a Blighted Area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act.

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Attachment Two

Maps and Plan Exhibits

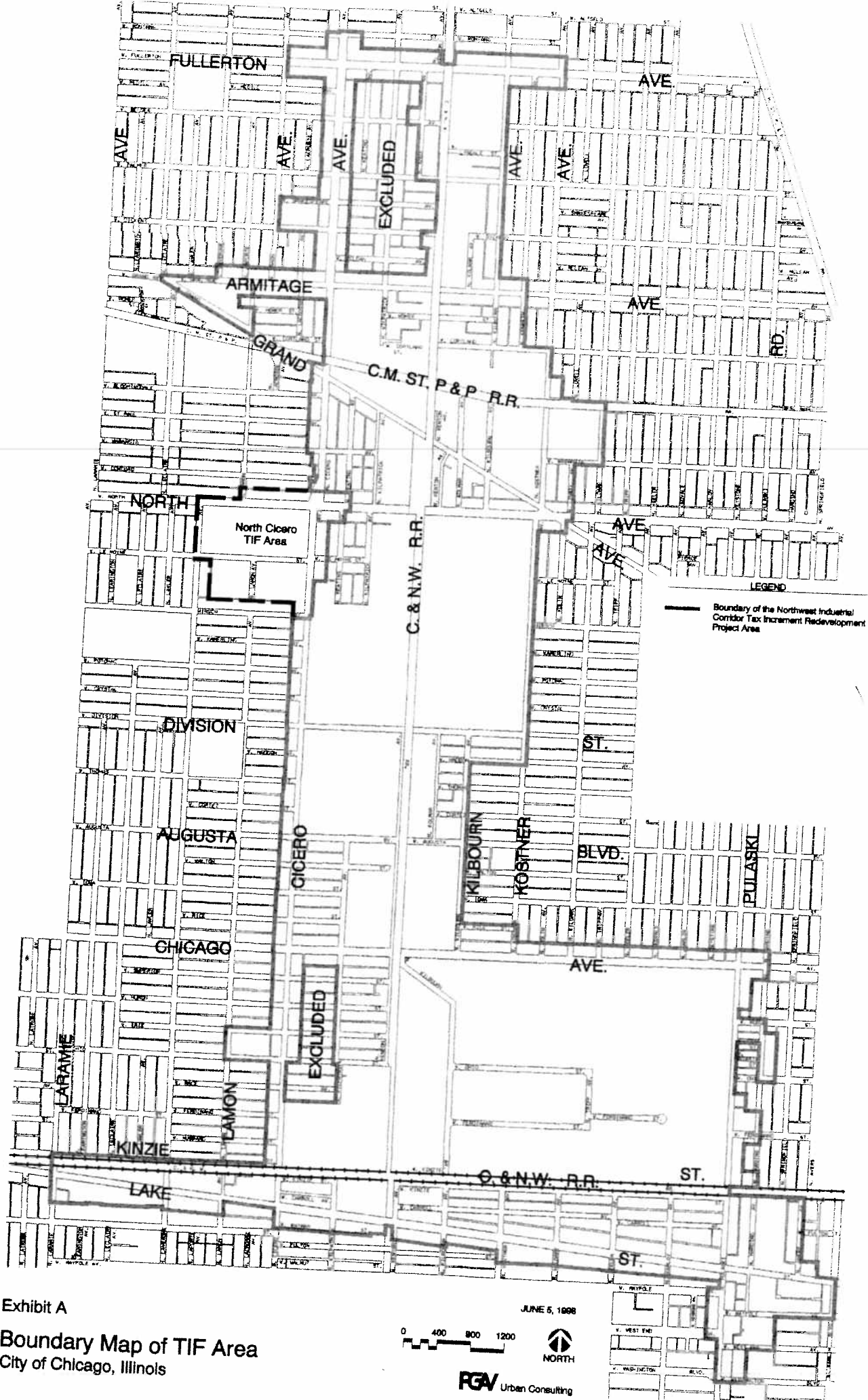


Exhibit A

Boundary Map of TIF Area
 City of Chicago, Illinois

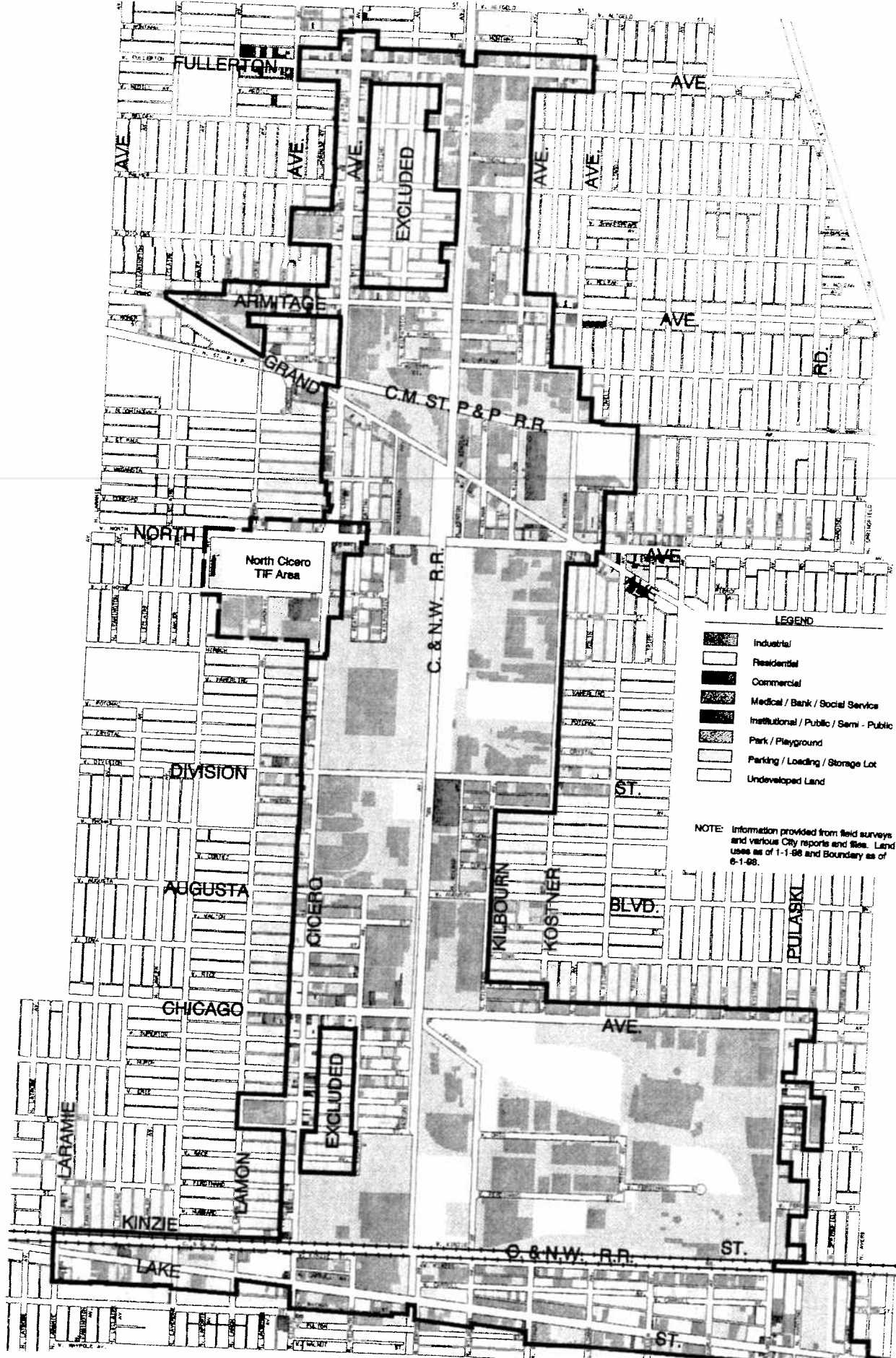
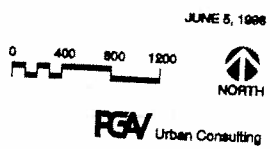


Exhibit B
 Existing Land Use Assessment Map
 City of Chicago, Illinois



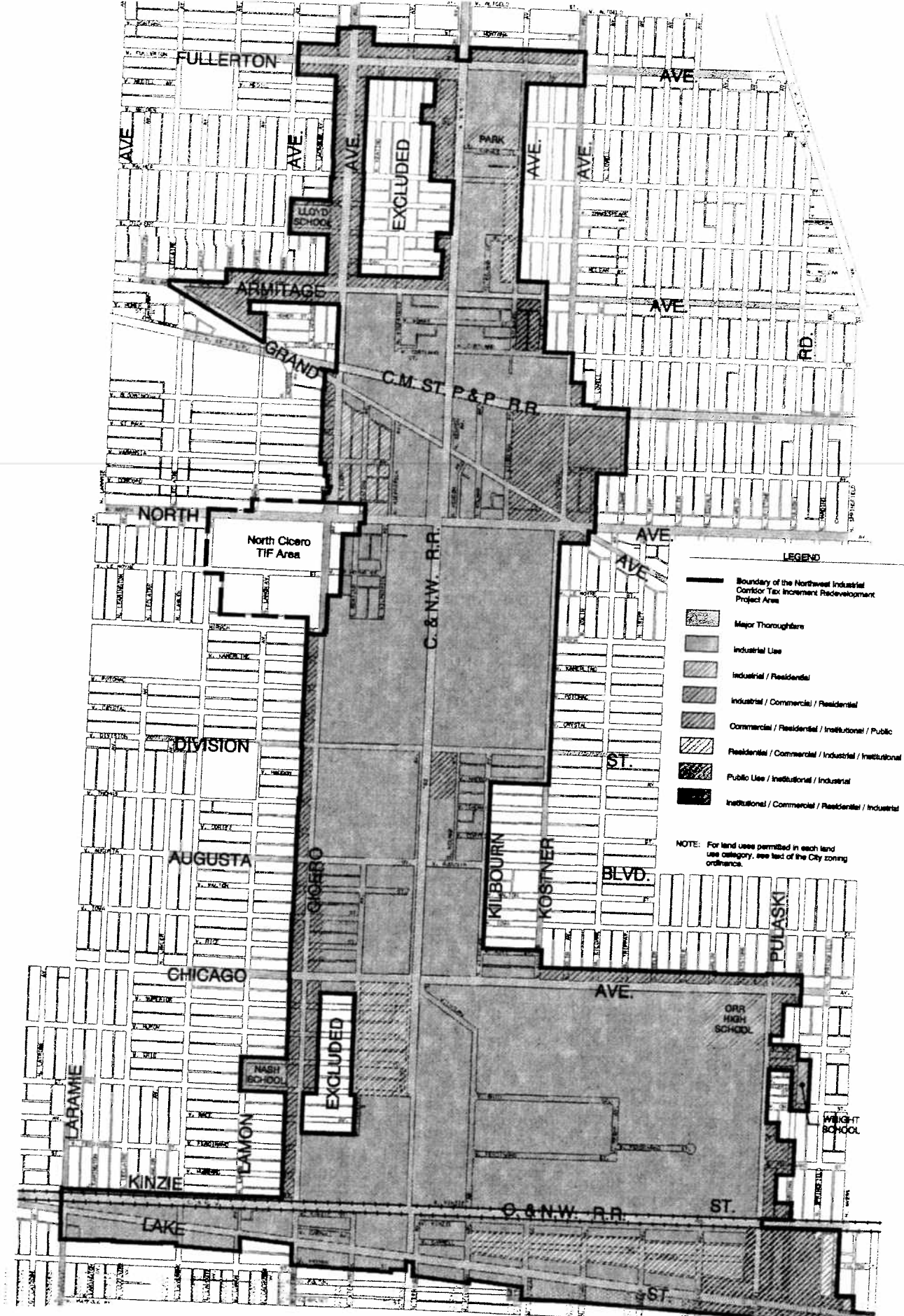
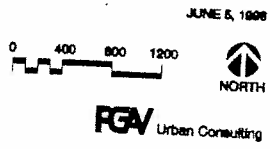


Exhibit C
 Generalized Land Use Plan
 City of Chicago, Illinois



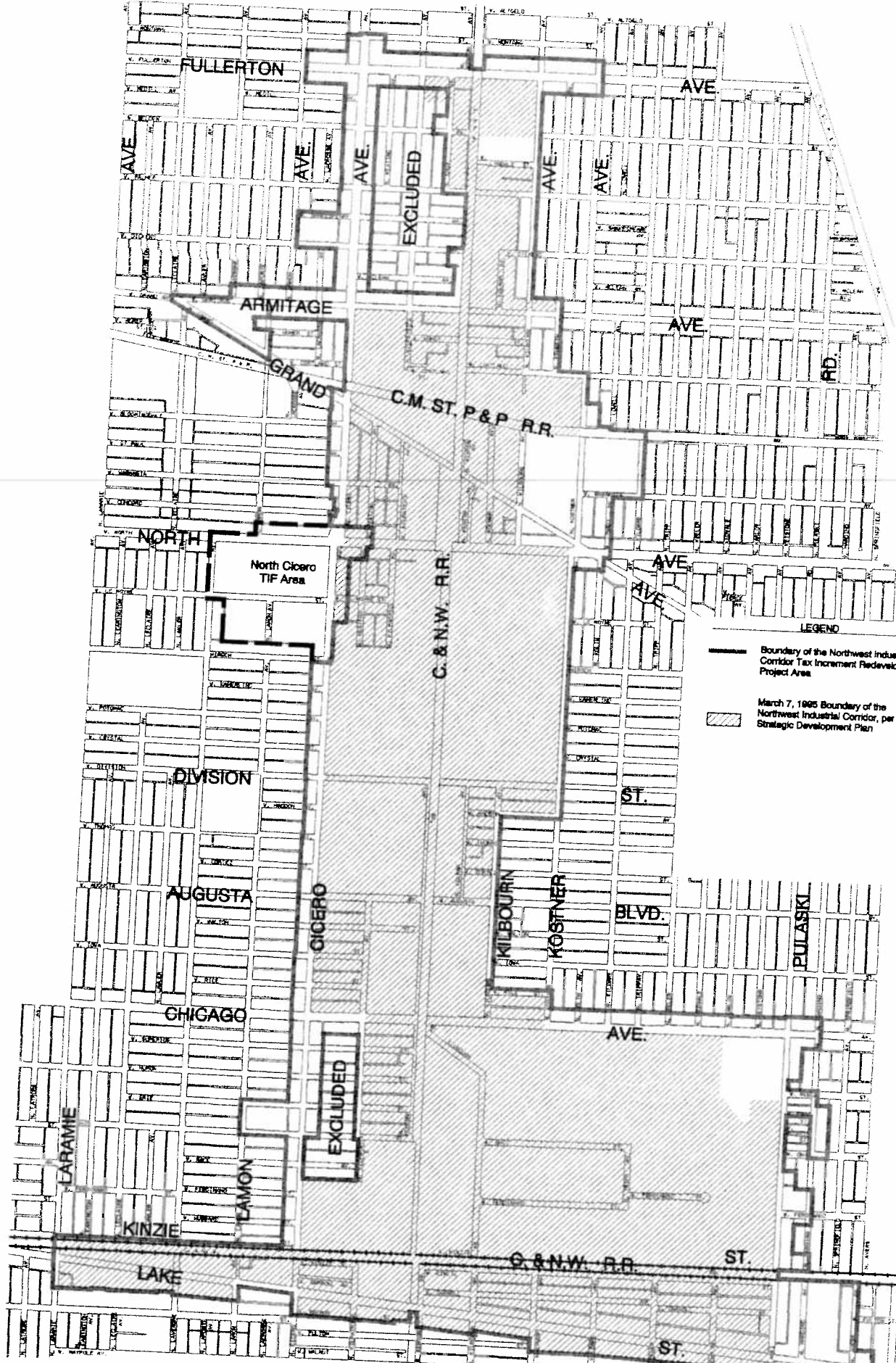
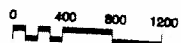


Exhibit D

Strategic Plan Boundary Map (3-7-95)
 City of Chicago, Illinois



JUNE 5, 1998



FGV Urban Consulting



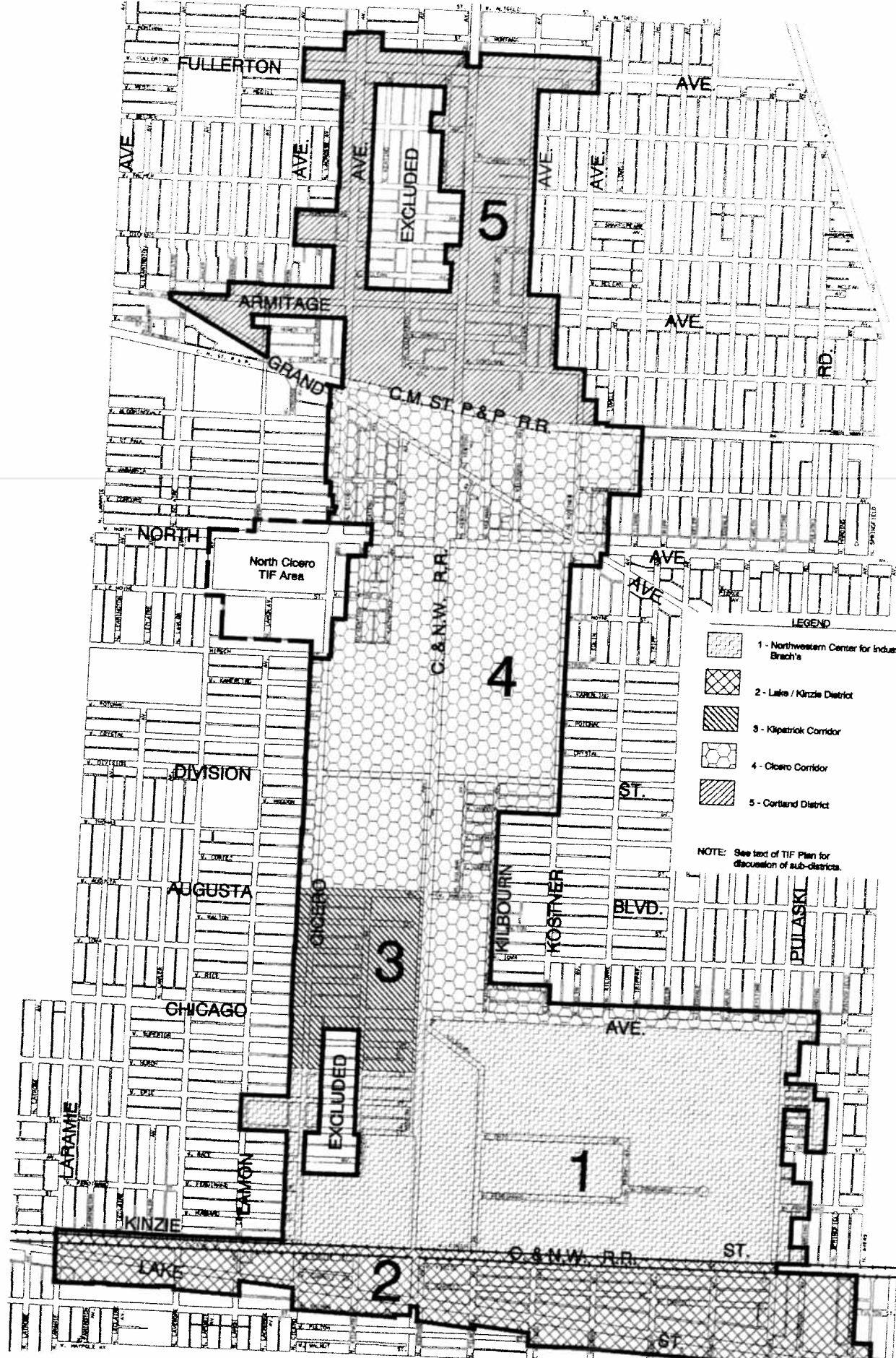
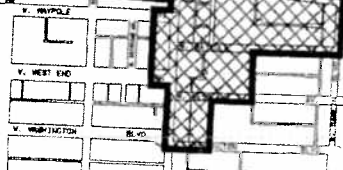
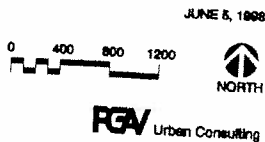


Exhibit E
 Sub-Districts Map
 City of Chicago, Illinois



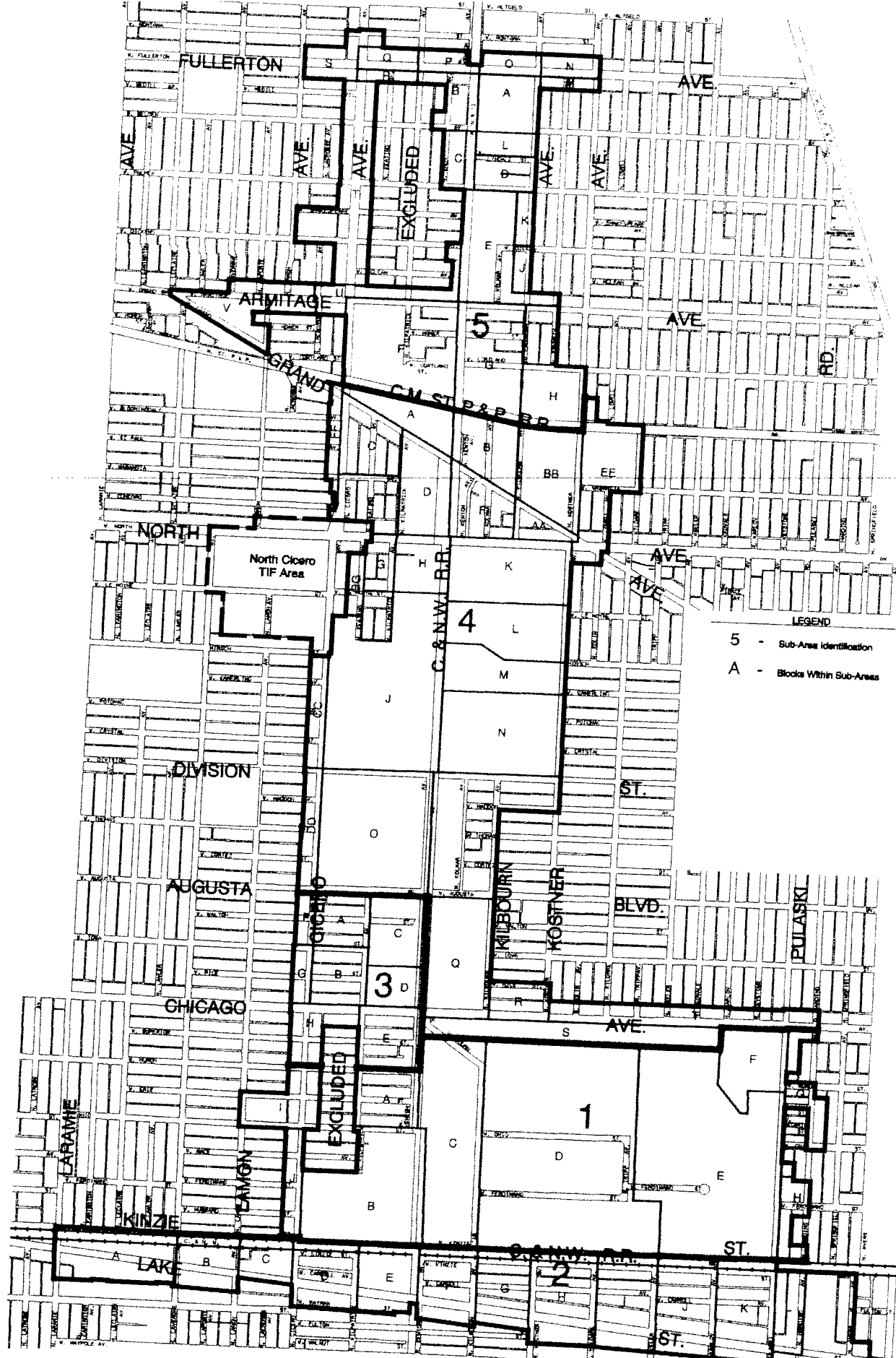
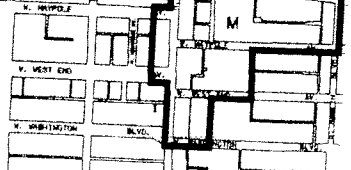
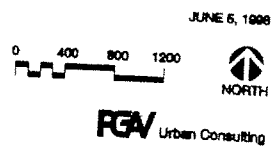


