

The 63rd/Pulaski
Tax Increment Financing
Redevelopment Plan and Project
Revision #1



City of Chicago • Richard M. Daley, Mayor

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with assistance from
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FORWARD

The proposed 63rd/Pulaski Redevelopment Plan and Project Area is part of an overall effort to facilitate redevelopment in the vicinity of Midway Airport. Recent transportation investments by the public sector for Midway Airport, the Adlai Stevenson Expressway and the CTA's extension of the Orange Line have or will help to revitalize this portion of the City. However, these investments are not directed toward improvement of properties along commercial corridors or within industrial sites. The City is proposing to establish several Tax Increment Financing Districts to help facilitate private redevelopment efforts that can build upon the public investment in the transportation network and revitalize important commercial and industrial sites located in the southwestern portion of the City.

On the following page is a map indicating the six Tax Increment Financing districts that together will help to revitalize properties in the vicinity of Midway Airport. The location of the proposed 63rd/Pulaski Redevelopment Project Area and its relation to the other five districts is also indicated. Criteria for establishing a Tax Increment Financing district, land use and zoning patterns and the goals of the City were used to determine the final configuration of the six districts. However, the overall goal is to establish all six districts so that revitalized commercial and industrial sites can provide growth for the City and employment and businesses opportunities for the residents of the City of Chicago.

TIF Boundaries for the Midway Redevelopment Areas

City of Chicago, Illinois

STEVENS ON EXPRESSWAY

47TH

51ST

ARCHER

55TH

59TH

63RD

MIDWAY AIRPORT

CENTRAL

LARAMIE

67TH - MARQUETTE

71ST

77TH

CICERO

B.R.C. R.R.

KILDARE

PULASKI

CENTRAL PARK

KEDZIE

EXCLUDED

EXCLUDED







EXCLUDED

EXCLUDED
HOBAN / GRAHAM
TRUNK TIP

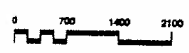
EXCLUDED

EXCLUDED
72ND & CICERO TIP

Redevelopment Areas

-  63rd / Pulaski
-  Cicero / Archer
-  Midway Industrial Corridor
-  51st / Archer
-  Archer / Central
-  The Greater Southwest Industrial Corridor (West)

SEPTEMBER 23, 1999



FGV Urban Consulting

SECTION I. INTRODUCTION AND EXECUTIVE SUMMARY

A. Area Location

The 63rd/Pulaski Redevelopment Project Area (hereafter referred to as the "Area") is located on the southwest side of the City of Chicago ("City"). The northern limits of the Area are approximately seven miles southwest of the central business district. A location map indicating the general location of the Area within the City of Chicago is provided on the following page.