Exhibit F
 Sub-Area & Block Number Key Map
 City of Chicago, Illinois



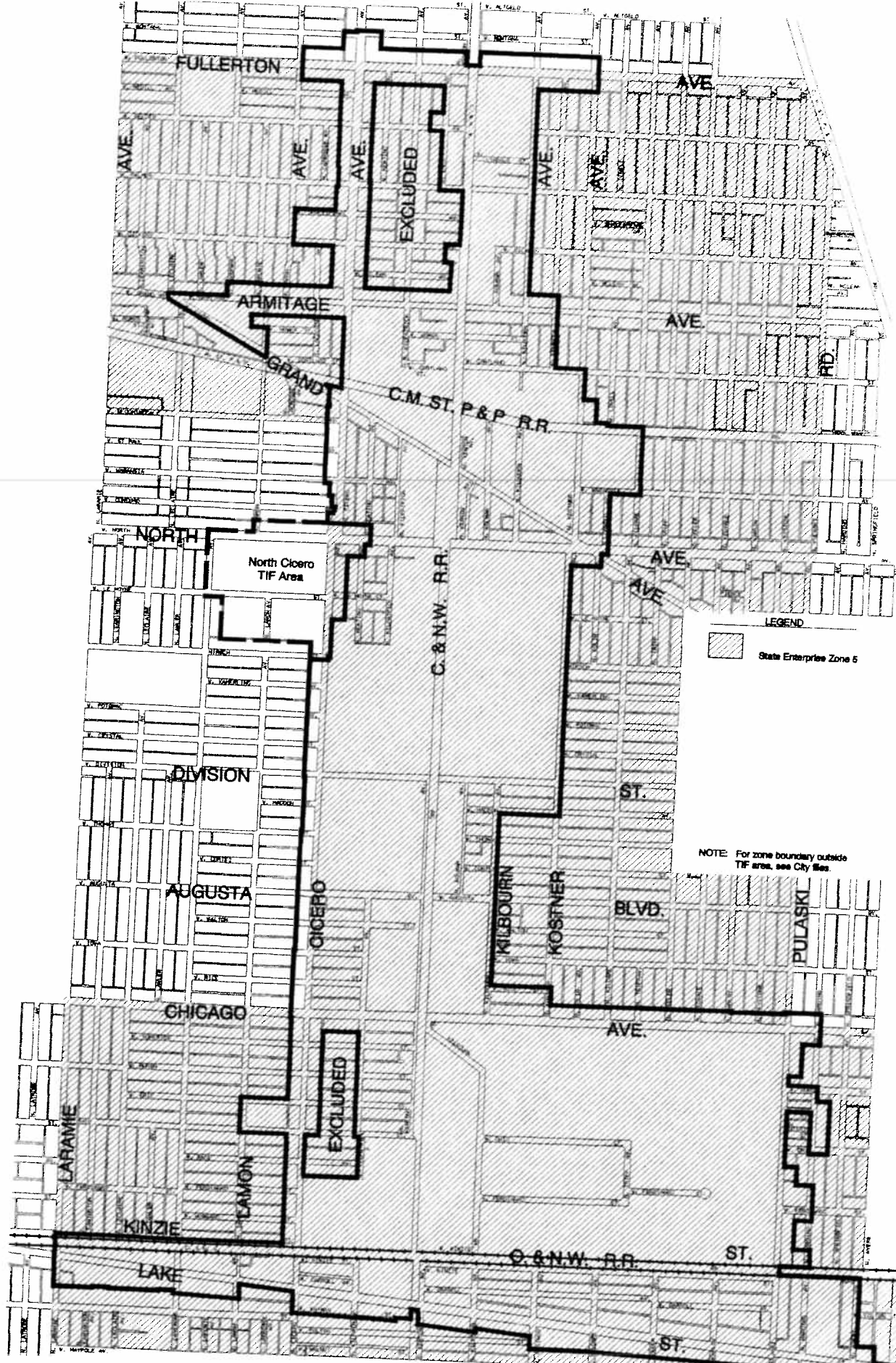
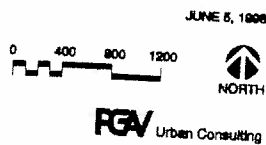


Exhibit G
 Enterprise Zone Map
 City of Chicago, Illinois



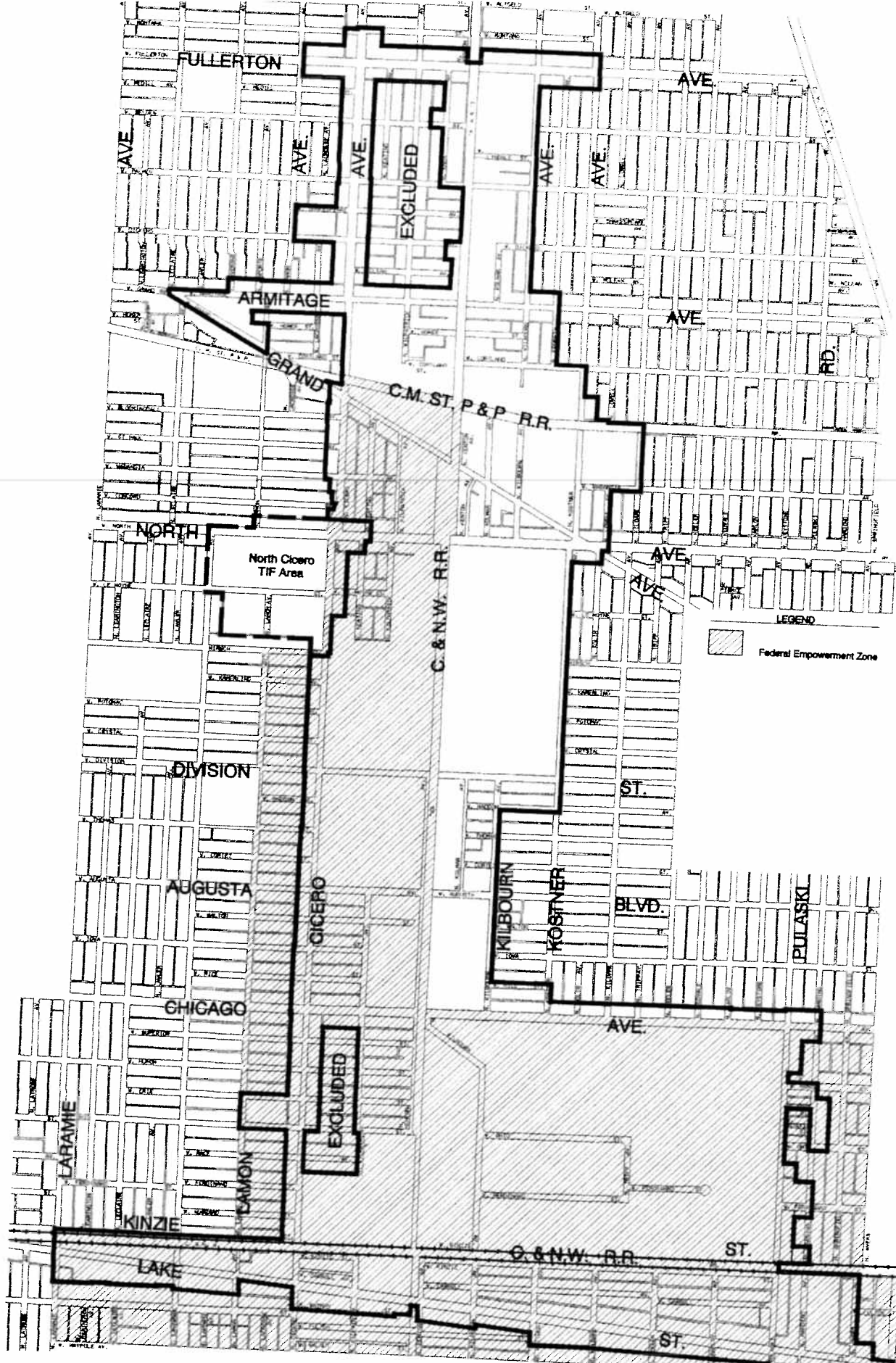
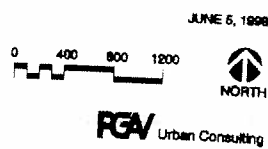


Exhibit H
 Empowerment Zone Map
 City of Chicago, Illinois



JUNE 6, 1998



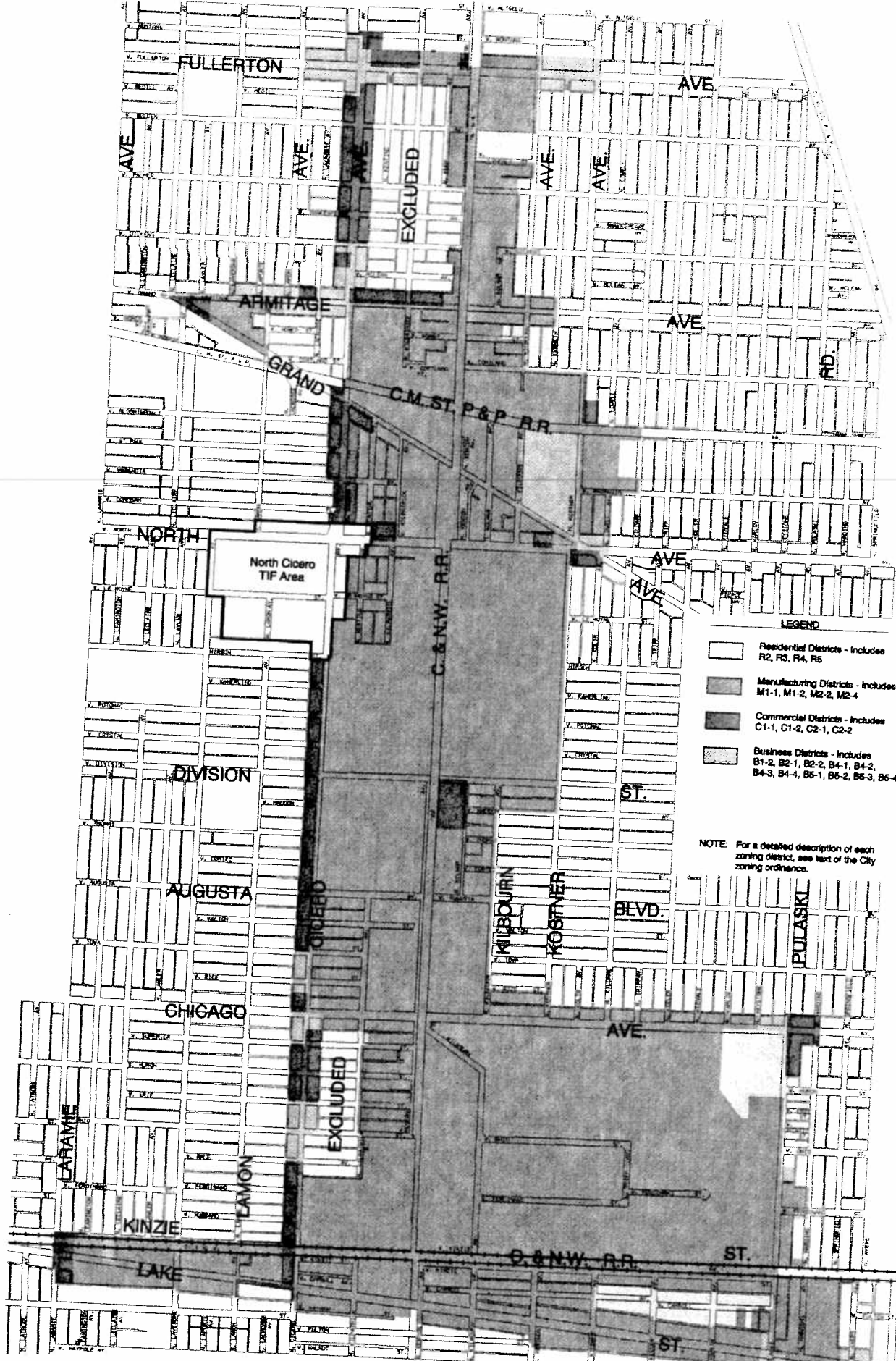
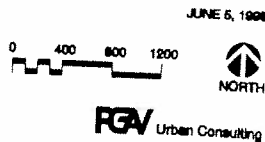
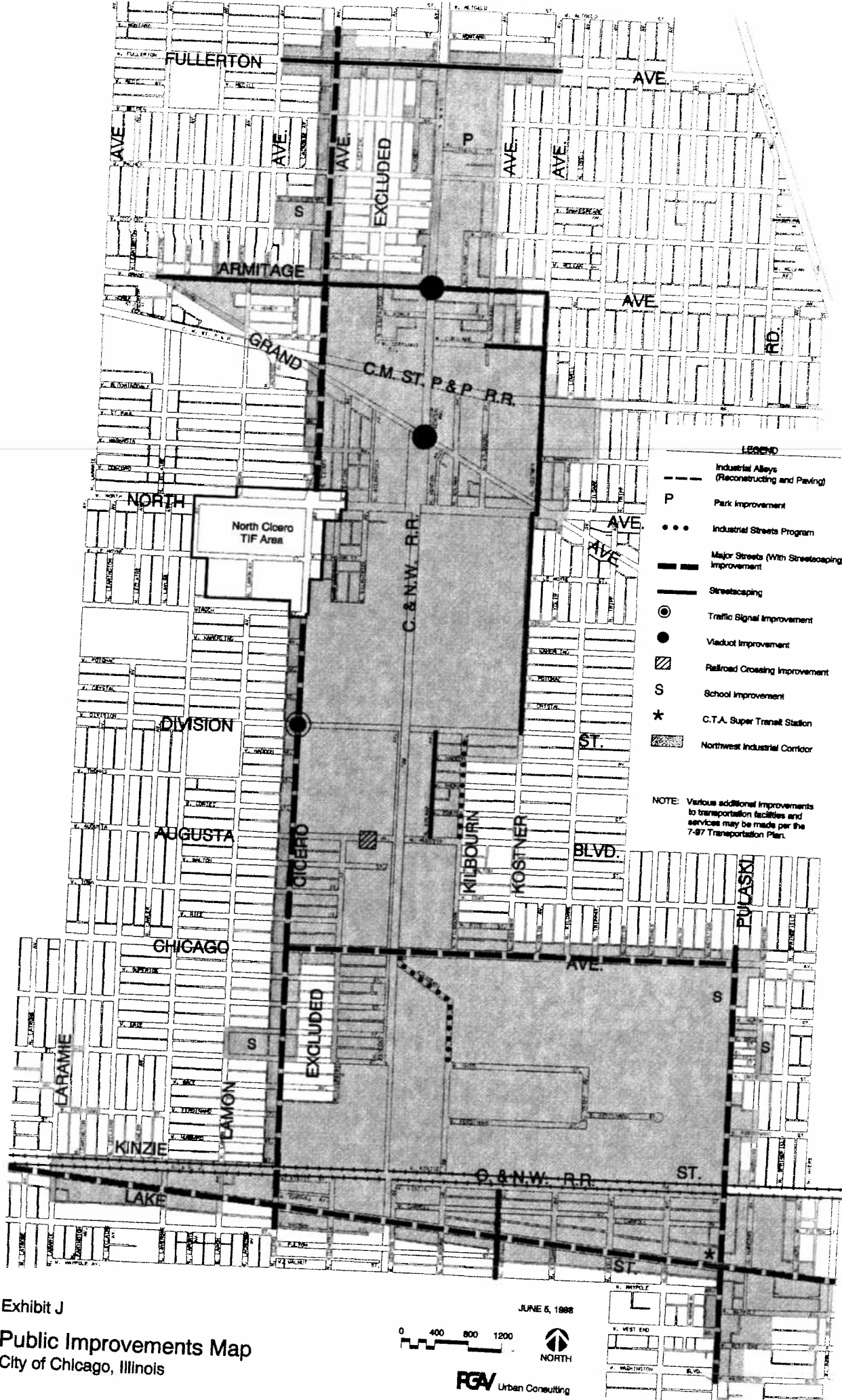


Exhibit I
 Generalized Existing Zoning Map
 City of Chicago, Illinois





LEGEND

- Industrial Alleys (Reconstructing and Paving)
- P Park Improvement
- ... Industrial Streets Program
- Major Streets (With Streetscaping) Improvement
- Streetscaping
- ⊙ Traffic Signal Improvement
- Viaduct Improvement
- ▨ Railroad Crossing Improvement
- S School Improvement
- * C.T.A. Super Transit Station
- Northwest Industrial Corridor

NOTE: Various additional improvements to transportation facilities and services may be made per the 7-87 Transportation Plan.

Exhibit J
 Public Improvements Map
 City of Chicago, Illinois

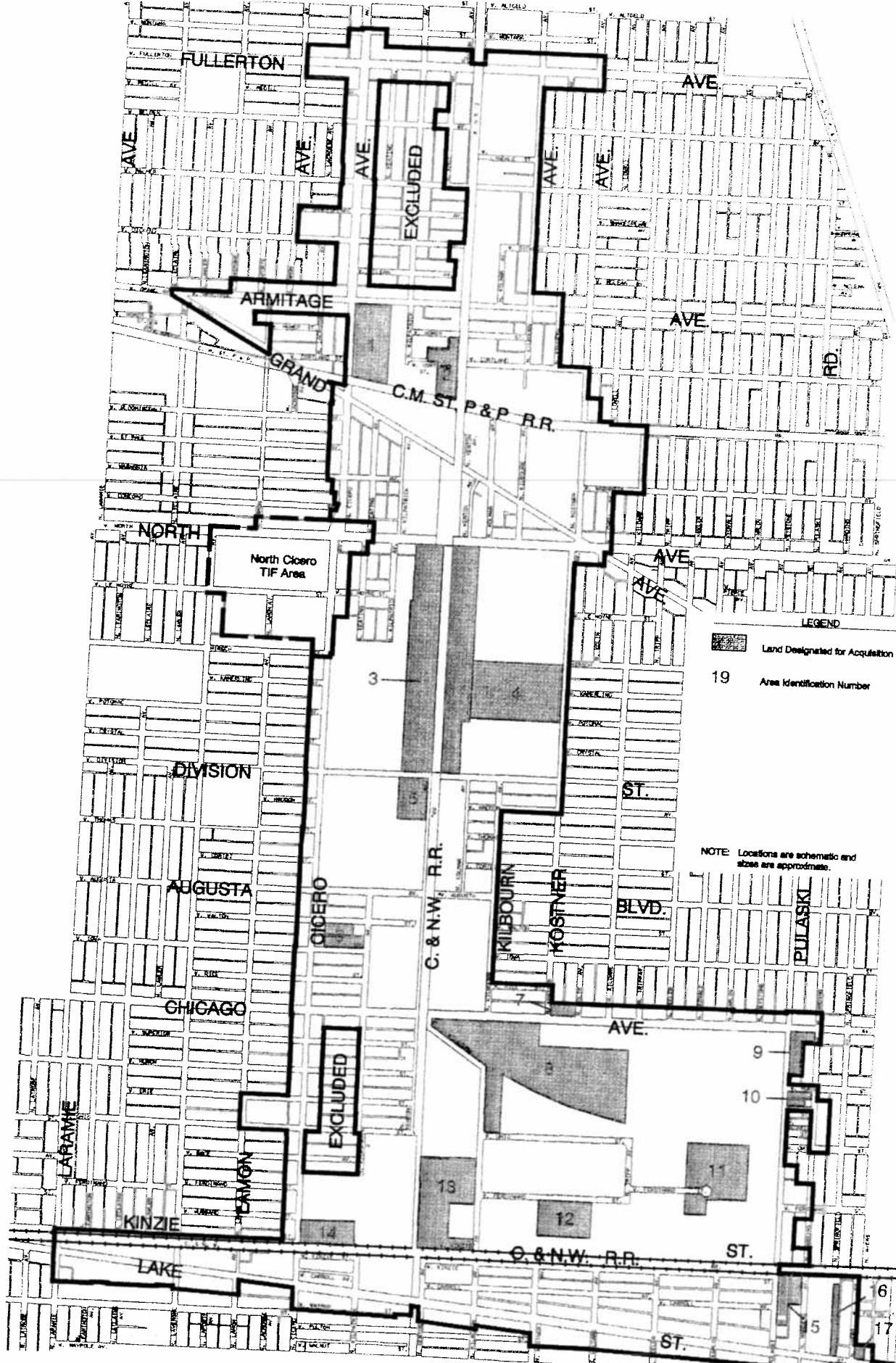
JUNE 6, 1988

0 400 800 1200


NORTH

FGV Urban Consulting





LEGEND

 Land Designated for Acquisition

19 Area Identification Number

NOTE: Locations are schematic and sizes are approximate.

Exhibit K-1
Land Acquisition Map
 City of Chicago, Illinois

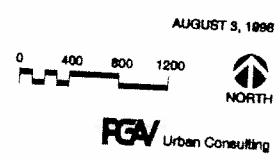


Exhibit K-2
Land Acquisition List

PARCELS THAT MAY BE ACQUIRED BY THE CITY-NIC PROJECT AREA

COUNT	PIN NUMBER	EAV 1997 ACTUAL	Rail Road or Exempt	* DEL TAXES	COUNT	PIN NUMBER	EAV 1997 ACTUAL	Rail Road or Exempt	* DEL TAXES
1	1334300003	878,183			60	1611100009	6,935		
2	1334305030	327,518		Y	61	1611100010	5,967		
3	1603104019	883,056		Y	62	1611100011	5,996		
4	1603105012	20,771			63	1611100012	6,303		
5	1603105023	38,018			64	1611100013	6,197		Y
6	1603105025	0	Rail Road		65	1611100014	8,197		Y
7	1603105026	0	Rail Road		66	1611100015	7,055		Y
8	1603105027	220,108			67	1611100042	15,736		Y
9	1603106002	422,188			68	1611108001	18,171		Y
10	1603106017	137,592		Y	69	1611108002	909		Y
11	1603108018	33,596			70	1611108003	909		
12	1603108019	144,722		Y	71	1611108004	909		
13	1603300032	327,108	Split Pin	Y	72	1611108005	909		
14	1603300042	105,988	Split Pin	Y	73	1611108006	909		
15	1603300043	48,737	Split Pin		74	1611108007	909		
16	1603312006	2,054		Y	75	1611108008	909		
17	1603312007	4,111		Y	76	1611108009	909		
18	1603312008	4,822		Y	77	1611108010	909		
19	1603312009	5,459		Y	78	1611108011	909		
20	1603312010	2,054		Y	79	1611108012	909		
21	1603312011	2,054		Y	80	1611108013	909		
22	1603312012	2,054		Y	81	1611108014	1,304		
23	1603312013	2,054		Y	82	1611108015	1,042		
24	1603312014	2,054		Y	83	1611108016	909		
25	1603312015	2,054		Y	84	1611108017	909		
26	1603312016	2,054		Y	85	1611108018	909		
27	1603312027	2,054		Y	86	1611108019	909		Y
28	1603312028	2,054		Y	87	1611108020	909		Y
29	1603312029	2,054		Y	88	1611108021	909		Y
30	1603312030	2,054		Y	89	1611108022	909		Y
31	1603312034	75,719		Y	90	1611108023	909		Y
32	1603424030	14,838			91	1611108024	909		Y
33	1603424031	14,277		Y	92	1611108025	909		Y
34	1603424032	10,678			93	1611300001	1,466		Y
35	1603424033	10,678			94	1611300011	5,712		Y
36	1603424036	18,347			95	1611300012	17,559		Y
37	1603424037	24,674			96	1611300013	8,954		Y
38	1603424038	26,784			97	1611300014	8,954		Y
39	1603424039	27,837			98	1611300017	5,389		Y
40	1603424040	31,563			99	1611300024	234,647		Y
41	1603424041	48,716			100	1611300025	38,536		Y
42	1603500008	0	Rail Road		101	1611300026	1,466		Y
43	1610114038	1,870,897			102	1611300027	1,466		Y
44	1610118002	100,997			103	1611400028	108,085		Y
45	1610118003	192,677			104	1611300029	1,466		Y
46	1610117001	735,962	Split Pin		105	1611300040	7,328		Y
47	1610200042	82,797			106	1611300041	10,259		Y
48	1610200058	89,287			107	1611302032	1,855		Y
49	1610200081	459,166			108	1611302033	1,803		Y
50	1610202002	140,177			109	1611302040	91,945		Y
51	1610202005	36,377			110	1611304012	4,949		
52	1611100001	5,817			111	1611304013	1,992		
53	1611100002	23,814		Y	112	1611304014	2,001		Y
54	1611100003	13,807		Y	113	1611308018	1,051		Y
55	1611100004	6,846		Y	114	1611305018	1,051		Y
56	1611100005	16,194		Y	115	1611305020	1,051		Y
57	1611100006	8,348		Y	116	1611306001	159,943		Y
58	1611100007	9,083		Y					
59	1611100008	9,073		Y					
							8,328,328		

* Reflects delinquency in payment of 1996 real estate taxes. Delinquency in payment of 1997 real estate taxes will not be known until January 1999.

Attachment Three

Legal Description

Order No: 9805002
Ordered By: R. M. Chin

ALL THAT PART OF SECTIONS 2, 3, 4, 9, 10 AND 11 IN TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN AND SECTIONS 27, 29, 33, AND 34 IN TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE NORTH LINE OF W. MONTANA ST. WITH THE EAST LINE OF N. CICERO AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. MONTANA ST. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 16 IN BLOCK 28 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO, A SUBDIVISION OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF SAID LOT 16 IN BLOCK 28 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO TO THE SOUTH LINE THEREOF, SAID SOUTH LINE OF LOT 16 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF FULLERTON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF FULLERTON AVE. TO THE WEST LINE OF LOT 5 IN BLOCK 27 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO, SAID WEST LINE OF LOT 5 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF KENTON AVE.;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY WEST OF KENTON AVE. TO THE NORTH LINE OF SAID LOT 5 IN BLOCK 27 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO;

THENCE EAST ALONG SAID NORTH LINE OF LOT 5 IN BLOCK 27 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO AND THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD;

THENCE SOUTH ALONG SAID WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE NORTH LINE OF W. FULLERTON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. FULLERTON AVE. TO THE EAST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD ;

THENCE NORTH ALONG SAID THE EAST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOTS 25 THROUGH 44, INCLUSIVE, IN W. H. WHITE'S RESUBDIVISION OF BLOCK 26 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO, SAID THE SOUTH LINE OF LOTS 25 THROUGH 44, INCLUSIVE, BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF FULLERTON AVE.;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE SOUTH LINE OF LOTS 25 THROUGH 44, INCLUSIVE, IN W. H. WHITE'S RESUBDIVISION OF BLOCK 26 IN S. S.

Order No: 9805002 r2
Ordered by: R. M. CHIN & ASSOCIATES, INC.
Chicago Guarantee Survey Co., 123 w. Madison St., Chicago, Ill., 60602,

June 15, 1998

(312) 726-6880

HAYES KELVYN GROVE ADDITION TO CHICAGO TO THE WEST LINE OF N. KILBOURN AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. KILBOURN AVE. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOTS 1 THROUGH 23, INCLUSIVE, IN BLOCK 25 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO, SAID SOUTH LINE OF LOTS 1 THROUGH 23, INCLUSIVE, BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. FULLERTON AVE.;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE SOUTH LINE OF LOTS 1 THROUGH 23, INCLUSIVE, IN BLOCK 25 IN S. S. HAYES KELVYN GROVE ADDITION TO CHICAGO AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. KOSTNER AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF KOSTNER AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 11 IN BLOCK 1 IN GAUNTLETT & COLLINS SUBDIVISION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 11 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE. TO THE EAST LINE OF N. KILBOURN AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. KILBOURN AVE. TO THE SOUTH LINE OF LOT 29 IN BLOCK 4 IN DICKEY & BAKER'S NORTHWEST ADDITION TO CHICAGO, A SUBDIVISION OF THE WEST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND THE EAST HALF OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 29 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE. TO THE EAST LINE OF N. KENNETH AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. KENNETH AVE. TO THE NORTH LINE OF W. CORTLAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. CORTLAND AVE. TO THE EAST LINE OF N. KOSTNER AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. KOSTNER AVE. TO THE SOUTH LINE OF LOT 11 IN BLOCK 16 IN GARFIELD, A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 11 IN BLOCK 16 IN GARFIELD AND THE EASTERLY EXTENSION THEREOF, TO WEST LINE OF LOTS 24 THROUGH 33, INCLUSIVE, IN SAID BLOCK 16 IN GARFIELD, SAID WEST LINE OF LOTS 24 THROUGH 33, INCLUSIVE, BEING ALSO THE EAST LINE OF THE ALLEY EAST OF N. KOSTNER AVE.;

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THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF N. KOSTNER AVE. TO THE SOUTH LINE OF LOT 24 IN SAID BLOCK 16 IN GARFIELD;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 24 IN SAID BLOCK 16 IN GARFIELD TO THE WEST LINE OF LOWELL AVE.

THENCE SOUTH ALONG SAID WEST LINE OF LOWELL AVE TO THE SOUTHEAST CORNER OF LOT 23 IN SAID BLOCK 16 IN GARFIELD;

THENCE EAST ALONG A STRAIGHT LINE TO THE SOUTHWEST CORNER OF LOT 22 IN BLOCK 15 IN GARFIELD, AFORESAID;

THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 22 IN BLOCK 15 IN GARFIELD AND THE EASTERLY EXTENSION THEREOF AND ALONG THE SOUTH LINE OF LOT 23 IN SAID BLOCK 15 IN GARFIELD AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. KILDARE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. KILDARE AVE. TO THE SOUTH LINE OF W. WABANSIA AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WABANSIA AVE. TO THE EAST LINE OF N. LOWELL AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. LOWELL AVE. TO THE SOUTH LINE OF W. NORTH AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. NORTH AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF N. KOLIN AVE.

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF N. KOLIN AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 161 IN WILLIAM H. HINTZE'S SUBDIVISION OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 161 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. NORTH AVE.;

THENCE WEST ALONG SAID EASTERLY EXTENSION OF THE NORTH LINE OF LOT 161 IN WILLIAM H. HINTZE'S SUBDIVISION AND ALONG THE SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE. TO THE EAST LINE OF KOSTNER AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF KOSTNER AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOTS 1 THROUGH 25, INCLUSIVE IN HAMBERG'S SUBDIVISION OF BLOCK 4 IN SNYDER & LEE'S SUBDIVISION IN THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOTS 1 THROUGH 25, INCLUSIVE IN HAMBERG'S SUBDIVISION BEING ALSO THE SOUTH LINE OF W. HADDON AVE.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND ALONG SAID SOUTH LINE OF W. HADDON AVE. TO THE EAST LINE OF N. KILBOURN AVE.

THENCE SOUTH ALONG SAID EAST LINE OF N. KILBOURN AVE. TO THE NORTH LINE OF W. RICE ST.;

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THENCE EAST ALONG SAID NORTH LINE OF W. RICE ST. TO THE EAST LINE OF KOSTNER AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF KOSTNER AVE. TO THE SOUTH LINE OF LOT 30 IN BLOCK 4 IN EDWARD T. NOONAN'S WEST CHICAGO AVE. ADDITION, A RESUBDIVISION OF BLOCKS 1 TO 4 IN BLANCHARD BROTHERS SUBDIVISION OF THE SOUTH HALF OF SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 30 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF CHICAGO AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF CHICAGO AVE. TO THE WEST LINE OF LOT 19 IN BLOCK 1 IN ELLSWORTH T. MARTIN'S SUBDIVISION OF BLOCKS 1 AND 2 OF THE RESUBDIVISION OF BLOCKS 5 AND 6 IN THE FOSTER SUBDIVISION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 19 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF N. PULASKI RD.;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY WEST OF N. PULASKI RD. TO THE NORTH LINE OF SAID LOT 19 IN BLOCK 1 IN ELLSWORTH T. MARTIN'S SUBDIVISION;

THENCE EAST ALONG SAID NORTH LINE OF SAID LOT 19 IN BLOCK 1 IN ELLSWORTH T. MARTIN'S SUBDIVISION TO THE WEST LINE OF N. PULASKI RD.;

THENCE NORTH ALONG SAID WEST LINE OF N. PULASKI RD. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 30 IN BLOCK 7 IN THOMAS J. DIVIN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER AND THE EAST HALF OF THE NORTHWEST QUARTER OF SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 30 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF CHICAGO AVE.;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND ALONG THE NORTH LINE OF THE ALLEY NORTH OF CHICAGO AVE. TO THE EAST LINE OF N. HARDING AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. HARDING AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 6 IN THE SUBDIVISION OF BLOCK 4 IN F. HARDING'S SUBDIVISION OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 6 IN THE SUBDIVISION OF BLOCK 4 IN F. HARDING'S SUBDIVISION, SAID NORTH LINE OF LOT 6 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF CHICAGO AVE., TO THE WEST LINE OF LOTS 6 THROUGH 24, INCLUSIVE IN SAID ; THE SUBDIVISION OF BLOCK 4 IN F. HARDING'S SUBDIVISION, SAID WEST LINE OF LOTS 6 THROUGH 24, INCLUSIVE, BEING ALSO THE EAST LINE OF THE ALLEY EAST OF N. PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF N. PULASKI RD. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOTS 1 THROUGH 5, INCLUSIVE, IN THE SUBDIVISION OF LOTS 25 TO 29, INCLUSIVE, OF BLOCK 4 OF F.

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HARDING'S SUBDIVISION, SAID NORTH LINE OF LOTS 25 TO 29, INCLUSIVE, BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF W. HURON ST.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF THE ALLEY NORTH OF W. HURON ST. TO THE EAST LINE OF N. PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF N. PULASKI RD. TO THE NORTH LINE OF W. HURON ST.;

THENCE EAST ALONG SAID NORTH LINE OF W. HURON ST. TO THE EAST LINE OF N. HARDING AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. HARDING AVE. TO THE SOUTH LINE OF LOT 46 IN BLOCK 6 IN FITCH'S SUBDIVISION OF BLOCKS 5, 6 AND 11 OF F. HARDING'S SUBDIVISION, IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 46 IN BLOCK 6 IN FITCH'S SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOTS 1 THROUGH 24, INCLUSIVE, IN SAID BLOCK 6 IN FITCH'S SUBDIVISION, SAID WEST LINE OF LOTS 1 THROUGH 24, INCLUSIVE, BEING ALSO THE EAST LINE OF THE ALLEY EAST OF N. HARDING AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF N. HARDING AVE. TO THE SOUTH LINE OF W. OHIO ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. OHIO ST. TO THE WEST LINE OF N. HARDING AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. HARDING AVE. TO THE SOUTH LINE OF W. ERIE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. ERIE ST. TO THE EAST LINE OF N. PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF N. PULASKI RD. TO THE NORTH LINE OF LOT 42 IN THE SUBDIVISION OF BLOCK 12 OF F. HARDING'S SUBDIVISION, IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID NORTH LINE OF LOT 42 IN THE SUBDIVISION OF BLOCK 12 OF F. HARDING'S SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOTS 1 THROUGH 14, INCLUSIVE, IN SAID SUBDIVISION OF BLOCK 12 OF F. HARDING'S SUBDIVISION, SAID WEST LINE OF LOTS 1 THROUGH 14, INCLUSIVE, BEING ALSO THE EAST LINE OF THE ALLEY EAST OF PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF PULASKI RD. TO THE SOUTH LINE OF LOT 14 IN SAID SUBDIVISION OF BLOCK 12 OF F. HARDING'S SUBDIVISION;

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THENCE EAST ALONG SAID SOUTH LINE OF LOT 14 IN SAID SUBDIVISION OF BLOCK 12 OF F. HARDING'S SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF HARDING AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF HARDING AVE. TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 4 IN THE SUBDIVISION OF THE EAST HALF OF BLOCK 13 IN F. HARDING'S SUBDIVISION, IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID THE EASTERLY EXTENSION AND THE SOUTH LINE OF LOT 4 IN THE SUBDIVISION OF THE EAST HALF OF BLOCK 13 IN F. HARDING'S SUBDIVISION TO THE WEST LINE OF LOTS 1 THROUGH 24, INCLUSIVE, IN SAID SUBDIVISION OF THE EAST HALF OF BLOCK 13 IN F. HARDING'S SUBDIVISION, SAID WEST LINE OF LOTS 1 THROUGH 24, INCLUSIVE, BEING ALSO THE EAST LINE OF THE ALLEY EAST OF N. PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF N. PULASKI RD. TO THE SOUTH LINE OF LOT 15 IN SAID SUBDIVISION OF THE EAST HALF OF BLOCK 13 IN F. HARDING'S SUBDIVISION;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 15 IN SAID SUBDIVISION OF THE EAST HALF OF BLOCK 13 IN F. HARDING'S SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. HARDING AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. HARDING AVE. TO THE NORTH LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD;

THENCE WEST ALONG SAID NORTH LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE EAST LINE OF N. PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF N. PULASKI RD. TO THE SOUTH LINE OF THE RIGHT OF WAY OF SAID CHICAGO AND NORTHWESTERN RAILROAD;

THENCE EAST ALONG SAID SOUTH LINE OF THE RIGHT OF WAY OF SAID CHICAGO AND NORTHWESTERN RAILROAD TO THE EAST LINE OF N. AVERS AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. AVERS AVE. TO THE SOUTH LINE OF LOT 27 IN LAKE ST. & CENTRAL PARK SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 21 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF LAKE ST.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF LAKE ST. AND THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOT 13 IN SAID LAKE ST. & CENTRAL PARK SUBDIVISION, SAID WEST LINE OF LOT 13 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF N. HAMLIN AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF N. HAMLIN AVE. TO THE NORTH LINE OF W. LAKE ST.;

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THENCE EAST ALONG SAID NORTH LINE OF W. LAKE ST. TO THE EAST LINE OF N. HAMLIN AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. HAMLIN AVE. TO THE NORTH LINE OF W. MAYPOLE AVE.;

THENCE WEST ALONG SAID NORTH LINE OF W. MAYPOLE AVE. TO THE WEST LINE OF LOT 11 IN BLOCK 2 IN THE SUBDIVISION OF BLOCKS 1 AND 2 OF J. D. HOBBS SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID THE WEST LINE OF LOT 11 IN BLOCK 2 IN SAID SUBDIVISION OF BLOCKS 1 AND 2 OF J. D. HOBBS SUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF AND ALONG THE WEST LINE OF LOT 12 IN SAID BLOCK 2 IN THE SUBDIVISION OF BLOCKS 1 AND 2 OF J. D. HOBBS SUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. WEST END AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WEST END AVE. TO THE EAST LINE OF LOT 38 IN PARMLY'S SUBDIVISION OF THAT PART OF LOT 3 LYING SOUTH OF LAKE ST. OF COURT PARTITION OF THE EAST 30 ACRES OF THE WEST 40 ACRES OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 38 IN PARMLY'S SUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF AND ALONG THE EAST LINE OF LOT 39 IN SAID PARMLY'S SUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. WASHINGTON BLVD.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WASHINGTON BLVD. TO THE WEST LINE OF N. PULASKI RD.;

THENCE NORTH ALONG SAID WEST LINE OF N. PULASKI RD. TO THE SOUTH LINE OF W. WEST END AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WEST END AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOTS 16 THROUGH 24, INCLUSIVE, IN F. S. TYRRELL'S SUBDIVISION OF BLOCK 17 IN WEST CHICAGO LAND COMPANY SUBDIVISION OF THE SOUTH HALF OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOTS 16 THROUGH 24, INCLUSIVE, IN F. S. TYRRELL'S SUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. PULASKI RD.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY WEST OF N. PULASKI RD. AND THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. MAYPOLE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. MAYPOLE AVE. TO THE WEST LINE OF N. PULASKI RD.;

THENCE NORTH ALONG SAID WEST LINE OF N. PULASKI RD. TO THE NORTH LINE OF LOTS 25 THROUGH 48, INCLUSIVE, IN BLOCK 16 IN WEST CHICAGO LAND COMPANY SUBDIVISION OF THE SOUTH HALF OF SECTION 10, TOWNSHIP 39 NORTH,

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RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOTS 25 THROUGH 48, INCLUSIVE, IN BLOCK 16 IN WEST CHICAGO LAND COMPANY SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. LAKE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. LAKE ST. AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF N KOSTNER AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N KOSTNER AVE. TO THE NORTH LINE OF LOT 46 IN BLOCK 12 IN THE RESUBDIVISION OF BLOCKS 3, 4, 5, 6, 11 AND 12 OF WEST CHICAGO LAND COMPANY SUBDIVISION OF THE SOUTH HALF OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF LOT 46 IN BLOCK 12 IN THE RESUBDIVISION OF BLOCKS 3, 4, 5, 6, 11 AND 12 OF WEST CHICAGO LAND COMPANY SUBDIVISION AND ALONG THE NORTH LINE OF LOT 45 IN SAID BLOCK 12 TO THE WEST LINE OF SAID LOT 45;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 45 IN BLOCK 12 IN THE RESUBDIVISION OF BLOCKS 3, 4, 5, 6, 11 AND 12 OF WEST CHICAGO LAND COMPANY SUBDIVISION TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOTS 36 THROUGH 44, INCLUSIVE, IN SAID BLOCK 12 IN THE RESUBDIVISION OF BLOCKS 3, 4, 5, 6, 11 AND 12 OF WEST CHICAGO LAND COMPANY SUBDIVISION, SAID NORTH LINE OF LOTS 36 THROUGH 44, INCLUSIVE, IN BLOCK 12 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF LAKE ST.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF THE ALLEY SOUTH OF LAKE ST. TO THE EAST LINE OF KILBOURN AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF KILBOURN AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOTS 27 THROUGH 47, INCLUSIVE, IN BLOCK 11 IN THE RESUBDIVISION OF BLOCKS 3, 4, 5, 6, 11 AND 12 OF WEST CHICAGO LAND COMPANY SUBDIVISION, SAID NORTH LINE OF LOTS 27 THROUGH 47, INCLUSIVE, IN BLOCK 11 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. LAKE ST.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND ALONG THE SOUTH LINE OF THE ALLEY SOUTH OF W. LAKE ST. AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF KENTON AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KENTON AVE. TO THE SOUTH LINE OF W. LAKE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. LAKE ST. TO THE EAST LINE OF LOT 1 IN BLOCK 10 IN THE RESUBDIVISION OF BLOCKS 7, 8, 9 AND 10 IN WEST CHICAGO LAND CO.'S SUBDIVISION IN THE SOUTH HALF OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 1 IN BLOCK 10 IN THE RESUBDIVISION OF BLOCKS 7, 8, 9 AND 10 IN WEST CHICAGO LAND CO.'S SUBDIVISION. TO NORTH LINE OF W. WAYMAN ST.;

THENCE WEST ALONG SAID NORTH LINE OF W. WAYMAN ST. AND THE NORTH LINE OF VACATED W. WAYMAN ST. TO THE WEST LINE OF SAID VACATED W.