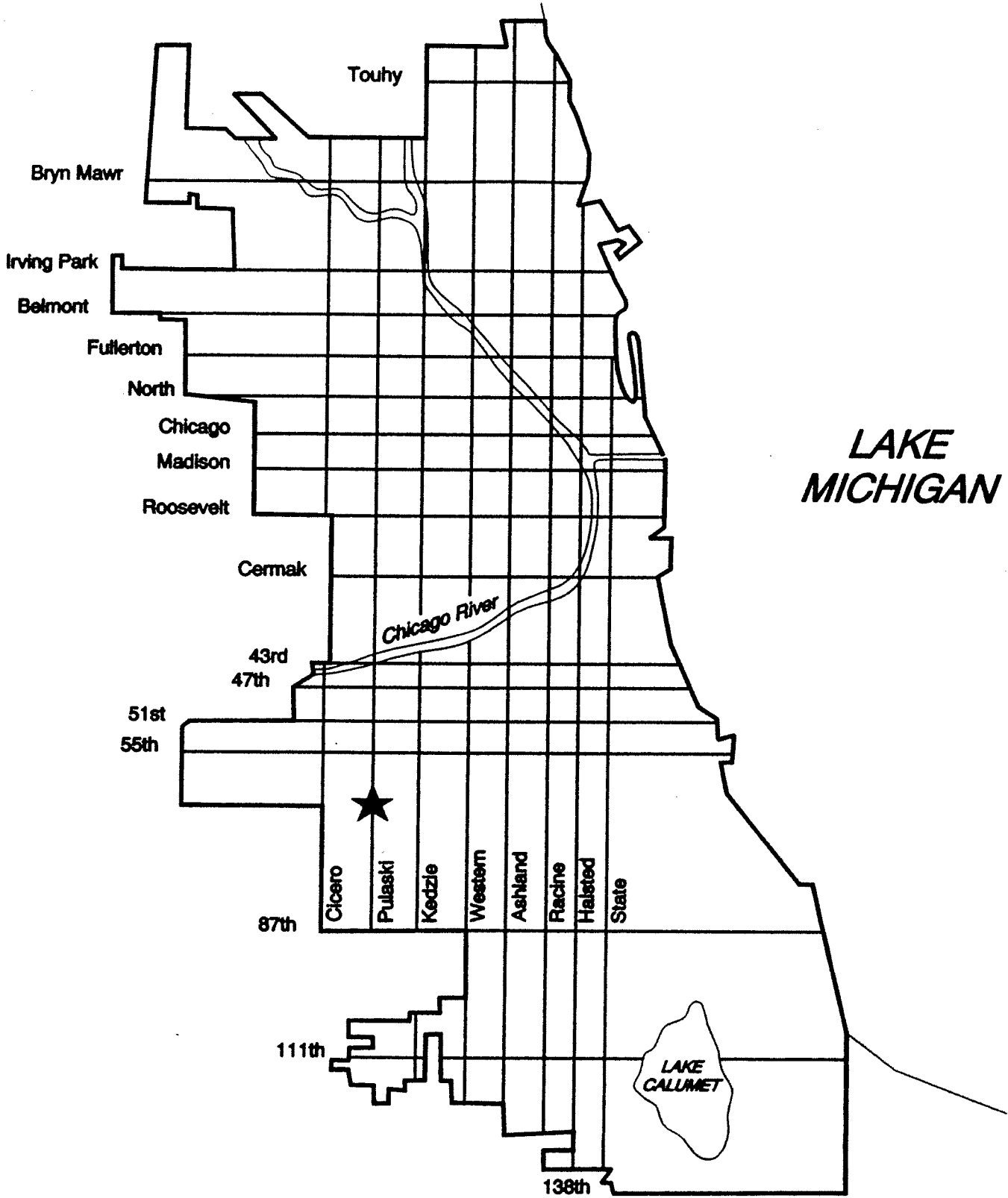
The Area covers approximately 216 acres and includes 86 (full and partial) city blocks. The Area is comprised of two linear corridors along Pulaski Road and 63rd Street that are connected where these streets intersect. Properties along Pulaski Road from 51st Street on the north to 70th Street on the south and along 63rd Street from Keating Avenue on the west to approximately Central Park Avenue on the east are generally included. In addition, in the western portion of the Area, an arm extends north and south of 63rd Street along the Belt Railway of Chicago railroad right-of-way. Along 63rd Street and Pulaski Road south of 61st Street, the block fronting both sides of these streets are generally included. North of 61st Street on Pulaski Road the block fronting the western side of Pulaski Road is included. The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

B. Existing Conditions

The Area consists primarily of older commercial properties located along Pulaski Road and 63rd Street. Two small pockets of industrial uses are located in the Area. One is located in the extreme northern portion of the Area along Pulaski Road and the second is located in the extreme western portion of the Area along the Belt Railway of Chicago right-of-way. A small number of residential uses are included along Pulaski Road and 63rd Street. (See **Exhibit B, Existing Land Use Assessment Map** included in **Attachment Two** of the **Appendix**.)