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WAYMAN ST., SAID WEST LINE BEING THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 42 IN BLOCK 10 IN THE RESUBDIVISION OF BLOCKS 7, 8, 9 AND 10 OF WEST CHICAGO LAND COMPANY SUBDIVISION IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID WEST LINE OF VACATED W. WAYMAN ST. TO THE SOUTH LINE OF W. WAYMAN ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WAYMAN ST. AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. CICERO AVE. TO THE SOUTH LINE OF W. LAKE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. LAKE ST. TO THE EAST LINE OF LAMON ST.;

THENCE SOUTH ALONG SAID EAST LINE OF LAMON ST. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOTS 26, THROUGH 48, INCLUSIVE, IN BLOCK 3 IN DERBY'S SUBDIVISION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THE 5 ACRES IN THE NORTHEAST CORNER THEREOF, SAID NORTH LINE OF LOTS 26, THROUGH 48, INCLUSIVE, IN BLOCK 3 IN DERBY'S SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. LAKE ST.;

THENCE WEST ALONG SAID THE EASTERLY EXTENSION AND ALONG THE SOUTH LINE OF THE ALLEY SOUTH OF W. LAKE ST. AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF N. LAVERNGE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAVERNGE AVE. TO THE NORTH LINE OF LOT 18 IN C. J. HULL'S SUBDIVISION OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF LOT 18 IN C. J. HULL'S SUBDIVISION TO THE WEST LINE THEREOF;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 18 IN C. J. HULL'S SUBDIVISION TO THE NORTH LINE OF LOTS 1 THROUGH 7, INCLUSIVE, IN THE SUBDIVISION OF LOT 19 IN SAID C. J. HULL'S SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE OF LOTS 1 THROUGH 7, INCLUSIVE, IN THE SUBDIVISION OF LOT 19 IN SAID C. J. HULL'S SUBDIVISION AND ALONG THE NORTH LINE OF LOTS 1 THROUGH 7, INCLUSIVE, IN THE SUBDIVISION OF LOT 20 IN SAID C. J. HULL'S SUBDIVISION AND ALONG THE NORTH LINE OF LOTS 1 THROUGH 7, INCLUSIVE, IN THE SUBDIVISION OF LOT 21 IN SAID C. J. HULL'S SUBDIVISION TO THE EAST LINE OF LOT 22 IN SAID C. J. HULL'S SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 22 IN SAID C. J. HULL'S SUBDIVISION TO THE NORTH LINE THEREOF;

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THENCE WEST ALONG SAID NORTH LINE OF LOT 22 IN SAID C. J. HULL'S SUBDIVISION TO THE WEST LINE THEREOF;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 22 IN SAID C. J. HULL'S SUBDIVISION TO THE NORTH LINE OF LOTS 1 THROUGH 14, INCLUSIVE, IN THE SUBDIVISION OF LOTS 23 AND 24 IN SAID C. J. HULL'S SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE OF LOTS 1 THROUGH 14, INCLUSIVE, IN THE SUBDIVISION OF LOTS 23 AND 24 IN SAID C. J. HULL'S SUBDIVISION AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF N. LARAMIE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LARAMIE AVE. TO THE NORTH LINE OF KINZIE ST.;

THENCE EAST ALONG SAID NORTH LINE OF KINZIE ST. TO EAST LINE OF LOT 45 IN BLOCK 8 IN CRAFT'S SUBDIVISION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 45 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF CICERO AVE. TO THE SOUTH LINE OF W. OHIO ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. OHIO ST. TO THE WEST LINE OF N. LAMON AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAMON AVE. TO THE NORTH LINE OF W. ERIE ST.;

THENCE WEST ALONG SAID NORTH LINE OF W. ERIE ST. TO THE EAST LINE OF LOT 11 IN BLOCK 9 IN THE RESUBDIVISION OF BLOCKS 5, 8, 9 AND 12 IN G. C. CAMPBELL'S SUBDIVISION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 11 IN BLOCK 9 IN THE RESUBDIVISION OF BLOCKS 5, 8, 9 AND 12 IN G. C. CAMPBELL'S SUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF CICERO AVE. TO THE SOUTH LINE OF W. HIRSCH ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. HIRSCH ST. TO THE EAST LINE OF N. CICERO AVE.;

THENCE NORTH ALONG SAID THE EAST LINE OF N. CICERO AVE. TO SOUTH LINE OF LOT 40 IN BLOCK 7 IN JOHN F. THOMPSON'S NORTH AVE. SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER (EXCEPT THE RAILROAD RIGHT OF WAY) OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 40 BEING ALSO THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY;

THENCE EAST ALONG SAID SOUTH LINE OF A 16 FOOT PUBLIC ALLEY IN BLOCK 7 IN JOHN F. THOMPSON'S NORTH AVE. SUBDIVISION TO THE WEST LINE OF LOT 10

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IN SAID BLOCK 7 IN JOHN F. THOMPSON'S NORTH AVE. SUBDIVISION, SAID WEST LINE OF LOT 10 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY EAST OF N. CICERO AVE. TO THE NORTH LINE OF LOT 41 IN BLOCK 3 IN SAID JOHN F. THOMPSON'S NORTH AVE. SUBDIVISION, SAID NORTH LINE OF LOT 41 IN BLOCK 3 IN JOHN F. THOMPSON'S NORTH AVE. SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE. TO THE EAST LINE OF N. KEATING AVE.;

THENCE NORTH ALONG SAID EAST LINE OF N. KEATING AVE. TO THE SOUTH LINE OF W. NORTH AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF NORTH AVE. TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 21 IN THE SUBDIVISION OF BLOCK 17 (EXCEPT THE NORTH 191 FEET THEREOF) IN W. & R. O'BRIEN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN , SAID WEST LINE OF LOT 21 BEING ALSO THE EAST LINE OF N. KEATING AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND EAST LINE OF N. KEATING AVE. EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 17 IN SPRAGUE AND WILSON SUBDIVISION OF BLOCK 18 IN W. & R. O'BRIEN'S SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID THE SOUTH LINE OF LOT 17 IN SPRAGUE AND WILSON SUBDIVISION BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. NORTH AVE.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND ALONG THE NORTH LINE OF THE ALLEY NORTH OF W. NORTH AVE. AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WESTERLY LINE OF N. CICERO AVE. AS WIDENED;

THENCE NORTHERLY ALONG SAID WESTERLY LINE OF N. CICERO AVE. AS WIDENED TO THE NORTH LINE OF W. CONCORD PL.;

THENCE WEST ALONG SAID NORTH LINE OF W. CONCORD PL. TO THE WEST LINE OF LOT 49 IN HOME SWEET HOME SUBDIVISION, A RESUBDIVISION OF LOTS 1 TO 26, THE EAST 16 FEET OF LOT 28, LOTS 29 TO 50 AND 55 TO 66 IN BLOCK 5 IN THE SUBDIVISION OF PART OF SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN LYING EAST OF THE WEST 26.60 CHAINS AND SOUTH OF GRAND AVE.;

THENCE NORTH ALONG SAID WEST LINE OF LOT 49 IN HOME SWEET HOME SUBDIVISION TO THE NORTH LINE OF SAID LOT 49, SAID NORTH LINE OF LOT 49 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF WABANSIA AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF WABANSIA AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 3 IN SAID HOME SWEET HOME SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOT 3 IN SAID HOME SWEET HOME SUBDIVISION TO THE SOUTH LINE OF W. WABANSIA AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WABANSIA AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 11 IN BLOCK 4 IN W. W. MARCY'S RESUBDIVISION OF BLOCK 1 (EXCEPT THE PART TAKEN FOR GRAND AVE.), BLOCK 2, ALL OF BLOCK 3 AND LOTS 26 TO 41 IN BLOCK 4, SAID EAST LINE OF LOT 11 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF CICERO AVE. TO THE SOUTH LINE OF LOT 31 IN BLOCK 1 IN SAID W. W. MARCY'S RESUBDIVISION, SAID SOUTH LINE OF LOT 31 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF BLOOMINGDALE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF BLOOMINGDALE AVE. TO THE EAST LINE OF LOT 31 IN SAID BLOCK 1 IN W. W. MARCY'S RESUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 31 IN BLOCK 1 IN W. W. MARCY'S RESUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO THE NORTHEASTERLY LINE OF GRAND AVE.;

THENCE NORTHWEST ALONG SAID NORTHEASTERLY LINE OF GRAND AVE. TO THE NORTHERLY LINE OF LOT 21 IN LYFORD AND MANN'S ADDITION TO CRAGIN, BEING CHAS. B. HOSMER'S SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID NORTHERLY LINE OF LOT 21 IN LYFORD AND MANN'S ADDITION TO CRAGIN TO THE WEST LINE OF N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. CICERO AVE. TO THE NORTH LINE OF LOT 46 IN BLOCK 1 IN SAID LYFORD AND MANN'S ADDITION TO CRAGIN, SAID NORTH LINE OF LOT 46 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF ARMITAGE AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF ARMITAGE AVE. TO THE WEST LINE OF N. LAMON AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAMON AVE. TO THE NORTH LINE OF THAT PART OF LOT 12 IN R. HOEFT'S SUBDIVISION IN COUNTY CLERK'S DIVISION OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF THAT PART OF LOT 12 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. ARMITAGE AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. ARMITAGE AVE. TO THE WEST LINE OF SAID PART OF LOT 12 AND LOTS 1 THROUGH 4, INCLUSIVE, IN GAVIGAN'S & McARTHY'S SUBDIVISION OF COUNTY CLERK'S DIVISION IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF THAT PART OF LOT 12 AND LOTS 1 THROUGH 4, INCLUSIVE, IN GAVIGAN'S & McARTHY'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY WEST OF N. LAMON AVE.;

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THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF N. LAMON AVE. TO THE SOUTH LINE OF SAID LOT 4 IN GAVIGAN'S & McARTHYS SUBDIVISION, SAID SOUTH LINE OF LOT 4 IN GAVIGAN'S & McARTHYS SUBDIVISION BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 4 IN GAVIGAN'S & McARTHYS SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. LAMON AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. LAMON AVE. TO THE SOUTHWESTERLY LINE OF GRAND AVE.;

THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE OF GRAND AVE. TO AN ANGLE POINT IN THE SOUTHWESTERLY LINE OF GRAND AVE., SAID ANGLE POINE BEING 125 FEET NORTHWEST OF THE WEST LINE OF N. LECLAIRE AVE., AS MEASURED ALONG SAID SOUTHWESTERLY LINE OF GRAND AVE. AND 33 FEET SOUTH OF THE NORTH LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG A LINE PERPENDICULAR TO SAID NORTH LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE NORTH LINE OF GRAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF GRAND AVE. TO THE WEST LINE OF N. LAVERGNE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAVERGNE AVE. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 20 IN BLOCK 1 IN MORAN'S SUBDIVISION OF PART LOT 4 AND LOT 7 IN COUNTY CLERK'S SUBDIVISION OF THE EAST THREE QUARTERS OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 20 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF ARMITAGE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF ARMITAGE AVE. AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. LAPORTE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. LAPORTE AVE. TO THE SOUTH LINE OF LOT 17 IN THE SUBDIVISION OF THE EAST 2 3/4 ACRES OF LOT 4 AND ALL OF LOT 5 IN CLERK'S SUBDIVISION OF THE EAST THREE QUARTERS OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 17 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE. TO THE EAST LINE OF LOT 1 IN H. H. TANKS RESUBDIVISION OF LOTS 12 TO 16 IN BLOCK 1 IN McAULEY & ELLIOTT'S RUTHERFORD SUBDIVISION IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE SOUTH LINE OF W. DICKENS AVE.;

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THENCE WEST ALONG SAID SOUTH LINE OF W. DICKENS AVE. TO THE EAST LINE OF N. LAMON AVE.;

THENCE NORTH ALONG SAID EAST LINE OF N. LAMON AVE. TO THE NORTH LINE OF W. CASTELLO AVE. (OTHERWISE KNOWN AS W. SHAKESPEARE AVE.);

THENCE EAST ALONG SAID NORTH LINE OF W. CASTELLO AVE. (OTHERWISE KNOWN AS W. SHAKESPEARE AVE.) TO THE EAST LINE OF LOT 24 IN BLOCK 15 IN CHICAGO LAND INVESTMENT COMPANY SUBDIVISION OF LOT 1 IN COUNTY CLERK'S DIVISION OF THE EAST THREE QUARTERS OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 24 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE SOUTH LINE OF W. PALMER ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. PALMER ST. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 6 IN F. A. REEVES RESUBDIVISION OF LOTS 8 TO 14 IN BLOCK 1 IN SAID CHICAGO LAND INVESTMENT COMPANY SUBDIVISION, SAID EAST LINE OF LOT 6 IN F. A. REEVES RESUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE SOUTH LINE OF W. BELDEN AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. BELDEN AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 29 IN BLOCK 3 IN SAID McAULEY & ELLIOTT'S SUBDIVISION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 29 IN BLOCK 3 IN SAID McAULEY & ELLIOTT'S SUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE NORTH LINE OF LOT 29 IN BLOCK 2 IN SAID McAULEY & ELLIOTT'S SUBDIVISION, SAID NORTH LINE OF LOT 29 IN BLOCK 2 IN SAID McAULEY & ELLIOTT'S SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE. TO THE EAST LINE OF N. LAMON AVE.;

THENCE NORTH ALONG SAID EAST LINE OF N. LAMON AVE. TO THE SOUTH LINE OF LOT 29 IN BLOCK 16 IN E. F. KENNEDY'S RESUBDIVISION OF PAUL STENSLAND'S SUBDIVISION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 29 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH W. FULLERTON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH W. FULLERTON AVE. TO THE EAST LINE OF LOT 12 IN SAID BLOCK 16 IN E. F. KENNEDY'S

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RESUBDIVISION, SAID EAST LINE OF LOT 12 BEING ALSO THE WEST LINE OF THE ALLEY WEST N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST N. CICERO AVE. TO THE NORTH LINE OF W. MONTANA ST.;

THENCE EAST ALONG SAID NORTH LINE OF W. MONTANA ST. TO THE POINT OF BEGINNING ON THE EAST LINE OF N. CICERO AVE.;

EXCEPTING FROM THE FORGOING THE FOLLOWING TWO TRACTS OF LAND:

EXCEPTION TRACT 1

BEGINNING AT THE POINT OF INTERSECTION OF SOUTH LINE OF W. BELDEN AVE. WITH THE WEST LINE OF N. KNOX AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KNOX AVE. TO THE SOUTH LINE OF W. PALMER ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. PALMER ST. TO THE EAST LINE OF LOT 1 IN FRANK T. BAIRD'S RESUBDIVISION OF LOTS 1 TO 15, ALSO 26 TO 55 AND 66 TO 80 OF J. M. WELCH'S SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD;

THENCE SOUTH ALONG SAID WEST LINE OF THE ALLEY WEST OF THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE NORTH LINE OF W. DICKENS AVE.;

THENCE WEST ALONG SAID NORTH LINE OF W. DICKENS AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 1 IN FRED W. NORDMAN'S RESUBDIVISION OF LOTS 91 TO 95 OF SAID J. M. WELCH'S SUBDIVISION, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF AN ALLEY;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF LOT 1 IN FRED W. NORDMAN'S RESUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOTS 1 THROUGH 17, INCLUSIVE, IN H. E. VANNATTA'S SUBDIVISION OF THE SOUTH HALF AND THE EAST 162 FEET OF THE NORTH HALF OF BLOCK 5 OF VANNATTA'S SUBDIVISION OF THE SOUTH HALF OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOTS 1 THROUGH 17, INCLUSIVE, IN H. E. VANNATTA'S SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF W. McLEAN AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF McLEAN AVE. TO THE EAST LINE OF LOT 17 IN SAID H. E. VANNATTA'S SUBDIVISION;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 17 IN SAID H. E. VANNATTA'S SUBDIVISION TO THE NORTH LINE OF McLEAN AVE.;

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THENCE WEST ALONG SAID NORTH LINE OF McLEAN AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 15 IN THE RESUBDIVISION OF LOTS 10 TO 17 AND THE EAST 74 FEET OF THE VACATED ALLEY IN BLOCK 6 IN THE SUBDIVISION OF THE EAST 307.5 FEET OF BLOCK 6 IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 15 IN THE RESUBDIVISION OF LOTS 10 TO 17 AND THE EAST 74 FEET OF THE VACATED ALLEY IN BLOCK 6 BEING ALSO THE WEST LINE OF AN ALLEY;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF LOT 15 IN THE RESUBDIVISION OF LOTS 10 TO 17 AND THE EAST 74 FEET OF THE VACATED ALLEY IN BLOCK 6 TO THE SOUTH LINE OF SAID LOT 15, SAID SOUTH LINE OF LOT 15 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE.;

THENCE WEST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE. TO THE WEST LINE OF LOT 34 IN BLOCK 7 IN JOHN F. THOMPSON'S ARMITAGE AVE. SUBDIVISION OF BLOCKS 2 AND 3 IN VANNATTA'S SUBDIVISION OF THE SOUTH HALF OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 34 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF CICERO AVE.;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY EAST OF CICERO AVE. TO THE NORTH LINE OF LOT 46 IN EDGINTON PARK, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 46 IN EDGINTON PARK BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE. TO THE WEST LINE OF N. KNOX AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KNOX AVE. TO THE SOUTH LINE OF LOT 129 IN SAID EDGINTON PARK;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 129 IN EDGINTON PARK AND THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 116 IN SAID EDGINTON PARK, SAID EAST LINE OF LOT 116 IN EDGINTON PARK BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. KNOX AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF THE ALLEY WEST OF N. KNOX AVE. TO THE SOUTH LINE OF W. BELDEN AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF W. BELDEN AVE. TO THE POINT OF BEGINNING FOR EXCEPTION TRACT 1 ON THE WEST LINE OF N. KNOX AVE.

EXCEPTION TRACT 2

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF N. CICERO AVE. WITH SOUTH LINE OF W. OHIO ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. OHIO ST. TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 27 IN BLOCK 7 IN WEST CHICAGO LAND COMPANY'S SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER

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OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 27 IN BLOCK 7 IN WEST CHICAGO LAND COMPANY'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF CICERO AVE.;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY EAST OF CICERO AVE. TO THE NORTH LINE OF LOT 28 IN BLOCK 2 IN SAID WEST CHICAGO LAND COMPANY'S SUBDIVISION, SAID NORTH LINE OF LOT 28 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. CHICAGO AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. CHICAGO AVE. TO THE WEST LINE OF N. KILPATRICK AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KILPATRICK AVE. TO THE SOUTH LINE OF W. OHIO ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. OHIO ST. TO THE WEST LINE OF N. KILPATRICK AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KILPATRICK AVE. TO THE SOUTH LINE OF LOT 1 IN BLOCK 3 IN THE SUBDIVISION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 1 IN BLOCK 3 IN THE SUBDIVISION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF W. RACE AVE.;

THENCE WEST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF W. RACE AVE TO THE EAST LINE OF N. CICERO AVE.;

THENCE NORTH ALONG SAID EAST LINE OF N. CICERO AVE. TO THE POINT OF BEGINNING FOR EXCEPTION TRACT 2 ON THE SOUTH LINE OF W. OHIO ST.

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

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Attachment Four

**1997 Estimated EAV By
Tax Parcel**

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOT 3 IN SAID HOME SWEET HOME SUBDIVISION TO THE SOUTH LINE OF W. WABANSIA AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WABANSIA AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 11 IN BLOCK 4 IN W. W. MARCY'S RESUBDIVISION OF BLOCK 1 (EXCEPT THE PART TAKEN FOR GRAND AVE.), BLOCK 2, ALL OF BLOCK 3 AND LOTS 26 TO 41 IN BLOCK 4, SAID EAST LINE OF LOT 11 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF CICERO AVE. TO THE SOUTH LINE OF LOT 31 IN BLOCK 1 IN SAID W. W. MARCY'S RESUBDIVISION, SAID SOUTH LINE OF LOT 31 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF BLOOMINGDALE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF BLOOMINGDALE AVE. TO THE EAST LINE OF LOT 31 IN SAID BLOCK 1 IN W. W. MARCY'S RESUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 31 IN BLOCK 1 IN W. W. MARCY'S RESUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO THE NORTHEASTERLY LINE OF GRAND AVE.;

THENCE NORTHWEST ALONG SAID NORTHEASTERLY LINE OF GRAND AVE. TO THE NORTHERLY LINE OF LOT 21 IN LYFORD AND MANN'S ADDITION TO CRAGIN, BEING CHAS. B. HOSMER'S SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID NORTHERLY LINE OF LOT 21 IN LYFORD AND MANN'S ADDITION TO CRAGIN TO THE WEST LINE OF N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. CICERO AVE. TO THE NORTH LINE OF LOT 46 IN BLOCK 1 IN SAID LYFORD AND MANN'S ADDITION TO CRAGIN, SAID NORTH LINE OF LOT 46 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF ARMITAGE AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF ARMITAGE AVE. TO THE WEST LINE OF N. LAMON AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAMON AVE. TO THE NORTH LINE OF THAT PART OF LOT 12 IN R. HOEFT'S SUBDIVISION IN COUNTY CLERK'S DIVISION OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF THAT PART OF LOT 12 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. ARMITAGE AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. ARMITAGE AVE. TO THE WEST LINE OF SAID PART OF LOT 12 AND LOTS 1 THROUGH 4, INCLUSIVE, IN GAVIGAN'S & McARTHUR'S SUBDIVISION OF COUNTY CLERK'S DIVISION IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF THAT PART OF LOT 12 AND LOTS 1 THROUGH 4, INCLUSIVE, IN GAVIGAN'S & McARTHUR'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY WEST OF N. LAMON AVE.;

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THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF N. LAMON AVE. TO THE SOUTH LINE OF SAID LOT 4 IN GAVIGAN'S & McARTHY'S SUBDIVISION, SAID SOUTH LINE OF LOT 4 IN GAVIGAN'S & McARTHY'S SUBDIVISION BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 4 IN GAVIGAN'S & McARTHY'S SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. LAMON AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. LAMON AVE. TO THE SOUTHWESTERLY LINE OF GRAND AVE.;

THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE OF GRAND AVE. TO AN ANGLE POINT IN THE SOUTHWESTERLY LINE OF GRAND AVE., SAID ANGLE POINE BEING 125 FEET NORTHWEST OF THE WEST LINE OF N. LECLAIRE AVE., AS MEASURED ALONG SAID SOUTHWESTERLY LINE OF GRAND AVE. AND 33 FEET SOUTH OF THE NORTH LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG A LINE PERPENDICULAR TO SAID NORTH LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TO THE NORTH LINE OF GRAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF GRAND. AVE. TO THE WEST LINE OF N. LAVERGNE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAVERGNE AVE. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 20 IN BLOCK 1 IN MORAN'S SUBDIVISION OF PART LOT 4 AND LOT 7 IN COUNTY CLERK'S SUBDIVISION OF THE EAST THREE QUARTERS OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 20 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF ARMITAGE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF ARMITAGE AVE. AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. LAPORTE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. LAPORTE AVE. TO THE SOUTH LINE OF LOT 17 IN THE SUBDIVISION OF THE EAST 2 ¼ ACRES OF LOT 4 AND ALL OF LOT 5 IN CLERK'S SUBDIVISION OF THE EAST THREE QUARTERS OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 17 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE. AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE. AVE. TO THE EAST LINE OF LOT 1 IN H. H. TANKS RESUBDIVISION OF LOTS 12 TO 16 IN BLOCK 1 IN McAULEY & ELLIOTT'S RUTHERFORD SUBDIVISION IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE SOUTH LINE OF W. DICKENS AVE.;

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THENCE WEST ALONG SAID SOUTH LINE OF W. DICKENS AVE. TO THE EAST LINE OF N. LAMON AVE.;

THENCE NORTH ALONG SAID EAST LINE OF N. LAMON AVE. TO THE NORTH LINE OF W. CASTELLO AVE. (OTHERWISE KNOWN AS W. SHAKESPEARE AVE.);

THENCE EAST ALONG SAID NORTH LINE OF W. CASTELLO AVE. (OTHERWISE KNOWN AS W. SHAKESPEARE AVE.) TO THE EAST LINE OF LOT 24 IN BLOCK 15 IN CHICAGO LAND INVESTMENT COMPANY SUBDIVISION OF LOT 1 IN COUNTY CLERK'S DIVISION OF THE EAST THREE QUARTERS OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 24 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE SOUTH LINE OF W. PALMER ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. PALMER ST. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 6 IN F. A. REEVES RESUBDIVISION OF LOTS 8 TO 14 IN BLOCK 1 IN SAID CHICAGO LAND INVESTMENT COMPANY SUBDIVISION, SAID EAST LINE OF LOT 6 IN F. A. REEVES RESUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE SOUTH LINE OF W. BELDEN AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. BELDEN AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 29 IN BLOCK 3 IN SAID McAULEY & ELLIOTT'S SUBDIVISION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER SECTION 33, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 29 IN BLOCK 3 IN SAID McAULEY & ELLIOTT'S SUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY WEST OF N. CICERO AVE. TO THE NORTH LINE OF LOT 29 IN BLOCK 2 IN SAID McAULEY & ELLIOTT'S SUBDIVISION, SAID NORTH LINE OF LOT 29 IN BLOCK 2 IN SAID McAULEY & ELLIOTT'S SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE. TO THE EAST LINE OF N. LAMON AVE.;

THENCE NORTH ALONG SAID EAST LINE OF N. LAMON AVE. TO THE SOUTH LINE OF LOT 29 IN BLOCK 16 IN E. F. KENNEDY'S RESUBDIVISION OF PAUL STENSLAND'S SUBDIVISION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 29 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH W. FULLERTON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH W. FULLERTON AVE. TO THE EAST LINE OF LOT 12 IN SAID BLOCK 16 IN E. F. KENNEDY'S

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RESUBDIVISION, SAID EAST LINE OF LOT 12 BEING ALSO THE WEST LINE OF THE ALLEY WEST N. CICERO AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST N. CICERO AVE. TO THE NORTH LINE OF W. MONTANA ST.;

THENCE EAST ALONG SAID NORTH LINE OF W. MONTANA ST. TO THE POINT OF BEGINNING ON THE EAST LINE OF N. CICERO AVE.;