Many structures in the Area are in need of repair due to depreciation of physical maintenance and other conditions documented in the **Eligibility Study**, included as **Attachment One** of the **Appendix**. Zoning classifications in the Area are predominantly commercial. Industrial zoning is associated with the two pockets of industrial uses noted above. Three pockets of residential zoning exist in the Area. Two are located in the western por-

Location Map
63rd / Pulaski Redevelopment Area
City of Chicago, Illinois



tion of the Area along the Belt Railway of Chicago right-of-way and one lot is zoned residential along Pulaski Road. Zoning classifications are shown on **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**. Approximately seventy-five percent (75%) of the buildings in the Area are or exceed 35 years of age. Declining conditions are evidenced by deterioration and depreciation of maintenance of some of the public infrastructure components (principally private streets and public curbs and sidewalks) and deterioration of private properties as documented in the **Eligibility Study**.

The Area is characterized by the following conditions:

- the predominance (75%) of structures that are 35 years old or older;
- obsolescence (72% of buildings or structures);
- excessive land coverage (74% of buildings or site improvements); and
- depreciation of physical maintenance (75% of structures or site improvements).

Additional conservation area factors were also found to be present to a minor extent and are discussed in more detail in the **Eligibility Study** included as **Attachment One** of the **Appendix**. In addition, the condition of some streets, sidewalks, curbs, and street lighting requiring repair and maintenance were present.

C. Business & Industry Trends

The age of many of the buildings and the inability of Area properties to provide contemporary commercial building sites and buildings has contributed to a decline of the commercial and limited industrial properties in the Area. Approximately 56,000 square feet of vacant floor space was observed in the Area. Along portions of the Belt Railway of Chicago railroad right-of-way, several industrial buildings are vacant. In other portions of the Area, buildings exhibit signs of depreciation of physical maintenance and deterioration, and there are several areas where deleterious industrial land uses exist. These conditions are most evident in the northern portion of the Area north of 54th Street.

Efforts by public entities to check decline in the Area have met with limited success. The majority of these efforts have been directed toward on-going maintenance of public streets and improvements and public improvements associated with Midway Airport and CTA activity immediately outside the

Area to the west. These efforts have not been directed to eliminating the factors that cause the Area to qualify as a redevelopment project area. Despite the major investment efforts immediately outside of the Area, industrial and commercial sites in the Area are gradually becoming obsolete and underutilized. The presence of vacant buildings and buildings in need of repair and maintenance is evidence that the public efforts to date have not been enough. Portions of the Area may become blighted and lose the ability to generate jobs and tax revenue if these conditions are not reversed.

D. Redevelopment Plan Purpose

Tax increment financing ("TIF") is permitted by the *Illinois Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-86.4-1 *et seq.*, as amended (the "Act"). The Act sets forth the requirements and procedures for establishing a redevelopment project area and a redevelopment plan. This 63rd/Pulaski Tax Increment Financing Redevelopment Plan and Project (hereafter referred to as the "Plan") includes the documentation as to the qualifications of the Area as a conservation area under the Act. The purposes of this 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 financing pursuant to the Act.

E. Plan Objectives & Strategies

An overall strategy to retain viable businesses; recruit new businesses into the City; and check the loss of jobs from the City is at the heart of the redevelopment efforts. The City has chosen to utilize tax increment financing to revive the commercial and industrial sites and vacant land that make up the Area.

This Plan represents an opportunity for the City to implement a program that can achieve a number of citywide goals and objectives, as well as some that are specifically directed at the Area. These goals and objectives include:

- support the retention of the existing tax base of the Area;
- retain the existing employment base and provide new employment opportunities in the Area;

- expand the tax base through reuse and rehabilitation of existing commercial and industrial properties;
- develop new commercial or industrial buildings;
- establish planned public improvements designed to enhance the Area as a place to do business;
- improve the appearance of properties within the Area;
- eliminate the conditions that may cause the Area to become blighted and that qualify the Area as a conservation area; and
- assemble property as indicated herein to facilitate the new development.

This Plan creates the mechanism to revitalize the Area by improvement of the physical environment and infrastructure and through the orderly transition of some residential, commercial and industrial uses to new or expanded uses in the future. The City proposes to use TIF, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital.

In implementing this Plan, the City is acting to facilitate the revitalization of the entire Area. The commercial corridors in the Area should be maintained as a series of commercial corridors that provide services to the industry of the Area and surrounding residential neighborhoods. Industrial uses will be encouraged to take advantage of underutilized sites in the Area. In some instances, transformation of underutilized sites from existing uses to productive industrial or commercial operations will be encouraged. This Plan is intended to build on the City's previous actions to stabilize commercial and industrial land uses, support commercial and industrial expansion and attract new business and industry to the Area. The City recognizes that blighting influences will continue to weaken the Area and that the entire Area may become blighted if the decline is not reversed. Consequently, the City wishes to encourage private development activity by using TIF as a prime implementation tool to complete various public projects.

Implementation of the Plan can also provide support and growth and expansion opportunities for existing business and industry. An improved business and industry atmosphere in the Area and removal of the blighting influences will also enhance the stability and value of residential properties adjacent to the Area.

F. Redevelopment Plan and Project Activities and Costs

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

- property assembly;
- street, alley and sidewalk reconstruction;
- transportation improvements including improvements to at grade rail crossings;
- utility work;
- property rehabilitation and improvements to various existing properties including streetscape improvements;
- private developer assistance;
- site clean-up and preparation;
- marketing and promotion;
- environmental remediation; and
- planning studies.

The anticipated activities and associated costs are shown on **Table Three, Estimated Redevelopment Project Costs**. The total estimated cost for the activities listed in Table Three are \$28,240,000.

G. Summary & Conclusions

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 compiled the necessary information so that the Plan and the related Eligibility Study will comply with the Act.

The study and survey of the Area indicate that the requirements necessary to designate the Area as a conservation area are present. Therefore, the Area is qualified under the terms of the definitions in the Act. This Plan and the supporting documentation contained in the **Eligibility Study** (included herein as **Attachment One** of the **Appendix**) indicate that the 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 Plan.

SECTION II - LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Area include only those contiguous parcels of real property and improvements substantially benefited by the activities to be undertaken as a part of the Plan. Since the boundaries of the Area include approximately 216 acres of land, the statutory minimum of 1.5 acres is exceeded.

The boundaries of the Area encompass commercial and limited industrial properties that are adjacent to Pulaski Road and 63rd Street. In the extreme western portion of the Area the boundary extends to the north and south of 63rd Street to include several industrial uses located along a Belt Railway of Chicago railroad right-of-way. These two streets form two corridors that are a continuous series of commercial and industrial properties. The uses contained in these corridors provide the industry, employees and residents of the Area, as well as adjacent areas, with commercial service and retail shopping alternatives and employment. The corridors also contain common characteristics that influence the viability of the entire Area:

- each corridor represents an older core within the various neighborhoods;
- occupancy rates, building age, building conditions and streetscape conditions are relatively similar throughout the entire Area;
- each corridor contains predominantly commercial or limited industrial uses.

The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix** and the boundaries are described in the **Legal Description** of the Area included as **Attachment Three** of the **Appendix**. A listing of the permanent index numbers and the 1998 equalized assessed value for all properties in the Area are provided as **1998 Estimated E.A.V. by Tax Parcel** included as **Attachment Four** of the **Appendix**.

SECTION III - STATUTORY BASIS FOR TAX INCREMENT FINANCING

A. Introduction

In January 1977, TIF was made possible by the Illinois General Assembly through passage of the *Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-86.4-1 *et seq.*, as amended (the "Act"). The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, 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 E.A.V. of real property within the redevelopment project area over and above the "certified initial E.A.V." of such real property. Any increase in E.A.V. is then multiplied by the current tax rate, which results in incremental property taxes. A decline in current E.A.V. 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, for a prescribed period, the new revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, 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 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 and in the Act, the term "redevelopment project" ("project") means any public and private development project in furtherance of the objectives of a redevelopment plan. The term "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 area and conservation area. The term "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.