EXCEPTING FROM THE FORGOING THE FOLLOWING TWO TRACTS OF LAND:

EXCEPTION TRACT 1

BEGINNING AT THE POINT OF INTERSECTION OF SOUTH LINE OF W. BELDEN AVE. WITH THE WEST LINE OF N. KNOX AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KNOX AVE. TO THE SOUTH LINE OF W. PALMER ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. PALMER ST. TO THE EAST LINE OF LOT 1 IN FRANK T. BAIRD'S RESUBDIVISION OF LOTS 1 TO 15, ALSO 26 TO 55 AND 66 TO 80 OF J. M. WELCH'S SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD;

THENCE SOUTH ALONG SAID WEST LINE OF THE ALLEY WEST OF THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE NORTH LINE OF W. DICKENS AVE.;

THENCE WEST ALONG SAID NORTH LINE OF W. DICKENS AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 1 IN FRED W. NORDMAN'S RESUBDIVISION OF LOTS 91 TO 95 OF SAID J. M. WELCH'S SUBDIVISION, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF AN ALLEY;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF LOT 1 IN FRED W. NORDMAN'S RESUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOTS 1 THROUGH 17, INCLUSIVE, IN H. E. VANNATTA'S SUBDIVISION OF THE SOUTH HALF AND THE EAST 162 FEET OF THE NORTH HALF OF BLOCK 5 OF VANNATTA'S SUBDIVISION OF THE SOUTH HALF OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOTS 1 THROUGH 17, INCLUSIVE, IN H. E. VANNATTA'S SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF W. McLEAN AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF McLEAN AVE. TO THE EAST LINE OF LOT 17 IN SAID H. E. VANNATTA'S SUBDIVISION;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 17 IN SAID H. E. VANNATTA'S SUBDIVISION TO THE NORTH LINE OF McLEAN AVE.;

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THENCE WEST ALONG SAID NORTH LINE OF McLEAN AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 15 IN THE RESUBDIVISION OF LOTS 10 TO 17 AND THE EAST 74 FEET OF THE VACATED ALLEY IN BLOCK 6 IN THE SUBDIVISION OF THE EAST 307.5 FEET OF BLOCK 6 IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 15 IN THE RESUBDIVISION OF LOTS 10 TO 17 AND THE EAST 74 FEET OF THE VACATED ALLEY IN BLOCK 6 BEING ALSO THE WEST LINE OF AN ALLEY;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF LOT 15 IN THE RESUBDIVISION OF LOTS 10 TO 17 AND THE EAST 74 FEET OF THE VACATED ALLEY IN BLOCK 6 TO THE SOUTH LINE OF SAID LOT 15, SAID SOUTH LINE OF LOT 15 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE.;

THENCE WEST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. ARMITAGE AVE. TO THE WEST LINE OF LOT 34 IN BLOCK 7 IN JOHN F. THOMPSON'S ARMITAGE AVE. SUBDIVISION OF BLOCKS 2 AND 3 IN VANNATTA'S SUBDIVISION OF THE SOUTH HALF OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 34 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF CICERO AVE.;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY EAST OF CICERO AVE. TO THE NORTH LINE OF LOT 46 IN EDGINTON PARK, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 46 IN EDGINTON PARK BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. FULLERTON AVE. TO THE WEST LINE OF N. KNOX AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KNOX AVE. TO THE SOUTH LINE OF LOT 129 IN SAID EDGINTON PARK;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 129 IN EDGINTON PARK AND THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 116 IN SAID EDGINTON PARK, SAID EAST LINE OF LOT 116 IN EDGINTON PARK BEING ALSO THE WEST LINE OF THE ALLEY WEST OF N. KNOX AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF THE ALLEY WEST OF N. KNOX AVE. TO THE SOUTH LINE OF W. BELDEN AVE.;

THENCE EAST ALONG SAID SOUTH LINE OF W. BELDEN AVE. TO THE POINT OF BEGINNING FOR EXCEPTION TRACT 1 ON THE WEST LINE OF N. KNOX AVE.

EXCEPTION TRACT 2

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF N. CICERO AVE. WITH SOUTH LINE OF W. OHIO ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. OHIO ST. TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 27 IN BLOCK 7 IN WEST CHICAGO LAND COMPANY'S SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER

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OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 27 IN BLOCK 7 IN WEST CHICAGO LAND COMPANY'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF CICERO AVE.;

THENCE NORTH ALONG SAID EAST LINE OF THE ALLEY EAST OF CICERO AVE. TO THE NORTH LINE OF LOT 28 IN BLOCK 2 IN SAID WEST CHICAGO LAND COMPANY'S SUBDIVISION, SAID NORTH LINE OF LOT 28 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. CHICAGO AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. CHICAGO AVE. TO THE WEST LINE OF N. KILPATRICK AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KILPATRICK AVE. TO THE SOUTH LINE OF W. OHIO ST.;

THENCE EAST ALONG SAID SOUTH LINE OF W. OHIO ST. TO THE WEST LINE OF N. KILPATRICK AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF N. KILPATRICK AVE. TO THE SOUTH LINE OF LOT 1 IN BLOCK 3 IN THE SUBDIVISION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 1 IN BLOCK 3 IN THE SUBDIVISION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF W. RACE AVE.;

THENCE WEST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF W. RACE AVE TO THE EAST LINE OF N. CICERO AVE.;

THENCE NORTH ALONG SAID EAST LINE OF N. CICERO AVE. TO THE POINT OF BEGINNING FOR EXCEPTION TRACT 2 ON THE SOUTH LINE OF W. OHIO ST.