Redevelopment that occurs in a designated redevelopment project area will increase the 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 property assembly, 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 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, are 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 that 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 rede-

velopment project area qualifies for designation. With certain exceptions, an area must qualify generally either as:

- a blighted area (both "improved" and "vacant" or a combination of both); or
- a conservation area; or
- 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. The 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 Plan.

B. The Redevelopment Plan and Project for the 63rd/Pulaski 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.

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:

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

This Plan sets forth the overall 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 or public entities to construct, rehabilitate, renovate or restore private or public improvements on one or several parcels (collectively referred to as "Redevelopment Projects").

This Plan specifically describes the Area and summarizes the factors which qualify the Area as a "conservation area" as defined in the Act. (Also, see the **Eligibility Study** included as **Attachment One of the 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 commercial and industrial development and the rehabilitation of existing buildings.
- An increased sales tax base resulting from new and existing development.
- An increase in construction, commercial, industrial and other full-time employment opportunities for residents of the City.
- The construction of an improved system of roadways, utilities and other infrastructure which better serves existing businesses and industries and accommodates desired new development.

SECTION IV – REDEVELOPMENT GOALS AND OBJECTIVES

Information regarding the needs of the Area and proposals for the future was obtained from the City of Chicago, various neighborhood groups, comments expressed at neighborhood meetings and field investigations by the Consultant.

The Area boundaries have been established to maximize the development tools created by the Act and to address Area problems and needs. To address these needs, various goals and objectives have been established for the Area as noted in this section.

A. General Goals for 63rd/Pulaski Redevelopment Area

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

1. Improve the quality of life in the City by revitalizing the Area. This can be accomplished through creation of secure, functional, attractive, marketable and competitive business environments.
2. Stabilize the real estate and sales tax base for the City and other taxing districts having jurisdiction over the Area.
3. Retain viable businesses and industries within the Area.
4. Attract new business and industrial development within the Area.
5. Improve the appearance of the commercial and industrial properties of the Area through: building facade renovation/restoration; removal of signage clutter; restoration of deteriorated signage.
6. Create new job opportunities within the Area.
7. Employ residents from within the Area as well as adjacent neighborhoods and redevelopment project areas.

B. Redevelopment Objectives

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

1. Reduce or eliminate those conditions that qualify the Area as a “conservation area”. These conditions are described in detail in the **Eli-gibility Study** (see **Attachment One of the Appendix**).
2. Create an environment that stimulates private investment in the up-grad-ing and expansion of existing businesses and industries and the construction of new business and industrial facilities.
3. Encourage visually attractive buildings, rights-of-way and open spaces.
4. Provide public improvements and facilities in relationship to pro-jected demand.
5. Assist in the establishment of job training and job readiness pro-grams to provide residents with skills necessary to secure jobs.
6. Provide opportunities for women-owned and minority-owned busi-nesses to share in the process and benefits of redevelopment of the Area.
7. Maximize the existing transportation network of the Area and ensure that the Area is served by a street system and public transportation facilities that provide safe and convenient access.

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 improve-ment and investment throughout the Area in order to achieve the general goals and redevelopment objectives for the Area identified previously in this Plan.

The following guidelines are intended to help attract desirable new busi-nesses and employment opportunities, foster a consistent and coordinated development pattern and create an attractive and quality image and iden-tity for the Area.

1. Land Use

- Promote new development and integrate new development with existing businesses.
- Facilitate rehabilitation and development of commercial and in-dustrial uses while recognizing the existence of residential uses,

given the Area's current boundaries and existing land use and zoning patterns.

- Promote shared parking.
- Protect areas designated for a particular land use through implementation of the generalized land use plan.
- Encourage expansion of business and industrial services in the Area where concentrations of sound businesses exist.

2. Building and Site Development

- Repair and rehabilitate existing commercial and industrial buildings in poor condition.
- Reuse vacant buildings in serviceable condition for new business or commercial or industrial uses.
- Ensure that the design of new buildings is compatible with the surrounding building context.
- Promote the use of architectural treatment of buildings (including lighting, signage and landscaping) that adds visual interest and promotes a unique identity within each commercial corridor and industrial area.
- Locate building service and loading areas away from front entrances and major streets where possible.
- Encourage secure parking, service and support facilities that can be shared by multiple businesses and industrial uses.
- Encourage consistent decorative elements around the perimeter of industrial sites and commercial buildings to provide street level identity.

3. Transportation and Infrastructure

- Provide safe and convenient access to the Area for trucks, autos and public transportation.
- Improve streets, street lighting, curbs, sidewalks and traffic signalization.

- Promote developments that take advantage of the City's mass transit network.
- Provide well-defined, safe pedestrian connections.
- Upgrade public utilities and infrastructure throughout the Area.
- Upgrade streetscapes along Pulaski Road and 63rd Street.
- Improve at-grade rail crossings.

4. Urban Design

- Establish a streetscape system to guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage within each commercial/industrial district in the Area.
- Promote high-quality architectural design throughout the Area.
- Replace signage that is deteriorated and unattractive.
- Landscape the major street corridors and repave deteriorated sidewalks and curbs.
- Preserve and promote buildings with historic and architectural value, where appropriate.
- Clear, clean and maintain vacant land use vacant lots for permanent, attractive open space or off-street parking.

5. Landscaping and Open Space

- Provide landscaped buffer areas to reduce the impact of commercial and industrial activities on adjacent residential neighborhoods.
- Encourage landscaped setbacks.
- 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.

- Promote the development of shared open spaces within the Area, including courtyards, outdoor eating areas, recreational areas, etc.
- Ensure that 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

Attachment One of the **Appendix** (the “Eligibility Study”) contains a comprehensive report that documents all factors required by the Act to make a determination that the Area is eligible under the Act. A brief synopsis of this Eligibility Study is included in this Section.

To designate a redevelopment project area, according to the requirements of the Act, a municipality must find that there exist conditions which cause such project 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 Area are outlined under the individual headings that follow.

B. Area Background Information

1. Location and Size of Area

The Area covers approximately 216 acres and includes 86 (full and partial) city blocks. The Area is comprised of two linear corridors along Pulaski Road and 63rd Street that are connected where these streets intersect. Properties along Pulaski Road from 51st Street on the north to 70th Street on the south and along 63rd Street from Keating Avenue on the west to approximately Central Park Avenue on the east are generally included. In addition, in the western portion of the Area, an arm extends north and south of 63rd Street along the Belt Railway of Chicago railroad right-of-way. Along 63rd Street and Pulaski Road south of 61st Street, the block fronting both sides of these streets are generally included. North of 61st Street on Pulaski Road the block fronting the western side of Pulaski Road is included.

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

Table One
Tabulation of Existing Land Use

Land Use	Land Area Gross Acres	% of Gross Land Area	% of Net Land Area ¹
Residential	2.9	1.4%	2.5%
Commercial	83.2	38.6	69.5
Industrial	30.2	14.0	25.2
Institutional	1.3	0.5	1.1
Vacant/Undeveloped	2.1	1.0	1.7
Sub total – Net Area	119.7	55.5%	100.0%
Public Rights-Of-Way	95.9	44.5	N/A
Total	215.6 Ac.	100.0%	N/A

Note:

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

As indicated in Table One, the predominant land use in the Area is commercial. Commercial uses account for 38.6% of the gross land area or 69.5% of the net land area (exclusive of public rights-of-way) and are predominant along the Pulaski Road and 63rd Street sections of the Area. Industrial uses comprise 14.0% of the gross land area or 25.2% of the net Area (exclusive of public rights-of-way). The industrial uses are located in two pockets. One pocket is in the northern portion of the Area west of Pulaski Road north of 54th Street. The second pocket is located in the western portion of the Area along the Belt Railway of Chicago railroad right-of-way. There are no major institutional uses (public parks or schools) located in the Area.