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

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Attachment Four

**1997 Estimated EAV By
Tax Parcel**

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER		ACTUAL EAV 1997	RAILROAD OR EXEMPT
1	1327324014		284,605	
2	1327324015		46,253	
3	1327324016		4,461	
4	1327324017		92,390	
5	1327324020		36,138	
6	1327324021		36,138	
7	1327324024		175,804	
8	1327324028		63,943	
9	1327324029		367,193	
10	1327324030		233,738	
11	1327324031		389,005	
12	1327324032	8001	EXEMPT	
13	1327324032	8002	EXEMPT	EXEMPT
14	1327325015		8,578	
15	1327325016		79,309	
16	1327325017		79,309	
17	1327325018		84,879	
18	1327325019		75,233	
19	1327325020		93,415	
20	1327325021		48,632	
21	1327325022		23,444	
22	1327325023		62,795	
23	1327325024		39,052	
24	1327325029		53,692	
25	1327325030		8,776	
26	1327325031		9,846	
27	1327325032 ✓		74,734	
28	1327325033 ✓		74,734	
29	1327325034 ✓		23,142	
30	1327326021 ✓		19,774	
31	1327326022 ✓		420,856	
32	1327326023		315,697	
33	1327326024		224,652	
34	1327326025		66,758	
35	1327326026		38,828	
36	1327326027		91,380	
37	1327327022		406,069	
38	1327327023		111,487	
39	1327327024		103,442	
40	1327327025		78,351	
41	1327327026		41,319	
42	1327327027		13,551	
43	1327327028		53,428	
44	1327327045		65,056	
45	1327327046		196,841	
46	1328431019		385,139	
47	1328431020		64,033	
48	1328431021		52,998	
			52,998	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
49	1328431024		
50	1328431025	6,754	
51	1328431026	6,754	
52	1328431027	33,293	
53	1328431028	6,754	
54	1328431029	54,911	
55	1328431030	54,911	
56	1328431031	12,900	
57	1328431032	13,224	
58	1328431033	12,900	
59	1328431034	213,908	
60	1328431035	126,976	
61	1328431036	7,375	
62	1328431037	43,517	
63	1328431038	103,014	
64	1328431040	309,051	
65	1328431041	EXEMPT	EXEMPT
66	1333204011	95,538	
67	1333204012	1,347	
68	1333204013	12,713	
69	1333204014	12,713	
70	1333204015	12,713	
71	1333204016	12,713	
72	1333204017	12,713	
73	1333204040	113,917	
74	1333204041	27,353	
75	1333206029	32,111	
76	1333206030	94,186	
77	1333206031	79,739	
78	1333206032	72,418	
79	1333206033	52,532	
80	1333206034	16,714	
81	1333206035	16,663	
82	1333206036	6,043	
83	1333214021	44,854	
84	1333214022	35,895	
85	1333214023	35,895	
86	1333214024	36,611	
87	1333214025	58,130	
88	1333214026	15,668	
89	1333214027	24,523	
90	1333214028	81,826	
91	1333214029	14,980	
92	1333214030	15,668	
93	1333214031	41,895	
94	1333214032	36,748	
95	1333214033	14,640	
96	1333214034	14,613	
		14,613	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
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COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
97	1333214035		
98	1333214036	14,683	
99	1333214037	66,678	
100	1333214038	55,338	
101	1333214039	94,771	
102	1333221036	15,272	
103	1333221037	40,421	
104	1333221038	47,360	
105	1333221042	164,745	
106	1333222001	141,417	
107	1333222002	EXEMPT	EXEMPT
108	1333222003	15,580	
109	1333222004	14,086	
110	1333222005	44,407	
111	1333222006	15,779	
112	1333222007	62,202	
113	1333222008	77,618	
114	1333222009	25,834	
115	1333222010	13,850	
116	1333227030	11,686	
117	1333227031	14,567	
118	1333227032	10,968	
119	1333227033	60,810	
120	1333227034	22,331	
121	1333227035	39,084	
122	1333227036	39,084	
123	1333228028	166,000	
124	1333228031	222,478	
125	1333228032	52,510	
126	1333228033	50,880	
127	1333228034	5,909	
128	1333228035	8,391	
129	1333228036	709	
130	1333229028	22,381	
131	1333229029	135,488	
132	1333229030	47,374	
133	1333229031	9,947	
134	1333229032	9,947	
135	1333229033	9,947	
136	1333229034	9,947	
137	1333230019	126,536	
138	1333230020	101,007	
139	1333230021	13,444	
140	1333230022	13,710	
141	1333230023	13,467	
142	1333230024	143,656	
143	1333230025	21,021	
144	1333230026	15,663	
		24,571	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
145	1333230027		
146	1333230028	14,204	
147	1333230029	15,468	
148	1333230030	15,691	
149	1333230031	31,417	
150	1333230032	41,783	
151	1333230033	24,338	
152	1333230034	36,170	
153	1333230035	120,738	
154	1333230036	5,909	
155	1333230037	5,909	
156	1333230038	11,819	
157	1333230039	103,261	
158	1333230040	23,704	
159	1333230041	23,984	
160	1333401001	90,168	
161	1333401008	96,415	
162	1333401009	36,420	
163	1333401010	37,172	
164	1333401011	51,786	
165	1333401014	31,756	
166	1333401015	88,477	
167	1333401016	61,216	
168	1333401026	61,216	
169	1333401027	25,456	
170	1333401028	14,888	
171	1333401029	15,883	
172	1333401030	16,963	
173	1333401031	22,892	
174	1333401032	23,249	
175	1333401033	23,619	
176	1333401034	39,026	
177	1333401035	37,623	
178	1333401036	37,928	
179	1333401037	38,558	
180	1333401038	21,992	
181	1333401039	20,926	
182	1333401040	17,365	
183	1333401041	17,559	
184	1333401042	17,926	
185	1333401043	32,227	
186	1333401044	27,697	
187	1333401045	25,290	
188	1333401046	217,067	
189	1333401048	8,015	
190	1333401049	31,260	
191	1333401050	57,578	
192	1333401051	100,803	
		91,148	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
193	1333401052		
194	1333402001	13,321	
195	1333402002	8,125	
196	1333402003	16,194	
197	1333402004	37,758	
198	1333402005	53,342	
199	1333402006	53,342	
200	1333402007	13,940	
201	1333402008	25,625	
202	1333402009 Split Parcel	24,798	
203	1333402010	132,723	
204	1333402011	10,914	
205	1333402012	58,491	
206	1333403001	58,966	
207	1333403002	104,419	
208	1333403003	3,217	
209	1333403004	17,410	
210	1333403005	44,673	
211	1333403006	27,654	
212	1333403007	37,135	
213	1333403008	48,221	
214	1333403009	33,684	
215	1333410020	125,960	
216	1333411018	116,096	
217	1333411019	52,691	
218	1333411020	88,861	
219	1333411021	142,693	
220	1333411022	42,447	
221	1333411023	14,086	
222	1333414046	14,086	
223	1333414047	15,872	
224	1333414048	11,853	
225	1333414049	11,853	
226	1333414050	44,237	
227	1333414051	44,237	
228	1333414052	11,853	
229	1333414053	11,583	
230	1333414054	11,583	
231	1333414055	11,853	
232	1333417043	15,872	
233	1333417044	277,511	
234	1333420024	15,848	
235	1333420025	7,669	
236	1333420051	57,681	
237	1333423026	67,224	
238	1333423027	11,166	
239	1334100001	640	
240	1334100002	63,070	
		63,070	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
241	1334100003		
242	1334100004	63,070	
243	1334100005	63,070	
244	1334100006	212,116	
245	1334100007	120,386	
246	1334100008	56,755	
247	1334100009	47,998	
248	1334100010	133,730	
249	1334100011	49,799	
250	1334100012	93,322	
251	1334100013	93,322	
252	1334100014	85,475	
253	1334100015	15,635	
254	1334100016	14,830	
255	1334100017	14,002	
256	1334100018	29,436	
257	1334100019	14,002	
258	1334100020	13,944	
259	1334100021	73,290	
260	1334100022	71,303	
261	1334101001	73,144	
262	1334101002	34,599	
263	1334101003	6,500	
264	1334101004	4,728	
265	1334101005	35,371	
266	1334101006	34,713	
267	1334101007	15,180	
268	1334101008	14,909	
269	1334101043	6,500	
270	1334102001	144,986	
271	1334102002	68,335	
272	1334102003	41,267	
273	1334102004	16,196	
274	1334102005	2,149	
275	1334102006	50,127	
276	1334102007	48,924	
277	1334102008	48,924	
278	1334102009	82,733	
279	1334102010	35,826	
280	1334102036	36,843	
281	1334102037	7,115	
282	1334102038	7,115	
283	1334103001	132,473	
284	1334103002	91,251	
285	1334103003	22,135	
286	1334103004	5,501	
287	1334103005	5,501	
288	1334103006	15,104	
		24,083	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
289	1334103007		
290	1334103008	135,731	
291	1334103009	111,732	
292	1334103010	19,449	
293	1334103011	11,767	
294	1334103012	11,701	
295	1334103013	78,020	
296	1334104002	206,933	
297	1334104004	984,226	
298	1334104005	783,319	
299	1334105001	555,622	
300	1334105002	89,022	
301	1334105003	172,503	
302	1334105004	88,331	
303	1334106001	303,545	
304	1334106002	270,725	
305	1334106003	52,867	
306	1334106004	89,222	
307	1334106035	68,739	
308	1334107001	299,073	
309	1334107002	13,422	
310	1334107003	13,312	
311	1334107004	12,247	
312	1334107005	12,247	
313	1334107006	20,103	
314	1334107007	12,247	
315	1334107008	12,247	
316	1334107009	69,287	
317	1334107010	13,265	
318	1334107011	13,265	
319	1334107012	13,265	
320	1334107013	13,265	
321	1334107014	13,265	
322	1334107015	71,202	
323	1334107016	71,202	
324	1334107017	71,202	
325	1334107018	71,202	
326	1334107019	25,705	
327	1334107020	69,336	
328	1334107021	93,731	
329	1334110003	71,468	
330	1334110004	82,866	
331	1334110005	103,816	
332	1334110006	82,466	
333	1334110007	74,586	
334	1334110008	110,720	
335	1334110009	12,657	
336	1334110010	14,853	
		14,853	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
337	1334110011		
338	1334110012	37,649	
339	1334110013	37,649	
340	1334110014	24,154	
341	1334110015	26,408	
342	1334110016	26,408	
343	1334110017	118,492	
344	1334111001	125,496	
345	1334112013	X - EXEMPT	EXEMPT
346	1334112014	61,983	
347	1334112015	61,983	
348	1334112016	54,803	
349	1334112019	100,074	
350	1334112020	48,789	
351	1334112021	48,789	
352	1334112022	156,184	
353	1334112023	123,003	
354	1334112024	30,751	
355	1334112025	45,911	
356	1334112026	72,740	
357	1334112027	57,928	
358	1334112028	2,959	
359	1334112029	3,234	
360	1334112030	23,898	
361	1334112031	4,440	
362	1334112032	12,444	
363	1334112033	21,360	
364	1334112034	16,860	
365	1334112035	17,554	
366	1334112036	22,613	
367	1334112037	39,914	
368	1334112038	73,447	
369	1334112039	57,827	
370	1334115001	728,756	
371	1334115002	70,903	
372	1334115003	54,950	
373	1334115004	47,291	
374	1334115005	13,740	
375	1334115006	14,174	
376	1334115007	17,608	
377	1334115008	2,089	
378	1334115009	34,352	
379	1334117001	28,056	
380	1334117002	17,150	
381	1334117003	12,969	
382	1334117004	47,888	
383	1334117005	225,834	
384	1334117006	14,118	
		6,892	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
385	1334117007	71,571	
386	1334117008	221,470	
387	1334119010	722,136	
388	1334119012	666,591	
389	1334119013	666,159	
390	1334119014	146,809	
391	1334119015	169,370	
392	1334119016	X - EXEMPT	EXEMPT
393	1334120001	12,262	
394	1334120002	11,649	
395	1334120003	11,649	
396	1334120004	11,649	
397	1334120005	11,649	
398	1334120006	12,262	
399	1334120007	10,199	
400	1334120008	10,199	
401	1334120009	22,473	
402	1334120010	22,473	
403	1334120011	22,473	
404	1334120012	48,264	
405	1334120019	28,230	
406	1334120020	20,260	
407	1334120021	15,811	
408	1334120022	13,136	
409	1334120023	11,558	
410	1334120024	28,179	
411	1334120025	26,116	
412	1334120026	3,172	
413	1334120027	21,725	
414	1334120028	21,399	
415	1334120029	14,595	
416	1334120030	17,700	
417	1334120031	16,731	
418	1334120032	4,928	
419	1334120033	25,709	
420	1334120034	3,672	
421	1334120035	14,241	
422	1334120036	15,364	
423	1334120037	21,889	
424	1334120038	18,850	
425	1334120039	16,064	
426	1334120040	29,943	
427	1334120041	25,443	
428	1334120042	22,284	
429	1334123001	15,508	
430	1334123002	18,702	
431	1334123003	1,042	
432	1334123004	18,281	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
433	1334123005		
434	1334123006	48,894	
435	1334123007	2,871	
436	1334123009	2,398	
437	1334123010	119,199	
438	1334123043	33,531	
439	1334123044	115,181	
440	1334124028	38,783	
441	1334124029	78,699	
442	1334124030	X - EXEMPT	EXEMPT
443	1334125001	X - EXEMPT	EXEMPT
444	1334125002	110,451	
445	1334125003	14,288	
446	1334125004	14,004	
447	1334125005	5,342	
448	1334125025	56,007	
449	1334125026	36,839	
450	1334125027	64,482	
451	1334125028	52,657	
452	1334125029	72,390	
453	1334125030	21,048	
454	1334125031	21,843	
455	1334125032	69,622	
456	1334125033	25,183	
457	1334125034	50,366	
458	1334125035	30,951	
459	1334125036	24,564	
460	1334125037	16,396	
461	1334125038	62,707	
462	1334125039	72,106	
463	1334125040	2,604	
464	1334125041	9,638	
465	1334126018	29,951	
466	1334126019	13,446	
467	1334126020	7,289	
468	1334126021	40,111	
469	1334126022	13,936	
470	1334126026	9,440	
471	1334126027	64,504	
472	1334126028	44,856	
473	1334126029	71,346	
474	1334126030	58,295	
475	1334126031	5,071	
476	1334126032	16,078	
477	1334126033	18,033	
478	1334126034	4,061	
479	1334126035	8,911	
480	1334126036	8,415	
		8,415	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
481	1334126037		
482	1334127001	14,039	
483	1334127002	10,409	
484	1334127003	10,551	
485	1334127004	10,551	
486	1334127005	10,551	
487	1334127006	10,551	
488	1334127007	10,551	
489	1334127008	10,551	
490	1334127009	9,260	
491	1334127010	8,645	
492	1334127013	7,663	
493	1334127014	29,046	
494	1334127015	28,638	
495	1334127016	16,490	
496	1334127017	13,377	
497	1334127018	10,011	
498	1334127019	17,148	
499	1334127022	17,905	
500	1334127023	18,492	
501	1334127024	14,266	
502	1334127025	2,959	
503	1334127026	2,151	
504	1334127027	19,416	
505	1334127028	21,916	
506	1334127029	13,835	
507	1334127030	30,409	
508	1334127041	21,476	
509	1334127042	2,151	
510	1334127043	108,734	
511	1334127044	329,409	
512	1334128036	198,004	
513	1334128037	87,426	
514	1334128038	3,840	
515	1334128039	3,840	
516	1334128042	7,304	
517	1334128043	99,346	
518	1334300002	24,519	
519	1334300003	495,313	
520	1334300004	678,163	
521	1334301002	918,769	
522	1334301003	42,404	
523	1334301005	43,881	
524	1334301006	53,321	
525	1334301007	4,568	
526	1334301008	12,081	
527	1334301009	13,033	
528	1334301010	18,846	
		12,708	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
529	1334301013	5,937	
530	1334301014	3,348	
531	1334301015	8,954	
532	1334301020	40,462	
533	1334301021	40,462	
534	1334301028	4,160	
535	1334301038	97,562	
536	1334301039	16,050	
537	1334301041	12,492	
538	1334301042	27,173	
539	1334301043	67,299	
540	1334301044	63,412	
541	1334301045	132,334	
542	1334301046	7,360	
543	1334302001	20,567	
544	1334302002	26,120	
545	1334302011	256,048	
546	1334302012	112,764	
547	1334302013	40,262	
548	1334302014	96,058	
549	1334302015	558,626	
550	1334302016	46,534	
551	1334302017	13,037	
552	1334302018	7,953	
553	1334302019	23,440	
554	1334302020	12,592	
555	1334302021	12,592	
556	1334302022	21,674	
557	1334302023	4,137	
558	1334302027	142,420	
559	1334302028	121,939	
560	1334303001	50,471	
561	1334303002	4,023	
562	1334303003	75,222	
563	1334303008	60,636	
564	1334303009	18,171	
565	1334303010	3,150	
566	1334303011	12,769	
567	1334303012	23,034	
568	1334303013	2,955	
569	1334303014	22,716	
570	1334303015	5,489	
571	1334303016	9,871	
572	1334303017	14,737	
573	1334303018	12,614	
574	1334303019	23,068	
575	1334303020	27,568	
576	1334303021	12,085	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
577	1334303022		
578	1334303023	11,221	
579	1334303026	16,995	
580	1334303027	3,971	
581	1334303028	33,544	
582	1334303029	18,927	
583	1334303030	14,681	
584	1334303031	24,719	
585	1334303032	19,162	
586	1334303033	11,492	
587	1334303034	14,653	
588	1334303035	15,519	
589	1334303036	17,338	
590	1334303037	3,378	
591	1334303038	16,626	
592	1334303039	19,308	
593	1334303040	12,388	
594	1334303041	22,879	
595	1334303042	16,181	
596	1334303043	18,362	
597	1334303044	2,149	
598	1334303045	20,539	
599	1334303046	92,093	
600	1334303047	23,139	
601	1334305001	15,491	
602	1334305002	2,955	
603	1334305003	2,955	
604	1334305004	2,955	
605	1334305005	2,955	
606	1334305006	2,955	
607	1334305007	2,955	
608	1334305008	2,955	
609	1334305009	2,955	
610	1334305010	6,432	
611	1334305011	6,313	
612	1334305019	36,688	
613	1334305020	15,878	
614	1334305021	10,979	
615	1334305022	3,650	
616	1334305023	14,258	
617	1334305024	16,347	
618	1334305025	8,172	
619	1334305030	8,172	
620	1334305031	327,518	
621	1334305032	EXEMPT	EXEMPT
622	1334305034	EXEMPT	EXEMPT
623	1334306001	224,891	
624	1334306003	351,001	
		6,309	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
625	1334306004	3,322	
626	1334306005	6,309	
627	1334306006	6,599	
628	1334306007	6,599	
629	1334306008	6,599	
630	1334306009	3,322	
631	1334306010	3,645	
632	1334306011	6,599	
633	1334306012	6,599	
634	1334306013	6,599	
635	1334306014	6,337	
636	1334306015	298,961	
637	1334306016	316,802	
638	1334307003	95,164	
639	1334307006	927,261	
640	1334307007	EXEMPT	
641	1334307008	275,596	
642	1334307009	63,440	
643	1334307010	183,624	
644	1334307011	146,220	
645	1334307012	RAILROAD	
646	1334307013	543,356	RAILROAD
647	1334307014	490,802	
648	1334308004	2,680	
649	1334308005	RAILROAD	
650	1334308006	608,246	RAILROAD
651	1334308007	626,512	
652	1334308009	34,097	
653	1334308014	26,262	
654	1334308015	167,268	
655	1334308016	RAILROAD	
656	1334309009	853,522	RAILROAD
657	1334310001	20,662	
658	1334310034	26,434	
659	1334310035	7,199	
660	1334310036	7,199	
661	1334310037	7,199	
662	1334310038	7,199	
663	1334310044	14,400	
664	1334310046	240,939	
665	1334310047	249,019	
666	1334310048	358,688	
667	1334310049	105,242	
668	1334311001	4,415,839	
669	1334311002	RAILROAD	
670	1334311003	EXEMPT	RAILROAD EXEMPT
671	1334312010	13,418	
672	1334312011	12,305	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
673	1334312012	64,342	
674	1334312013	10,360	
675	1334312014	12,464	
676	1334312015	29,949	
677	1334312016	11,980	
678	1334312017	19,852	
679	1334312018	2,048	
680	1334312019	30,237	
681	1334312020	10,102	
682	1334312024	22,617	
683	1334312025	10,360	
684	1334312026	10,360	
685	1334312027	10,360	
686	1334312028	10,360	
687	1334312029	21,639	
688	1334312030	21,639	
689	1334312031	10,360	
690	1334312032	16,387	
691	1334312035	12,292	
692	1334312036	13,252	
693	1334312037	11,507	
694	1334312038	EXEMPT	EXEMPT
695	1334312039	20,283	
696	1334312040	13,095	
697	1334312041	22,722	
698	1334312042	19,588	
699	1334312043	2,817	
700	1334312044	3,290	
701	1334312045	11,486	
702	1334312046	20,955	
703	1334312047	2,048	
704	1334312048	16,925	
705	1334312049	17,202	
706	1334312050	17,189	
707	1334312051	38,663	
708	1334312052	23,028	
709	1334312053	56,477	
710	1334312054	21,650	
711	1334312055	11,410	
712	1334312056	29,657	
713	1334312057	23,713	
714	1334312058	169,312	
715	1334312059	174,994	
716	1334313003	16,635	
717	1334313004	5,955	
718	1334313005	5,596	
719	1334313006	65,129	
720	1334313007	42,647	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
721	1334313008	22,252	
722	1334313009	1,074	
723	1334313010	1,074	
724	1334313011	15,153	
725	1334313012	16,256	
726	1334313013	12,580	
727	1334313014	18,977	
728	1334313015	17,541	
729	1334313016	23,219	
730	1334313017	19,119	
731	1334313018	17,103	
732	1334313019	13,811	
733	1334313020	16,959	
734	1334313021	16,959	
735	1334313022	19,310	
736	1334313023	17,140	
737	1334313024	11,759	
738	1334313025	10,654	
739	1334313026	6,973	
740	1334313027	6,823	
741	1334313028	6,823	
742	1334313029	6,513	
743	1334313030	6,823	
744	1334313031	6,823	
745	1334313032	6,823	
746	1334313033	6,823	
747	1334313034	6,823	
748	1334313035	3,410	
749	1334313036	10,237	
750	1334313037	6,823	
751	1334313038	15,040	
752	1334313039	67,061	
753	1334314001	112,598	
754	1334314002	435,692	
755	1334314003	299,219	
756	1334314005	RAILROAD	RAILROAD
757	1334314006	874,819	
758	1334314007	RAILROAD	RAILROAD
759	1334314010	115,129	
760	1334314011	24,970	
761	1334314012	11,518	
762	1334315001	RAILROAD	RAILROAD
763	1334315002	3,561	
764	1334315003	18,801	
765	1334315004	20,464	
766	1334315005	211,662	
767	1334315006	157,514	
768	1334315007	18,678	
		25,641	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
769	1334315008	25,924	
770	1334315009	19,508	
771	1334315010	78,974	
772	1334315011	53,753	
773	1334315012	34,142	
774	1334315013	33,046	
775	1334315014	2,970	
776	1334315015	21,813	
777	1334315016	2,660	
778	1334315017	16,834	
779	1334315018	14,975	
780	1334315019	14,647	
781	1334315020	15,382	
782	1334315021	14,975	
783	1334315022	13,469	
784	1334315023	21,613	
785	1334315024	2,748	
786	1334315025	17,915	
787	1334315026	1,998	
788	1334315027	20,414	
789	1334315028	2,748	
790	1334316001	25,366	
791	1334316002	6,028	
792	1334316003	12,809	
793	1334316004	20,887	
794	1334316005	2,222	
795	1334316006	6,750	
796	1334316007	6,750	
797	1334316008	6,808	
798	1334316009	6,741	
799	1334316010	15,582	
800	1334316011	19,050	
801	1334316012	24,158	
802	1334316013	33,592	
803	1334316014	15,478	
804	1334316015	19,413	
805	1334316016	20,655	
806	1334316017	19,256	
807	1334316018	21,128	
808	1334316019	11,256	
809	1334316020	18,491	
810	1334316021	18,491	
811	1334316022	6,163	
812	1334316023	6,163	
813	1334316024	6,842	
814	1334316025	72,059	
815	1334316026	67,660	
816	1334316027	3,746	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
817	1334316028		
818	1334316029	10,175	
819	1334316030	24,659	
820	1334316031	71,187	
821	1334316032	69,622	
822	1334317001	47,903	
823	1334317002	25,823	
824	1334317003	21,882	
825	1334317004	9,924	
826	1334317005	6,625	
827	1334317006	6,625	
827	1334317006	7,212	
828	1334317011	8,847	
829	1334317012	6,296	
830	1334317013	6,279	
831	1334317014	6,296	
832	1334317015	6,296	
833	1334317016	10,467	
834	1334317017	10,467	
835	1334317018	6,503	
836	1334317019	12,184	
837	1334317020	6,503	
838	1334317021	9,913	
839	1334317022	12,513	
840	1334317026	10,590	
841	1334317027	13,164	
842	1334317028	13,645	
843	1334317029	2,170	
844	1334317030	2,985	
845	1334317036	18,606	
846	1334317037	3,204	
847	1334317038	2,682	
848	1334317039	20,810	
849	1334317043	8,834	
850	1334317044	63,973	
851	1334317047	4,130	
852	1334317048	EXEMPT	EXEMPT
853	1334317049	40,206	
854	1334317050	7,719	
855	1334317051	85,956	
856	1334317052	8,845	
857	1334317053	74,638	
858	1334317054	310,222	
859	1334317055	11,218	
860	1334318001	5,295	
861	1334318002	147,799	
862	1334318003	3,144	
863	1334318004	6,490	
864	1334318005	69,614	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
865	1334318006	4,018	
866	1334318007	23,333	
867	1334318008	2,149	
868	1334318009	13,161	
869	1334318010	2,149	
870	1334318011	16,381	
871	1334318012	15,934	
872	1334318013	7,556	
873	1334318014	71,303	
874	1334318015	50,813	
875	1334318016	23,395	
876	1334318017	22,664	
877	1334318018	2,955	
878	1334318019	58,631	
879	1334318020	71,019	
880	1334318021	3,546	
881	1334318022	83,147	
882	1334318027	165,306	
883	1334319001	62,054	
884	1334319002	27,953	
885	1334319003	29,814	
886	1334319004	6,713	
887	1334319005	7,177	
888	1334319006	7,031	
889	1334319007	30,418	
890	1334319008	29,646	
891	1334319009	29,698	
892	1334319010	28,357	
893	1334319011	27,676	
894	1334319012	50,907	
895	1334319013	16,306	
896	1334319014	6,230	
897	1334319015	41,648	
898	1334319018	13,241	
899	1334319025	360,777	
900	1334319028	540,255	
901	1334319029	199,525	
902	1334319030	104,467	
903	1334408012	168,218	
904	1334408013	7,008	
905	1334408031	RAILROAD	
906	1334408032	EXEMPT	RAILROAD EXEMPT
907	1334416009	36,699	
908	1334416010	35,829	
909	1334416011	35,824	
910	1334416012	35,818	
911	1334416013	418,172	
912	1334416014	173,464	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
913	1334416015	140,983	
914	1334416020	EXEMPT	EXEMPT
915	1334416021	45,954	
916	1334423010	3,350	
917	1334423011	3,350	
918	1334423012	3,350	
919	1334423013	6,700	
920	1334423014	6,700	
921	1334423018	28,649	
922	1334423019	28,649	
923	1334423020	28,649	
924	1334423021	28,649	
925	1334423022	28,649	
926	1334423023	28,649	
927	1334423024	31,918	
928	1334423025	20,516	
929	1334423026	11,615	
930	1334423027	37,002	
931	1334423028	63,831	
932	1334423029	76,138	
933	1334423030	14,071	
934	1334423031	28,146	
935	1334423032	14,071	
936	1334423033	333,993	
937	1334423035	39,480	
938	1334423036	44,196	
939	1334500001	EXEMPT	EXEMPT
940	1334501003	RAILROAD	RAILROAD
941	1602325038	EXEMPT	EXEMPT
942	1602325039	EXEMPT	EXEMPT
943	1602325040	EXEMPT	EXEMPT
944	1602325041	46,307	
945	1602325042	21,021	
946	1602325043	30,293	
947	1602325045	11,840	
948	1603100021	119,255	
949	1603100022	13,439	
950	1603100023	13,673	
951	1603100024	17,281	
952	1603100025	17,230	
953	1603100026	1,702	
954	1603100027	14,838	
955	1603100028	13,291	
956	1603100029	10,104	
957	1603100030	10,104	
958	1603100031	9,326	
959	1603100032	21,833	
960	1603100033	1,702	
		3,404	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
961	1603100034	12,453	
962	1603100035	27,966	
963	1603100036	41,753	
964	1603101001	37,846	
965	1603101002	176,304	
966	1603101003	121,735	
967	1603101004	7,734	
968	1603101005	7,975	
969	1603101006	24,818	
970	1603101007	1,702	
971	1603101008	15,730	
972	1603101009	1,702	
973	1603101010	1,702	
974	1603101011	1,702	
975	1603101012	1,702	
976	1603101013	18,702	
977	1603101014	17,615	
978	1603101015	12,834	
979	1603101016	16,714	
980	1603101017	19,151	
981	1603101018	23,724	
982	1603101019	2,802	
983	1603101020	2,188	
984	1603101021	17,900	
985	1603101022	9,620	
986	1603101023	16,151	
987	1603101024	2,067	
988	1603101025	9,620	
989	1603101026	59,110	
990	1603101027	49,066	
991	1603101028	49,238	
992	1603101029	22,097	
993	1603101030	1,672	
994	1603101031	1,672	
995	1603101032	11,020	
996	1603101033	34,589	
997	1603101034	23,567	
998	1603101035	25,841	
999	1603101036	25,841	
1000	1603101037	25,841	
1001	1603101038	28,673	
1002	1603102009	17,563	
1003	1603102010	13,564	
1004	1603102012	15,468	
1005	1603102013	17,148	
1006	1603102014	15,850	
1007	1603102015	890	
1008	1603102016	12,983	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1009	1603102018		
1010	1603103001	EXEMPT	EXEMPT
1011	1603103002	35,981	
1012	1603103003	36,370	
1013	1603103004	1,702	
1014	1603103005	1,702	
1015	1603103006	8,062	
1016	1603103007	19,205	
1017	1603103008	16,583	
1018	1603103009	12,838	
1019	1603103010	5,488	
1020	1603103011	44,798	
1021	1603103012	9,004	
1022	1603103013	13,667	
1023	1603103014	20,470	
1024	1603103015	14,007	
1025	1603103016	1,702	
1026	1603103017	40,715	
1027	1603103018	40,715	
1028	1603103019	21,324	
1029	1603103020	16,901	
1030	1603103021	3,404	
1031	1603103022	851	
1032	1603103023	1,702	
1033	1603103024	1,702	
1034	1603103025	26,784	
1035	1603103026	28,136	
1036	1603103027	28,136	
1037	1603103028	1,773	
1038	1603103029	97,880	
1039	1603103030	1,773	
1040	1603103031	41,186	
1041	1603103032	41,186	
1042	1603103033	7,626	
1043	1603103034	6,547	
1044	1603104001	1,702	
1045	1603104002	52,977	
1046	1603104003	53,572	
1047	1603104004	6,760	
1048	1603104005	13,525	
1049	1603104006	6,760	
1050	1603104007	6,760	
1051	1603104008	6,756	
1052	1603104009	6,434	
1053	1603104010	133,507	
1054	1603104012	5,544,162	
1055	1603104013	82,357	
1056	1603104015	230,446	
		12,754	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1057	1603104017	6,505	
1058	1603104018	16,792	
1059	1603104019	883,056	
1060	1603105008	2,073,310	
1061	1603105012	20,771	
1062	1603105013	474,524	
1063	1603105014	11,329	
1064	1603105015	983,932	
1065	1603105018	10,003	
1066	1603105020	16,422	
1067	1603105021	177,510	
1068	1603105022	146,875	
1069	1603105023	38,018	
1070	1603105025	RAILROAD	
1071	1603105026	RAILROAD	RAILROAD
1072	1603105027	220,108	RAILROAD
1073	1603105030	394,082	
1074	1603105031	9,672	
1075	1603106002	422,188	
1076	1603106004	34,387	
1077	1603106005	35,496	
1078	1603106008	RAILROAD	
1079	1603106009	288,969	RAILROAD
1080	1603106010	136,569	
1081	1603106012	322,099	
1082	1603106013	271,438	
1083	1603106014	170,191	
1084	1603106015	235,945	
1085	1603106017	137,592	
1086	1603106018	33,596	
1087	1603106019	144,722	
1088	1603106020	EXEMPT	
1089	1603106022	25,144	EXEMPT
1090	1603106024	33,738	
1091	1603106025	2,877	
1092	1603106026	95,001	
1093	1603106027	308,118	
1094	1603106028	333,191	
1095	1603200002	55,334	
1096	1603200003	75,224	
1097	1603200004	28,239	
1098	1603200005	63,700	
1099	1603200006	34,881	
1100	1603200007	96,163	
1101	1603200050	8,656	
1102	1603200051	EXEMPT	
1103	1603300001	341,327	EXEMPT
1104	1603300002	149,858	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1105	1603300003		
1106	1603300004	427,115	
1107	1603300005	336,911	
1108	1603300006	456,194	
1109	1603300007	435,638	
1110	1603300008	356,462	
1111	1603300009	164,619	
1112	1603300010	175,903	
1113	1603300018	332,645	
1114	1603300019	295,220	
1115	1603300021	8,699	
1116	1603300023	1,964	
1117	1603300024	8,226	
1118	1603300025	356,129	
1119	1603300026	RAILROAD	RAILROAD
1120	1603300027	5,669	
1121	1603300028	16,624	
1122	1603300029	RAILROAD	RAILROAD
1123	1603300031	RAILROAD	RAILROAD
1124	1603300032	95,841	
1125	1603300035	327,108	
1126	1603300036	993	
1127	1603300037	RAILROAD	RAILROAD
1128	1603300039	1,135	
1129	1603300042	10,878	
1130	1603300043	105,988	
1131	1603301001	48,737	
1132	1603301002	977,070	
1133	1603301003	128,928	
1134	1603301004	1,458,259	
1135	1603301005	110,836	
1136	1603301007	111,760	
1137	1603301008	EXEMPT	EXEMPT
1138	1603301009	82,617	
1139	1603301010	EXEMPT	EXEMPT
1140	1603302010	358,353	
1141	1603302011	32,519	
1142	1603302012	34,763	
1143	1603302013	22,742	
1144	1603302014	28,572	
1145	1603302015	85,240	
1146	1603303001	344,237	
1147	1603303002	153,268	
1148	1603303003	4,474	
1149	1603303004	4,508	
1150	1603303005	4,530	
1151	1603303006	2,198	
1152	1603303007	63,077	
		57,655	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1153	1603303008	107,572	
1154	1603303009	50,321	
1155	1603303010	95,832	
1156	1603303011	66,019	
1157	1603303012	100,257	
1158	1603303014	247,549	
1159	1603303015	173,094	
1160	1603303017	352,961	
1161	1603303018	162,719	
1162	1603304002	16,927	
1163	1603304003	12,876	
1164	1603304004	12,565	
1165	1603304005	14,630	
1166	1603304006	13,274	
1167	1603304010	38,680	
1168	1603304011	15,498	
1169	1603304012	14,247	
1170	1603304013	12,345	
1171	1603304014	14,630	
1172	1603304015	17,769	
1173	1603304016	17,144	
1174	1603304017	178,187	
1175	1603306001	20,541	
1176	1603306002	20,294	
1177	1603306003	20,294	
1178	1603306004	15,794	
1179	1603306005	38,949	
1180	1603306006	44,609	
1181	1603306010	191,920	
1182	1603306011	183,325	
1183	1603306012	166,905	
1184	1603308007	56,909	
1185	1603308008	49,270	
1186	1603308009	75,010	
1187	1603308010	57,859	
1188	1603308011	589	
1189	1603308012	53,458	
1190	1603308014	91,502	
1191	1603308015	24,571	
1192	1603308016	EXEMPT	EXEMPT
1193	1603310001	29,292	
1194	1603310002	2,142	
1195	1603310003	18,569	
1196	1603310004	3,771	
1197	1603310005	3,771	
1198	1603310009	16,209	
1199	1603310010	16,209	
1200	1603310014	119,079	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1201	1603310015	55,768	
1202	1603310016	12,883	
1203	1603310017	13,162	
1204	1603310018	12,883	
1205	1603310019	44,171	
1206	1603310020	9,036	
1207	1603310021	15,627	
1208	1603310022	53,235	
1209	1603310023	17,279	
1210	1603310024	11,744	
1211	1603310026	142,861	
1212	1603311017		
1213	1603311018	RAILROAD	RAILROAD
1214	1603312001	555,800	
1215	1603312002	20,518	
1216	1603312003	15,730	
1217	1603312004	15,592	
1218	1603312005	15,311	
1219	1603312006	12,996	
1220	1603312007	2,054	
1221	1603312008	4,111	
1222	1603312009	4,822	
1223	1603312010	5,458	
1224	1603312011	2,054	
1225	1603312012	2,054	
1226	1603312013	2,054	
1227	1603312014	2,054	
1228	1603312015	2,054	
1229	1603312016	2,054	
1230	1603312017	2,054	
1231	1603312018	6,161	
1232	1603312019	5,344	
1233	1603312020	5,600	
1234	1603312021	5,344	
1235	1603312022	7,130	
1236	1603312023	18,740	
1237	1603312024	13,092	
1238	1603312025	15,311	
1239	1603312026	2,364	
1240	1603312027	13,315	
1241	1603312028	2,054	
1242	1603312029	2,054	
1243	1603312030	2,054	
1244	1603312034	2,054	
1245	1603313009	75,719	
1246	1603313010	4,029	
1247	1603313011	4,029	
1248	1603313012	4,029	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1249	1603313013		
1250	1603313014	10,442	
1251	1603313023	2,054	
1252	1603313024	EXEMPT	EXEMPT
1253	1603313025	EXEMPT	EXEMPT
1254	1603313026	EXEMPT	EXEMPT
1255	1603313027	EXEMPT	EXEMPT
1256	1603313028	EXEMPT	EXEMPT
1257	1603313029	EXEMPT	EXEMPT
1258	1603313040	EXEMPT	EXEMPT
1259	1603313041	2,198	
1260	1603313042	2,198	
1261	1603313043	28,015	
1262	1603313045	340,942	
1263	1603313048	103,846	
1264	1603313049	170,805	
1265	1603313050	74,511	
1266	1603314001	118,890	
1267	1603314002	40,316	
1268	1603314003	EXEMPT	EXEMPT
1269	1603314004	16,555	
1270	1603314005	44,033	
1271	1603314006	5,516	
1272	1603314007	5,516	
1273	1603314008	11,161	
1274	1603314009	4,330	
1275	1603314010	4,214	
1276	1603314011	19,813	
1277	1603314012	88,737	
1278	1603314013	30,428	
1279	1603314014	30,428	
1280	1603314015	30,428	
1281	1603314016	30,428	
1282	1603314017	79,681	
1283	1603314018	21,865	
1284	1603314019	20,015	
1285	1603314023	141,329	
1286	1603314024	122,388	
1287	1603314025	61,325	
1288	1603314026	30,661	
1289	1603314027	30,661	
1290	1603314028	95,721	
1291	1603314029	116,378	
1292	1603314030	4,661	
1293	1603314031	4,661	
1294	1603314032	4,661	
1295	1603314033	5,516	
1296	1603315001	139,249	
		917,681	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1297	1603315002		
1298	1603315003	RAILROAD	RAILROAD
1299	1603315020	RAILROAD	RAILROAD
1300	1603315030	RAILROAD	RAILROAD
1301	1603315049	RAILROAD	RAILROAD
1302	1603315068	RAILROAD	RAILROAD
1303	1603315072	RAILROAD	RAILROAD
1304	1603315073	204,874	
1305	1603315074	135,162	
1306	1603316001	414,269	
1307	1603316003	RAILROAD	RAILROAD
1308	1603316011	RAILROAD	RAILROAD
1309	1603316012	886,608	
1310	1603320001	1,913,219	
1311	1603320004	RAILROAD	RAILROAD
1312	1603320005	336,092	
1313	1603320006	RAILROAD	RAILROAD
1314	1603320007	127,651	
1315	1603321001	13,156	
1316	1603321002	21,053	
1317	1603321003	9,717	
1318	1603321004	5,594	
1319	1603321005	5,091	
1320	1603321006	31,776	
1321	1603321007	45,877	
1322	1603321008	21,201	
1323	1603321009	21,201	
1324	1603321010	15,326	
1325	1603321011	33,652	
1326	1603321012	33,652	
1327	1603321013	28,589	
1328	1603321014	28,589	
1329	1603321015	23,434	
1330	1603321018	23,434	
1331	1603321019	37,739	
1332	1603321038	37,739	
1333	1603321039	5,007	
1334	1603321040	5,007	
1335	1603321041	21,083	
1336	1603321042	21,663	
1337	1603321043	5,783	
1338	1603321044	5,783	
1339	1603321047	5,783	
1340	1603321048	147,690	
1341	1603321049	41,493	
1342	1603321050	306,268	
1343	1603424030	30,852	
1344	1603424031	14,838	
		14,277	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1345	1603424032		
1346	1603424033	10,676	
1347	1603424036	10,676	
1348	1603424037	18,347	
1349	1603424038	24,674	
1350	1603424039	26,784	
1351	1603424040	27,837	
1352	1603424041	31,563	
1353	1603425034	48,716	
1354	1603425035	30,158	
1355	1603425039	29,597	
1356	1603425040	37,715	
1357	1603425041	37,715	
1358	1603425042	46,627	
1359	1603425043	42,439	
1360	1603425044	44,147	
1361	1603426031	78,759	
1362	1603426032	8,194	
1363	1603426033	6,464	
1364	1603426034	12,930	
1365	1603426035	6,464	
1366	1603426036	6,464	
1367	1603426037	12,930	
1368	1603426038	6,464	
1369	1603426039	6,464	
1370	1603427032	7,904	
1371	1603427033	6,026	
1372	1603427034	37,202	
1373	1603428031	133,363	
1374	1603428032	EXEMPT	EXEMPT
1375	1603428033	6,311	
1376	1603428037	25,976	
1377	1603428038	EXEMPT	EXEMPT
1378	1603428039	48,348	
1379	1603428040	47,149	
1380	1603428041	48,928	
1381	1603429031	EXEMPT	EXEMPT
1382	1603429032	EXEMPT	EXEMPT
1383	1603429033	EXEMPT	EXEMPT
1384	1603429034	EXEMPT	EXEMPT
1385	1603429035	EXEMPT	EXEMPT
1386	1603429036	29,648	
1387	1603429037	29,648	
1388	1603429038	19,499	
1389	1603429039	30,424	
1390	1603429040	34,438	
1391	1603430033	51,198	
1392	1603430034	124,737	
		46,438	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1393	1603430035		
1394	1603430036	33,996	
1395	1603430037	17,221	
1396	1603430038	4,674	
1397	1603431017	5,016	
1398	1603431018	EXEMPT	EXEMPT
1399	1603431019	EXEMPT	EXEMPT
1400	1603431020	EXEMPT	EXEMPT
1401	1603431021	EXEMPT	EXEMPT
1402	1603431035	EXEMPT	EXEMPT
1403	1603500005	178,359	
1404	1603500008	RAILROAD	RAILROAD
1405	1603501001	RAILROAD	RAILROAD
1406	1604215031	RAILROAD	RAILROAD
1407	1604215032	34,688	
1408	1604215033	17,440	
1409	1604215034	17,621	
1410	1604215035	7,834	
1411	1604215036	15,128	
1412	1604215037	8,814	
1413	1604215038	15,691	
1414	1604215039	4,646	
1415	1604217033	90,404	
1416	1604217034	4,137	
1417	1604217035	91,550	
1418	1604217036	7,132	
1419	1604217037	7,132	
1420	1604217038	26,068	
1421	1604217039	41,519	
1422	1604217040	12,032	
1423	1604221032	20,640	
1424	1604221033	187,008	
1425	1604221039	9,870	
1426	1604225024	83,102	
1427	1604225025	76,739	
1428	1604225026	8,273	
1429	1604225027	9,868	
1430	1604225028	11,333	
1431	1604225029	11,333	
1432	1604225030	10,646	
1433	1604225031	14,640	
1434	1604225032	6,892	
1435	1604225033	39,952	
1436	1604405043	46,298	
1437	1604406032	351,349	
1438	1604406033	51,473	
1439	1604406040	34,900	
1440	1604412031	214,406	
		4,137	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1441	1604412032	25,868	
1442	1604412033	8,770	
1443	1604412034	8,179	
1444	1604412035	34,157	
1445	1604412036	11,005	
1446	1604412037	49,130	
1447	1604412038	72,848	
1448	1604414027	EXEMPT	EXEMPT
1449	1604414028	EXEMPT	EXEMPT
1450	1604414029	EXEMPT	EXEMPT
1451	1604414030	76,211	
1452	1604414031	4,137	
1453	1604414032	4,137	
1454	1604414033	4,137	
1455	1604414034	4,137	
1456	1604414035	83,811	
1457	1604420030	21,947	
1458	1604420031	27,609	
1459	1604420032	16,547	
1460	1604420033	16,547	
1461	1604420034	15,779	
1462	1604420035	15,779	
1463	1604420036	36,110	
1464	1604420037	123,598	
1465	1604422035	20,021	
1466	1604422042	88,631	
1467	1604428032	EXEMPT	EXEMPT
1468	1604428033	EXEMPT	EXEMPT
1469	1604428034	EXEMPT	EXEMPT
1470	1604428035	EXEMPT	EXEMPT
1471	1604428036	EXEMPT	EXEMPT
1472	1604428037	17,466	
1473	1604428038	39,780	
1474	1604430027	29,921	
1475	1604430028	21,805	
1476	1604430029	9,756	
1477	1604430030	29,573	
1478	1604430031	45,840	
1479	1609204027	36,873	
1480	1609204028	45,572	
1481	1609204029	4,728	
1482	1609204030	4,728	
1483	1609204031	4,728	
1484	1609204032	45,355	
1485	1609204033	20,586	
1486	1609207033	32,175	
1487	1609207034	6,127	
1488	1609207035	EXEMPT	EXEMPT

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1489	1609207036	29,614	
1490	1609207037	22,836	
1491	1609212034	6,844	
1492	1609212035	16,495	
1493	1609212036	EXEMPT	EXEMPT
1494	1609212037	33,325	
1495	1609212038	66,014	
1496	1609212039	0	
1497	1609212040	1,700	
1498	1609212041	14,582	
1499	1609215001	EXEMPT	EXEMPT
1500	1609215002	17,821	
1501	1609215003	EXEMPT	EXEMPT
1502	1609215004	6,273	
1503	1609215005	5,772	
1504	1609215006	20,758	
1505	1609215007	22,503	
1506	1609221035	45,310	
1507	1609221036	2,955	
1508	1609221037	2,955	
1509	1609221038	63,704	
1510	1609221039	2,955	
1511	1609221040	2,955	
1512	1609221041	3,821	
1513	1609223037	7,669	
1514	1609223038	5,385	
1515	1609223039	5,385	
1516	1609223040	6,092	
1517	1609223041	18,592	
1518	1609223042	8,783	
1519	1609223043	2,955	
1520	1609223044	6,266	
1521	1609223045	6,778	
1522	1609224032	EXEMPT	EXEMPT
1523	1609225038	EXEMPT	EXEMPT
1524	1609229035	28,870	
1525	1609229036	39,510	
1526	1609229037	69,893	
1527	1609229038	64,942	
1528	1609229039	74,305	
1529	1609229040	33,699	
1530	1609229041	20,924	
1531	1609229042	9,739	
1532	1609229043	4,536	
1533	1609231029	6,432	
1534	1609231030	43,470	
1535	1609231031	2,955	
1536	1609231032	2,955	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1537	1609231033	7,066	
1538	1609231034	38,856	
1539	1609231040	15,676	
1540	1609231041	7,096	
1541	1609400002	6,589	
1542	1609400003	3,651	
1543	1609400004	1,476	
1544	1609400005	36,437	
1545	1609400008	130,999	
1546	1609400011	14,499	
1547	1609400012	61,923	
1548	1609400013	3,236	
1549	1609400014	15,674	
1550	1609400015	24,800	
1551	1609400016	99,086	
1552	1609400018	11,123	
1553	1609400020	18,564	
1554	1609400021	36,003	
1555	1609401001	145,743	
1556	1609402001	EXEMPT	EXEMPT
1557	1609402002	EXEMPT	EXEMPT
1558	1609402003	EXEMPT	EXEMPT
1559	1609402004	EXEMPT	EXEMPT
1560	1609402005	EXEMPT	EXEMPT
1561	1609402006	EXEMPT	EXEMPT
1562	1609402007	1,429	
1563	1609402008	1,453	
1564	1609402009	1,476	
1565	1609402010	1,697	
1566	1609402011	EXEMPT	EXEMPT
1567	1609402012	EXEMPT	EXEMPT
1568	1609402013	8,408	
1569	1609402020	47,415	
1570	1609402022	EXEMPT	EXEMPT
1571	1609402023	EXEMPT	EXEMPT
1572	1609402024	63,160	
1573	1609402025	16,620	
1574	1609402026	63,919	
1575	1609402027	EXEMPT	EXEMPT
1576	1609402028	48,423	
1577	1609403001	72,835	
1578	1609403002	10,338	
1579	1609403003	17,621	
1580	1609403004	35,107	
1581	1609403005	23,932	
1582	1609403006	31,984	
1583	1609403007	20,112	
1584	1609403008	5,467	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1585	1609403009	4,160	
1586	1609403010	18,173	
1587	1609403011	5,714	
1588	1609403012	5,959	
1589	1609403013	10,957	
1590	1609403014	3,329	
1591	1609403015	3,051	
1592	1609403016	29,317	
1593	1609403017	74,597	
1594	1609403018	40,528	
1595	1609403019	17,320	
1596	1609403020	111,466	
1597	1609403025	2,439	
1598	1609403026	2,295	
1599	1609403027	5,194	
1600	1609403028	3,935	
1601	1609403077	11,131	
1602	1609403078	53,888	
1603	1609403079	77,739	
1604	1609403080	9,599	
1605	1609404001	31,915	
1606	1609404002	28,750	
1607	1609404003	14,365	
1608	1609404004	14,359	
1609	1609404005	15,760	
1610	1609404006	16,104	
1611	1609404007	15,745	
1612	1609404008	5,725	
1613	1609404009	11,387	
1614	1609404010	10,596	
1615	1609404011	2,609	
1616	1609404012	6,666	
1617	1609404013	6,662	
1618	1609404014	2,843	
1619	1609404015	3,049	
1620	1609404016	2,998	
1621	1609404017	1,765	
1622	1609404018	6,084	
1623	1609404019	5,791	
1624	1609500001	RAILROAD	RAILROAD
1625	1610100001	54,273	
1626	1610100002	34,885	
1627	1610100003	58,115	
1628	1610100008	33,873	
1629	1610100009	2,364	
1630	1610100010	20,576	
1631	1610100011	2,364	
1632	1610100012	3,599	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1633	1610100017	29,103	
1634	1610100018	5,147	
1635	1610100037	67,690	
1636	1610100038	60,388	
1637	1610100039	64,847	
1638	1610100040	66,319	
1639	1610101001	68,986	
1640	1610101002	25,187	
1641	1610101003	25,187	
1642	1610101004	190,027	
1643	1610101005	29,369	
1644	1610101008	69,588	
1645	1610101009	66,422	
1646	1610101010	66,422	
1647	1610101011	122,498	
1648	1610101012	EXEMPT	EXEMPT
1649	1610101013	7,414	
1650	1610101014	3,064	
1651	1610101015	3,064	
1652	1610101016	11,767	
1653	1610101017	11,728	
1654	1610101018	4,538	
1655	1610101019	3,896	
1656	1610101020	83,053	
1657	1610101021	85,496	
1658	1610101022	83,053	
1659	1610101023	3,513	
1660	1610101024	1,960	
1661	1610101025	1,442	
1662	1610101026	1,442	
1663	1610101027	7,441	
1664	1610101028	1,442	
1665	1610101029	56,437	
1666	1610101030	1,442	
1667	1610101031	1,442	
1668	1610101033	6,279	
1669	1610101034	6,410	
1670	1610101035	271	
1671	1610101036	EXEMPT	EXEMPT
1672	1610101037	EXEMPT	EXEMPT
1673	1610102001	EXEMPT	EXEMPT
1674	1610102002	EXEMPT	EXEMPT
1675	1610102003	EXEMPT	EXEMPT
1676	1610102004	3,187	
1677	1610102005	15,341	
1678	1610102006	1,442	
1679	1610102007	1,442	
1680	1610102008	EXEMPT	EXEMPT

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1681	1610103001	5,088	
1682	1610103002	8,316	
1683	1610103003	1,442	
1684	1610103004	15,341	
1685	1610103005	1,442	
1686	1610103006	1,442	
1687	1610103007	1,442	
1688	1610103008	1,442	
1689	1610103009	1,442	
1690	1610103010	1,442	
1691	1610103011	42,290	
1692	1610103012	5,344	
1693	1610103013	1,442	
1694	1610103014	1,442	
1695	1610103015	1,442	
1696	1610103016	1,442	
1697	1610103017	68,730	
1698	1610103018	68,730	
1699	1610103019	59,765	
1700	1610103020	59,765	
1701	1610103021	59,765	
1702	1610103022	59,765	
1703	1610103023	27,126	
1704	1610103024	1,536	
1705	1610103025	3,311	
1706	1610103026	63,160	
1707	1610103027	63,160	
1708	1610103028	1,442	
1709	1610103029	2,886	
1710	1610103030	5,713	
1711	1610103031	1,442	
1712	1610103032	125	
1713	1610103033	8,196	
1714	1610103034	9,120	
1715	1610103035	1,442	
1716	1610103036	11,464	
1717	1610103037	2,948	
1718	1610103038	10,347	
1719	1610103039	75,291	
1720	1610103040	122,599	
1721	1610104001	24,762	
1722	1610104002	88,047	
1723	1610104003	24,394	
1724	1610104004	3,036	
1725	1610104005	3,036	
1726	1610104006	EXEMPT	EXEMPT
1727	1610104007	EXEMPT	EXEMPT
1728	1610104008	15,300	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1729	1610105001	36,991	
1730	1610105002	30,319	
1731	1610105003	39,559	
1732	1610105004	24,955	
1733	1610105005	24,889	
1734	1610105006	24,889	
1735	1610105007	4,495	
1736	1610105008	2,602	
1737	1610105009	2,602	
1738	1610105010	1,442	
1739	1610105011	59,533	
1740	1610105012	3,487	
1741	1610105013	17,771	
1742	1610105014	21,975	
1743	1610105015	1,442	
1744	1610105016	1,442	
1745	1610105017	1,442	
1746	1610105018	EXEMPT	EXEMPT
1747	1610105019	1,442	
1748	1610105020	1,442	
1749	1610105021	EXEMPT	EXEMPT
1750	1610105022	EXEMPT	EXEMPT
1751	1610105023	7,878	
1752	1610105024	7,886	
1753	1610105025	2,183	
1754	1610105026	1,442	
1755	1610105027	1,442	
1756	1610105028	1,442	
1757	1610105029	7,136	
1758	1610105030	8,419	
1759	1610105031	1,442	
1760	1610105032	1,442	
1761	1610105033	9,988	
1762	1610105034	7,618	
1763	1610105035	1,691	
1764	1610105036	1,442	
1765	1610105037	2,273	
1766	1610105038	8,282	
1767	1610105039	8,282	
1768	1610105040	8,282	
1769	1610105041	14,071	
1770	1610106001	10,164	
1771	1610106002	29,051	
1772	1610106003	3,036	
1773	1610106004	22,688	
1774	1610106005	22,411	
1775	1610106006	22,411	
1776	1610106035	5,218	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1777	1610106036	8,555	
1778	1610107001	3,470	
1779	1610107002	3,498	
1780	1610107003	8,024	
1781	1610107004	3,524	
1782	1610107005	EXEMPT	EXEMPT
1783	1610107006	1,442	
1784	1610107007	8,353	
1785	1610107008	8,144	
1786	1610107009	6,333	
1787	1610107010	1,442	
1788	1610107011	9,311	
1789	1610107012	7,732	
1790	1610107013	2,411	
1791	1610107014	1,049	
1792	1610107015	1,319	
1793	1610107016	9,221	
1794	1610107017	11,666	
1795	1610107018	1,442	
1796	1610107019	1,442	
1797	1610107020	7,609	
1798	1610107021	1,442	
1799	1610107022	3,509	
1800	1610107023	7,990	
1801	1610107024	1,457	
1802	1610107025	1,442	
1803	1610107026	1,671	
1804	1610107027	1,442	
1805	1610107028	1,442	
1806	1610107029	1,442	
1807	1610107030	3,227	
1808	1610107031	13,403	
1809	1610107032	2,591	
1810	1610107033	2,398	
1811	1610107034	11,591	
1812	1610107035	0	
1813	1610107039	147	
1814	1610107040	7,332	
1815	1610107041	41,861	
1816	1610107042	9,399	
1817	1610107043	13,147	
1818	1610109015	5,772	
1819	1610109016	RAILROAD	RAILROAD
1820	1610109017	7,437	
1821	1610109018	2,473	
1822	1610109019	RAILROAD	RAILROAD
1823	1610109020	177,834	
1824	1610110039	8,465	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1825	1610110044		
1826	1610110045	103,373	
1827	1610111032	34,408	
1828	1610111036	RAILROAD	RAILROAD
1829	1610112048	249,896	
1830	1610113006	340,560	
1831	1610113013	57,603	
1832	1610113015	60,098	
1833	1610113016	RAILROAD	RAILROAD
1834	1610114038	3,395,804	
1835	1610115001	1,870,897	
1836	1610116001	124,619	
1837	1610116002	2,132,244	
1838	1610116003	100,087	
1839	1610117001	192,677	
1840	1610118001	735,962	
1841	1610118003	643,832	
1842	1610118004	1,585,884	
1843	1610118005	221	
1844	1610119001	898	
1845	1610200002	2,136,843	
1846	1610200003	213,955	
1847	1610200005	642,672	
1848	1610200007	193,399	
1849	1610200009	30,134	
1850	1610200012	EXEMPT	EXEMPT
1851	1610200013	EXEMPT	
1852	1610200018	EXEMPT	EXEMPT
1853	1610200020	453,083	
1854	1610200023	8,286	
1855	1610200024	3,335	
1856	1610200025	1,208,137	
1857	1610200029	297,281	
1858	1610200039	EXEMPT	EXEMPT
1859	1610200040	1,421,974	
1860	1610200042	503,464	
1861	1610200043	62,797	
1862	1610200048	EXEMPT	EXEMPT
1863	1610200058	EXEMPT	EXEMPT
1864	1610200059	89,267	
1865	1610200061	576	
1866	1610200062	459,166	
1867	1610200063	EXEMPT	EXEMPT
1868	1610200064	40,343	
1869	1610201002	RAILROAD	RAILROAD
1870	1610201003	328,777	
1871	1610201004	719,452	
1872	1610201005	852,007	
		1,069,232	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1873	1610201006		
1874	1610202001	671,952	
1875	1610202002	1,748,859	
1876	1610202003	140,177	
1877	1610202004	EXEMPT	EXEMPT
1878	1610202005	328,694	
1879	1610202006	36,377	
1880	1610300001	13,540	
1881	1610300005	43,133	
1882	1610300006	18,141	
1883	1610300007	18,160	
1884	1610300008	34,580	
1885	1610300009	18,238	
1886	1610300010	18,257	
1887	1610300011	4,674	
1888	1610300012	2,839	
1889	1610300013	105,509	
1890	1610300014	7,983	
1891	1610301001	43,305	
1892	1610301002	EXEMPT	EXEMPT
1893	1610301003	EXEMPT	
1894	1610301004	EXEMPT	EXEMPT
1895	1610301005	1,126	
1896	1610301006	1,135	
1897	1610301007	7,884	
1898	1610301008	16,160	
1899	1610301009	16,207	
1900	1610301010	43,786	
1901	1610301011	41,053	
1902	1610302001	49,334	
1903	1610302002	668,763	
1904	1610303001	EXEMPT	
1905	1610303023	RAILROAD	RAILROAD
1906	1610303046	RAILROAD	RAILROAD
1907	1610303047	EXEMPT	EXEMPT
1908	1610303048	305,604	
1909	1610304001	239,087	
1910	1610304002	50,282	
1911	1610304003	50,155	
1912	1610304004	100,311	
1913	1610304005	8,076	
1914	1610304006	52,781	
1915	1610304007	32,790	
1916	1610304008	51,660	
1917	1610304009	26,715	
1918	1610304010	46,090	
1919	1610304011	46,193	
1920	1610304012	25,995	
		30,869	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1921	1610304013	30,869	
1922	1610304014	31,872	
1923	1610304015	2,935	
1924	1610304016	2,387	
1925	1610304017	2,632	
1926	1610304018	149,862	
1927	1610304019	1,006	
1928	1610304020	14,619	
1929	1610304021	20,292	
1930	1610304022	10,508	
1931	1610304023	19,039	
1932	1610304024	19,140	
1933	1610305001	RAILROAD	RAILROAD
1934	1610305002	RAILROAD	RAILROAD
1935	1610305003	RAILROAD	RAILROAD
1936	1610305004	903	RAILROAD
1937	1610305005	3,054	
1938	1610305006	3,099	
1939	1610305007	3,146	
1940	1610305008	3,193	
1941	1610305009	3,238	
1942	1610305010	3,281	
1943	1610305011	3,329	
1944	1610305012	3,376	
1945	1610305013	1,588	
1946	1610305014	1,610	
1947	1610305015	1,637	
1948	1610305016	1,665	
1949	1610305017	1,693	
1950	1610305018	1,721	
1951	1610305019	2,852	
1952	1610305020	1,777	
1953	1610305021	2,940	
1954	1610305022	2,983	
1955	1610305023	3,028	
1956	1610305024	3,073	
1957	1610305025	3,389	
1958	1610305026	EXEMPT	EXEMPT
1959	1610306001	3,892	
1960	1610306002	625	
1961	1610306003	5,155	
1962	1610306004	13,130	
1963	1610306005	767	
1964	1610306006	13,562	
1965	1610306007	8,862	
1966	1610306008	1,908	
1967	1610306009	4,685	
1968	1610306010	0	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
1969	1610306011		
1970	1610306014	1,374	
1971	1610306015	1,074	
1972	1610306016	6,569	
1973	1610306017	32,272	
1974	1610306018	32,330	
1975	1610306019	8,974	
1976	1610306020	EXEMPT	EXEMPT
1977	1610306021	EXEMPT	EXEMPT
1978	1610306022	99,277	
1979	1610306023	19,841	
1980	1610306024	19,841	
1981	1610306025	17,443	
1982	1610306026	17,443	
1983	1610306027	17,443	
1984	1610306028	17,443	
1985	1610306029	17,507	
1986	1610306030	52,332	
1987	1610307006	1,276	
1988	1610307007	1,272	
1989	1610307008	1,268	
1990	1610307012	64,766	
1991	1610307013	46,214	
1992	1610307014	94,971	
1993	1610307017	8,922	
1994	1610307018	65,743	
1995	1610307019	34,296	
1996	1610307021	1,268	
1997	1610307022	1,268	
1998	1610307023	2,538	
1999	1610307024	116,378	
2000	1610307025	20,415	
2001	1610307026	74,124	
2002	1610309001	9,457	
2003	1610309002	61,467	
2004	1610309004	RAILROAD	RAILROAD
2005	1610309010	RAILROAD	RAILROAD
2006	1610309011	72,927	
2007	1610309012	64,336	
2008	1610310001	RAILROAD	RAILROAD
2009	1610310002	90,720	
2010	1610310003	38,188	
2011	1610310004	19,637	
2012	1610310005	64,132	
2013	1610310006	59,269	
2014	1610310007	EXEMPT	
2015	1610311001	27,934	
2016	1610311002	17,829	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2017	1610311003		
2018	1610311004	17,829	
2019	1610311005	17,829	
2020	1610311006	17,829	
2021	1610311007	54,212	
2022	1610311008	64,132	
2023	1610311009	1,182	
2024	1610311010	10,001	
2025	1610400001	91,545	
2026	1610400002	7,463	
2027	1610400003	1,182	
2028	1610400004	5,196	
2029	1610400005	3,593	
2030	1610400006	33,905	
2031	1610400007	8,761	
2032	1610400008	1,182	
2033	1610400009	1,182	
2034	1610400010	22,630	
2035	1610400011	35,837	
2036	1610400012	7,635	
2037	1610400013	7,556	
2038	1610400014	1,182	
2039	1610400015	1,182	
2040	1610400016	1,182	
2041	1610400017	1,182	
2042	1610400018	2,049	
2043	1610400019	1,946	
2044	1610400020	2,255	
2045	1610400021	42,204	
2046	1610400022	10,987	
2047	1610400023	1,182	
2048	1610400024	1,182	
2049	1610400025	0	
2050	1610400026	1,182	
2051	1610400027	5,415	
2052	1610400028	7,048	
2053	1610400029	1,418	
2054	1610400030	170,627	
2055	1610400031	71,687	
2056	1610400032	1,596	
2057	1610400033	1,182	
2058	1610400034	EXEMPT	EXEMPT
2059	1610400035	1,182	
2060	1610400036	10,949	
2061	1610400037	0	EXEMPT
2062	1610401001	EXEMPT	EXEMPT
2063	1610401002	1,259	
2064	1610401004	69,824	
		2,138	