Residential uses in the Area are scattered along Pulaski Road and 63rd Street. Approximately 1.4% of the gross land area or 2.5% of the net land area (exclusive of public rights-of-way) is residential. The Area contains 9 single-family residential buildings, 25 multi-family buildings containing a total of 129 residential units and 61 mixed use buildings (buildings with first floor commercial uses and second or third floor residential uses) containing a total of 137 residential units. Eight of the 9 single-family residential units, 122 of the 129 multi-family residential units and 119 of the 137 mixed use residential units are occupied.

Exhibit B, Existing Land Use Assessment Map, included in **Attachment Two** of the **Appendix**, focuses on the use at street level, which usually is the predominant use of the property. It should be recognized, however, that a limited number of the multi-story buildings (generally along Pulaski Road and 63rd Street) are mixed-use structures. The upper floors of

these buildings are often intended for multi-family use, constructed so that the business owner could live above his shop and maximize the rental income potential of the building. In the overwhelming majority of these instances, these upper floors experience high rates of occupancy even if the first floor commercial space is vacant. The focus on ground floor uses is not intended to minimize the importance of the second floor uses. Maximum use and occupancy of these mixed-use buildings should be encouraged.

The majority of property within the Area is zoned in commercial categories. (See **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two of the Appendix**.) Industrial zoning is associated with the two pockets of industrial uses discussed earlier. Three pockets of residential zoning exist in the Area. Two are located in the western portion of the Area along the Belt Railway of Chicago right-of-way and one lot is zoned residential along Pulaski Road. Along the boundaries of the Area, residential uses are in close proximity to industries and businesses. The boundary separating residential and commercial/industrial uses is often a local street or alley.

D. Investigation and Analysis of Conservation Area Factors

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

1. Contacts with local individuals knowledgeable of Area conditions and history, age of buildings and site improvements, methods of construction, real estate records and related items.
2. Aerial photographs, Sidwell block sheets, etc.
3. Inspection and research as to the condition of local buildings, streets, utilities, etc.
4. On-site field inspection of the Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures to determine conditions of local properties, utilities, streets, etc. and determine eligibility of designated areas for tax increment financing.
5. 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.

6. Adherence to basic findings of need as established by the Illinois General Assembly in establishing the Act. These are:
 - a. There exist in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.
 - b. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
 - c. 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 Area qualify. It is the Area as a whole that must be determined to be eligible, and the factors must be reasonably distributed throughout the Area.

The Act currently sets forth 14 separate factors that are to be used to determine if an area qualifies as a "conservation area". In addition, two thresholds must be met. For an area to qualify as a conservation area 50% or more of the structures in the area must have an age of 35 years or more and a combination of 3 or more of the 14 factors must be found to exist such that although the area is not yet a blighted area, it is detrimental to the public safety, health, morals or welfare and may become a blighted area. For vacant areas to be declared as a "blighted area" additional criteria and factors must be met.

The Act currently does not define the conservation area factors, 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.

Conservation Area: A combination of three or more of the following factors must exist for an area to qualify as a conservation area under the Act:

1. Dilapidation
2. Obsolescence
3. Deterioration
4. Illegal use of individual structures

5. Presence of structures below minimum code standards
6. Abandonment
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, Conservation Area Factors Matrix, provided on the following page, tabulates the condition of all properties in the approximately 216-acre, 86 full and partial block Area. This Table indicates that three conservation area factors associated with improved land are present to a meaningful extent and generally distributed throughout the Area. Further discussion of the relevant eligibility considerations for the Area is included in the **Eligibility Study** included as **Attachment One** of the **Appendix** and summarized in the discussion below:

E. Summary of Findings/Area Qualification

It was determined in the investigation and analysis of conditions in the Area that the Area qualifies as a "conservation area" under the Act. The qualifying factors that were determined to exist in the Area are summarized later in this section. The Plan includes measures designed to reduce or eliminate the deficiencies that cause the Area to qualify consistent with the strategy of the City in other redevelopment project areas.