**EXHIBIT
1997 ESTIMATED EAV BY TAX PARCEL
NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2065	1610401005	1,435	
2066	1610401006	2,364	
2067	1610401007	23,806	
2068	1610401008	23,806	
2069	1610401009	34,563	
2070	1610401010	43,663	
2071	1610401011	27,033	
2072	1610401012	1,182	
2073	1610401013	1,182	
2074	1610401014	2,976	
2075	1610401015	24,861	
2076	1610401016	24,861	
2077	1610401017	24,861	
2078	1610401018	4,925	
2079	1610401019	2,745	
2080	1610401020	1,673	
2081	1610401021	1,006	
2082	1610401022	1,006	
2083	1610401023	1,006	
2084	1610401024	5,763	
2085	1610401025	1,006	
2086	1610401026	5,162	
2087	1610401027	4,792	
2088	1610401028	1,006	
2089	1610401029	2,890	
2090	1610401030	1,006	
2091	1610401031	EXEMPT	EXEMPT
2092	1610401032	EXEMPT	EXEMPT
2093	1610401033	1,006	
2094	1610401034	9,509	
2095	1610401035	EXEMPT	EXEMPT
2096	1610401036	754	
2097	1610401037	0	
2098	1610401038	6,625	
2099	1610401039	10,768	
2100	1610401040	5,619	
2101	1610401041	1,006	
2102	1610401042	1,006	
2103	1610401043	14,855	
2104	1610401044	13,304	
2105	1610402001	33,983	
2106	1610402002	33,983	
2107	1610402006	93,529	
2108	1610402007	1,536	
2109	1610402008	75,921	
2110	1610402009	29,522	
2111	1610402010	11,402	
2112	1610402011	36,506	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2113	1610402012	11,402	
2114	1610402013	11,731	
2115	1610402014	3,466	
2116	1610402015	3,466	
2117	1610402016	1,182	
2118	1610402017	0	
2119	1610402018	EXEMPT	EXEMPT
2120	1610402019	1,182	
2121	1610402020	1,449	
2122	1610402021	591	
2123	1610402022	1,655	
2124	1610402023	10,375	
2125	1610402024	3,939	
2126	1610402025	EXEMPT	EXEMPT
2127	1610402026	1,182	
2128	1610402027	1,182	
2129	1610402028	591	
2130	1610402029	1,773	
2131	1610402030	9,234	
2132	1610402031	1,182	
2133	1610402032	8,101	
2134	1610402033	9,762	
2135	1610402034	1,182	
2136	1610402035	1,182	
2137	1610402036	2,506	
2138	1610402037	86,833	
2139	1610403001	EXEMPT	EXEMPT
2140	1610403002	19,340	
2141	1610403006	2,145	
2142	1610403007	40,309	
2143	1610403008	17,294	
2144	1610403009	28,146	
2145	1610403014	1,536	
2146	1610403016	1,324	
2147	1610403017	EXEMPT	EXEMPT
2148	1610403018	EXEMPT	EXEMPT
2149	1610403019	5,669	
2150	1610403020	EXEMPT	EXEMPT
2151	1610403021	1,182	
2152	1610403022	7,182	
2153	1610403023	0	
2154	1610403024	1,633	
2155	1610403025	1,557	
2156	1610403026	1,182	
2157	1610403027	0	
2158	1610403028	1,182	
2159	1610403029	5,310	
2160	1610403030	3,705	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2161	1610403031		
2162	1610403032	1,650	
2163	1610403033	5,564	
2164	1610403034	2,447	
2165	1610403035	10,650	
2166	1610403036	1,793	
2167	1610403037	2,157	
2168	1610403038	1,182	
2169	1610403039	1,990	
2170	1610403040	1,182	
2171	1610403041	EXEMPT	EXEMPT
2172	1610403042	11,918	
2173	1610403043	166,140	
2174	1610404001	104,056	
2175	1610404002	2,725	
2176	1610404003	2,439	
2177	1610404004	2,465	
2178	1610404005	2,506	
2179	1610404006	2,534	
2180	1610404007	2,559	
2181	1610404008	2,839	
2182	1610404009	2,864	
2183	1610404010	2,901	
2184	1610404011	2,929	
2185	1610404012	2,953	
2186	1610404013	2,991	
2187	1610404016	6,086	
2188	1610404017	3,127	
2189	1610404018	3,150	
2190	1610404019	3,183	
2191	1610404020	3,208	
2192	1610404021	3,234	
2193	1610404022	5,028	
2194	1610404023	8,838	
2195	1610404024	4,461	
2196	1610404025	23,601	
2197	1610404026	79,404	
2198	1610405001	6,208	
2199	1610405002	1,036	
2200	1610405003	999	
2201	1610405004	EXEMPT	EXEMPT
2202	1610405005	EXEMPT	EXEMPT
2203	1610405006	1,049	
2204	1610405007	1,064	
2205	1610405008	10,749	
2206	1610405009	9,756	
2207	1610405010	EXEMPT	EXEMPT
2208	1610405011	11,621	
		1,148	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2209	1610405012		
2210	1610405013	1,160	
2211	1610405014	1,182	
2212	1610405015	EXEMPT	EXEMPT
2213	1610405016	EXEMPT	EXEMPT
2214	1610405017	1,201	
2215	1610405018	1,206	
2216	1610405019	1,741	
2217	1610405020	1,218	
2218	1610405021	EXEMPT	EXEMPT
2219	1610405022	8,393	
2220	1610405023	11,292	
2221	1610405024	1,474	
2222	1610405025	1,326	
2223	1610405026	17,410	
2224	1610405027	35,186	
2225	1610405028	2,127	
2226	1610405029	2,127	
2227	1610405030	37,430	
2228	1610405031	26,724	
2229	1610405032	2,127	
2230	1610405033	6,915	
2231	1610405034	18,285	
2232	1610405035	60,085	
2233	1610405036	EXEMPT	EXEMPT
2234	1610405037	EXEMPT	EXEMPT
2235	1610405038	EXEMPT	EXEMPT
2236	1610405039	2,127	
2237	1610405040	EXEMPT	EXEMPT
2238	1610405041	2,127	
2239	1610405042	7,195	
2240	1610405045	26,206	
2241	1610405046	415	
2242	1610406001	12,648	
2243	1610406004	EXEMPT	EXEMPT
2244	1610406005	7,149	
2245	1610406006	1,201	
2246	1610406007	1,212	
2247	1610406008	1,218	
2248	1610406009	EXEMPT	EXEMPT
2249	1610406010	1,229	
2250	1610406011	6,571	
2251	1610406012	6,524	
2252	1610406013	5,099	
2253	1610406014	1,259	
2254	1610406015	1,264	
2255	1610406016	1,272	
2256	1610406017	1,276	
		1,283	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2257	1610406018	935	
2258	1610406019	3,219	
2259	1610406020	5,121	
2260	1610406021	651	
2261	1610406022	12,745	
2262	1610406023	4,134	
2263	1610406025	32,734	
2264	1610406026	29,893	
2265	1610406027	37,361	
2266	1610406028	37,361	
2267	1610406029	17,466	
2268	1610406030	40,090	
2269	1610406031	1,773	
2270	1610406032	EXEMPT	EXEMPT
2271	1610406035	EXEMPT	EXEMPT
2272	1610406036	1,773	
2273	1610406037	4,218	
2274	1610406038	3,546	
2275	1610406039	21,422	
2276	1610406040	21,422	
2277	1610406041	13,536	
2278	1610406042	27,104	
2279	1610406043	31,082	
2280	1610406044	1,261	
2281	1610406045	8,557	
2282	1610406046	EXEMPT	EXEMPT
2283	1610406047	592	
2284	1610407004	1,283	
2285	1610407005	1,287	
2286	1610407006	1,296	
2287	1610407007	11,978	
2288	1610407008	4,605	
2289	1610407009	10,631	
2290	1610407010	2,258	
2291	1610407011	2,269	
2292	1610407012	2,278	
2293	1610407013	2,289	
2294	1610407016	1,414	
2295	1610407017	54,943	
2296	1610407018	60,283	
2297	1610407019	97,915	
2298	1610407020	37,898	
2299	1610407025	7,248	
2300	1610407026	4,646	
2301	1610407027	11,350	
2302	1610407028	7,323	
2303	1610407029	3,726	
2304	1610407030	3,928	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2305	1610407031	3,928	
2306	1610407032	3,928	
2307	1610407033	5,456	
2308	1610407034	13,482	
2309	1610407035	167,337	
2310	1610407036	9,676	
2311	1610407037	5,437	
2312	1610407038	5,437	
2313	1610407039	5,437	
2314	1610407040	7,231	
2315	1610407041	3,726	
2316	1610407043	3,720	
2317	1610407044	2,127	
2318	1610407045	EXEMPT	EXEMPT
2319	1610407046	EXEMPT	EXEMPT
2320	1610407048	17,176	
2321	1610407049	8,916	
2322	1610407050	3,726	
2323	1610407051	3,726	
2324	1610407052	6,610	
2325	1610407053	6,790	
2326	1610407054	6,118	
2327	1610407055	10,401	
2328	1610408001	EXEMPT	EXEMPT
2329	1610408002	4,379	
2330	1610408003	4,304	
2331	1610408004	4,283	
2332	1610408005	4,244	
2333	1610408006	40,146	
2334	1610408007	3,548	
2335	1610408008	3,498	
2336	1610408009	2,779	
2337	1610409001	4,594	
2338	1610409002	97,517	
2339	1610409003	171,568	
2340	1610409004	4,977	
2341	1610409005	3,329	
2342	1610409006	3,309	
2343	1610409007	39,310	
2344	1610409008	5,675	
2345	1610409009	1,760	
2346	1610409035	866	
2347	1610409036	416	
2348	1610410009	3,812	
2349	1610410010	50,149	
2350	1610410011	3,930	
2351	1610410012	3,597	
2352	1610410013	3,580	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2353	1610410014	1,500	
2354	1610410015	37,711	
2355	1610410016	17,985	
2356	1610410017	42,999	
2357	1610410018	31,686	
2358	1610410019	31,666	
2359	1610410020	31,645	
2360	1610410021	31,711	
2361	1610410048	129,684	
2362	1610411001	3,913	
2363	1610411002	EXEMPT	EXEMPT
2364	1610411003	1,240	
2365	1610411004	1,216	
2366	1610411005	1,622	
2367	1610411006	3,546	
2368	1610411007	4,586	
2369	1610411008	2,175	
2370	1610411009	3,814	
2371	1610411010	42,183	
2372	1610411011	15,485	
2373	1610411012	2,250	
2374	1610411013	85,840	
2375	1610417014	46,487	
2376	1610417015	6,780	
2377	1610417016	EXEMPT	EXEMPT
2378	1610417017	EXEMPT	EXEMPT
2379	1610417018	EXEMPT	EXEMPT
2380	1610417019	EXEMPT	EXEMPT
2381	1610417020	EXEMPT	EXEMPT
2382	1610417021	EXEMPT	EXEMPT
2383	1610417022	EXEMPT	EXEMPT
2384	1610417023	5,957	
2385	1610417024	93,284	
2386	1610500003	RAILROAD	RAILROAD
2387	1610500004	RAILROAD	RAILROAD
2388	1610500005	RAILROAD	RAILROAD
2389	1610500006	RAILROAD	RAILROAD
2390	1610501001	RAILROAD	RAILROAD
2391	1610501004	RAILROAD	RAILROAD
2392	1611100001	5,617	
2393	1611100002	23,614	
2394	1611100003	13,607	
2395	1611100004	6,846	
2396	1611100005	16,194	
2397	1611100006	6,348	
2398	1611100007	9,083	
2399	1611100008	9,073	
2400	1611100009	6,935	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2401	1611100010	5,967	
2402	1611100011	5,995	
2403	1611100012	6,303	
2404	1611100013	6,197	
2405	1611100014	6,197	
2406	1611100015	7,055	
2407	1611100042	15,736	
2408	1611108001	18,171	
2409	1611108002	909	
2410	1611108003	909	
2411	1611108004	909	
2412	1611108005	909	
2413	1611108006	909	
2414	1611108007	909	
2415	1611108008	909	
2416	1611108009	909	
2417	1611108010	909	
2418	1611108011	909	
2419	1611108012	909	
2420	1611108013	909	
2421	1611108014	1,304	
2422	1611108015	1,042	
2423	1611108016	909	
2424	1611108017	909	
2425	1611108018	909	
2426	1611108019	909	
2427	1611108020	909	
2428	1611108021	909	
2429	1611108022	909	
2430	1611108023	909	
2431	1611108024	909	
2432	1611108025	909	
2433	1611108026	EXEMPT	EXEMPT
2434	1611108027	909	
2435	1611108028	909	
2436	1611108029	5,697	
2437	1611111002	1,545	
2438	1611111003	1,463	
2439	1611111004	15,650	
2440	1611111005	EXEMPT	EXEMPT
2441	1611111043	EXEMPT	EXEMPT
2442	1611111044	EXEMPT	EXEMPT
2443	1611111045	EXEMPT	EXEMPT
2444	1611111046	EXEMPT	EXEMPT
2445	1611118006	1,500	
2446	1611118007	4,562	
2447	1611118008	4,659	
2448	1611118009	4,562	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2449	1611118010	4,562	
2450	1611118011	4,562	
2451	1611118012	4,659	
2452	1611118013	1,674	
2453	1611118014	4,659	
2454	1611118015	9,937	
2455	1611118016	11,434	
2456	1611118031	647	
2457	1611118032	1,803	
2458	1611118033	1,803	
2459	1611118034	2,308	
2460	1611118035	6,139	
2461	1611118036	4,837	
2462	1611118037	15,448	
2463	1611118038	1,885	
2464	1611118039	1,885	
2465	1611118040	7,622	
2466	1611126001	138,035	
2467	1611126003	5,379	
2468	1611126004	5,379	
2469	1611126005	1,773	
2470	1611126006	1,773	
2471	1611126018	2,473	
2472	1611126019	1,702	
2473	1611126020	1,702	
2474	1611126021	1,702	
2475	1611126022	1,702	
2476	1611126024	14,368	
2477	1611126025	RAILROAD	RAILROAD
2478	1611126026	6,653	
2479	1611126027	RAILROAD	RAILROAD
2480	1611300001	1,466	
2481	1611300011	5,712	
2482	1611300012	17,559	
2483	1611300013	8,954	
2484	1611300014	8,954	
2485	1611300015	EXEMPT	EXEMPT
2486	1611300016	EXEMPT	EXEMPT
2487	1611300017	5,389	
2488	1611300018	18,079	
2489	1611300019	18,605	
2490	1611300020	47,366	
2491	1611300021	2,415	
2492	1611300022	2,458	
2493	1611300023	10,551	
2494	1611300024	234,647	
2495	1611300025	38,536	
2496	1611300026	1,466	

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2497	1611300027	1,466	
2498	1611300028	108,085	
2499	1611300029	1,466	
2500	1611300030	1,466	
2501	1611300031	11,256	
2502	1611300032	1,466	
2503	1611300034	21,341	
2504	1611300035	18,016	
2505	1611300036	15,827	
2506	1611300037	16,458	
2507	1611300038	65,866	
2508	1611300039	90,125	
2509	1611300040	7,328	
2510	1611300041	10,259	
2511	1611301002	EXEMPT	EXEMPT
2512	1611301004	EXEMPT	EXEMPT
2513	1611302003	6,228	
2514	1611302004	10,959	
2515	1611302005	1,773	
2516	1611302006	1,773	
2517	1611302007	10,959	
2518	1611302008	13,553	
2519	1611302009	EXEMPT	EXEMPT
2520	1611302010	1,773	
2521	1611302011	EXEMPT	EXEMPT
2522	1611302012	1,773	
2523	1611302013	12,498	
2524	1611302014	6,354	
2525	1611302015	11,299	
2526	1611302016	10,901	
2527	1611302017	10,953	
2528	1611302018	6,453	
2529	1611302019	6,380	
2530	1611302020	EXEMPT	EXEMPT
2531	1611302021	1,773	
2532	1611302022	4,121	
2533	1611302023	251	
2534	1611302024	5,873	
2535	1611302025	11,161	
2536	1611302026	4,288	
2537	1611302027	1,773	
2538	1611302028	10,209	
2539	1611302029	5,847	
2540	1611302030	3,542	
2541	1611302031	5,060	
2542	1611302032	1,855	
2543	1611302033	1,803	
2544	1611302034	EXEMPT	EXEMPT

EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2545	1611302035	EXEMPT	EXEMPT
2546	1611302036	16,609	
2547	1611302037	1,773	
2548	1611302038	3,703	
2549	1611302039	53,297	
2550	1611302040	91,945	
2551	1611302041	EXEMPT	EXEMPT
2552	1611304012	4,949	
2553	1611304013	1,992	
2554	1611304014	2,001	
2555	1611304015	2,016	
2556	1611304016	10,680	
2557	1611304017	3,381	
2558	1611305001	54,371	
2559	1611305002	2,834	
2560	1611305003	40,397	
2561	1611305004	43,590	
2562	1611305005	EXEMPT	EXEMPT
2563	1611305006	EXEMPT	EXEMPT
2564	1611305007	25,316	
2565	1611305008	25,473	
2566	1611305009	25,578	
2567	1611305010	35,018	
2568	1611305011	42,548	
2569	1611305012	50,626	
2570	1611305013	23,511	
2571	1611305014	23,442	
2572	1611305015	23,962	
2573	1611305016	1,051	
2574	1611305017	EXEMPT	EXEMPT
2575	1611305018	1,051	
2576	1611305019	1,051	
2577	1611305020	1,051	
2578	1611305021	EXEMPT	EXEMPT
2579	1611305022	EXEMPT	EXEMPT
2580	1611305023	6,964	
2581	1611305024	6,483	
2582	1611305025	5,701	
2583	1611305026	EXEMPT	EXEMPT
2584	1611306001	159,943	
2585	1611306002	14,228	
2586	1611306003	5,054	
2587	1611306004	43,178	
2588	1611306005	88,144	
2589	1611306006	2,690	
2590	1611306007	139,943	
2591	1611306008	EXEMPT	EXEMPT
2592	1611306009	EXEMPT	EXEMPT

**EXHIBIT
1997 ESTIMATED EAV BY TAX PARCEL
NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2593	1611306010	6,419	
2594	1611306011	1,827	
2595	1611306012	26,953	
2596	1611306013	13,566	
2597	1611306014	12,515	
2598	1611306015	1,328	
2599	1611306016	3,655	
2600	1611306017	1,827	
2601	1611306018	857	
2602	1611306019	9,854	
2603	1611306020	2,284	
2604	1611306021		
2605	1611306022	EXEMPT	EXEMPT
2606	1611306023	EXEMPT	EXEMPT
2607	1611306024	8,155	
2608	1611306025	8,185	
2609	1611306026	17,114	
2610	1611306027	12,659	
2611	1611306028	18,147	
2612	1611306029	EXEMPT	EXEMPT
2613	1611307001	EXEMPT	EXEMPT
2614	1611307002	EXEMPT	EXEMPT
2615	1611307003	EXEMPT	EXEMPT
2616	1611307004	6,625	
2617	1611307005	EXEMPT	EXEMPT
2618	1611307006	EXEMPT	EXEMPT
2619	1611307007	EXEMPT	EXEMPT
2620	1611307008	965	
2621	1611307011	3,622	
2622	1611307012	EXEMPT	EXEMPT
2623	1611307013	EXEMPT	EXEMPT
2624	1611307014	EXEMPT	EXEMPT
2625	1611307015	EXEMPT	EXEMPT
2626	1611308040	EXEMPT	EXEMPT
2627	1611309003	EXEMPT	EXEMPT
2628	1611309004	13,259	
2629	1611309005	71,500	
2630	1611309006	71,500	
2631	1611309007	114,034	
2632	1611309008	70,957	
2633	1611309009	3,622	
2634	1611309010	4,319	
2635	1611309011	65,844	
2636	1611309012	40,096	
2637	1611309013	16,201	
2638	1611309014	8,750	
2639	1611309023	8,187	
2640	1611309024	10,970	
		11,810	

**EXHIBIT
 1997 ESTIMATED EAV BY TAX PARCEL
 NORTHWEST INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	ACTUAL EAV 1997	RAILROAD OR EXEMPT
2641	1611309025	EXEMPT	EXEMPT
2642	1611309026	158,879	
2643	1611500001	RAILROAD	RAILROAD
TOTAL		145,432,850	



Northwest Industrial Corridor

Consultant/Firm: PGAV- Urban Consulting

Ward(s)/Alderman: 28, Ed Smith; 31, Ray Suarez; 37 Percy Giles

Community area(s): 26, West Garfield Park

Location: Redevelopment area is an irregularly shaped area generally bounded by Fullerton Avenue on the north, Lake Street on the south, Kostner and Cicero on the east and west respectively.

Proposed Land Uses: Development of an industrial area that will lure more companies back to the region.

Acreage and/or Number of Pins: 1200 acres, 2650 PIN's

EAV at time of plan(1998): \$145.4 million

Anticipated EAV of TIF District: \$175.4-185.4 million

Estimated Budget:	Planning, Legal, Surveys	\$ 2,000,000
	Property Assembly	\$ 40,000,000
	Rehabilitation	\$ 10,000,000
	Public Improvements	\$ 20,000,000
	Job Training & Retraining	\$ 12,000,000
	Capital Costs incurred by	
	Taxing Districts	\$ 30,700,000
	Relocation Costs	\$ 3,000,000
	<u>Interest Costs</u>	<u>\$ 2,000,000</u>
	Total Cost	\$119,700,000

TIF Legislative Dates

TIF expiration date: 12/2/2021

City Council Approval: 12/2/98

CDCP Hearing: 9/22/98

Northwest Industrial Corridor (page 2)

Portability:

Adjacencies: North/Cicero; Pulaski Industrial Corridor

Expiration of adjacencies: 7/30/2020; 6/9/2022

Prior Land Uses: The area is primarily industrial land, public right of ways and vacant land.