The loss of industry and businesses from this Area, mirroring the experience of other large urban centers, further documents the trend line and deteriorating conditions of the Area. Closures and abandonment of some industrial buildings and vacant commercial storefronts 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 56,000 square feet of vacant floor space. Over half of these properties appear to have been available for more than 12 months.

The City and the State have designated a portion (8.1%) of the Area as State of Illinois Enterprise Zone Number 2 as a further response to deteriorating conditions in the Area. This designation also recognizes the significant needs of the Area and reinforces the need for public financial incentives to attract private investment. (See **Exhibit F, Enterprise Zone Map** included in **Attachment Two** of the **Appendix**.)

**Table Two
63rd/Pulaski Redevelopment Project Area
Conservation Area Factors Matrix**

* Sub-Area	Number of Buildings	**		1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 3 or More Factors	Number of Buildings
		Buildings of Age and Older	% Total Buildings of Age or Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Min. Code Standards	Abandonment	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Detrimentous Land Use and Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
Total Subarea 1	17	13	76%	0	11	11	0	11	0	0	0	0	0	11	9	17	9	7	Yes	17
Total Subarea 2	40	32	80%	0	33	0	0	0	0	0	0	0	0	33	0	37	0	4	Yes	40
Total Subarea 3	41	37	90%	2	33	2	0	2	0	0	0	1	0	35	1	37	0	9	Yes	41
Total Subarea 4	60	45	75%	3	29	19	0	15	0	5	0	0	0	39	0	50	0	7	Yes	60
Total Subarea 5	53	40	75%	0	37	1	0	2	0	4	0	1	0	35	0	38	0	7	Yes	53
Total Subarea 6	47	37	79%	0	37	0	0	0	0	4	0	2	0	37	0	21	0	5	Yes	47
Total Subarea 7	40	25	63%	0	31	1	0	1	0	4	0	0	0	31	0	35	0	6	Yes	40
Total Subarea 8	30	18	60%	1	25	2	0	2	0	0	0	0	0	22	1	10	0	7	Yes	30
Total Number of Bldgs. or Parcels Exhibiting Blighting Factors	328	247	75%	6	236	36	0	33	0	30	0	4	0	243	11	245	9	10	Yes	328
% Total Bldgs. or Parcels Exhibiting Blighting Factors				2%	72%	11%	0%	10%	0%	9%	0%	1%	0%	74%	3%	75%	3%			100%

* Sub-Area designations are graphically identified on the Sub-Area Key Map contained in Attachment Two of the Appendix.
 ** Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.
 Bold indicates conservation area factors that exist to a major extent.

The conclusion of the Consultant is that the number, degree and distribution of eligibility factors as documented in this report warrant the designation of the Area as a conservation area as set forth in the Act. The summary table contained on the following page highlights the factors found to exist in the Area that cause it to qualify. Although it may be concluded that the mere presence of the stated eligibility factors noted herein may be sufficient to make a finding of qualification as a conservation area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of conservation area eligibility factors throughout the Area must be reasonable so that a good area is not arbitrarily found to qualify as a conservation area simply because of proximity to an area that exhibits blighting factors.

In addition to the presence of multiple conservation area factors as listed on the following pages, E.A.V. growth below that of surrounding areas of the City in recent years and the presence of vacant floor space indicate 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 analysis presented in the table on the following page is based upon data assembled by the Consultant. The conclusions presented in this report are those of the Consultant. The local governing body should review this report. The study and survey of the Area indicate that requirements necessary for designation of the Area as a "conservation area" are present.

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

1. Improved Land Statutory Factors

ELIGIBILITY FACTOR ¹		EXISTING IN AREA
	Age ²	75% of bldgs. are or exceed 35 years of age.
1	Dilapidation	Minor Extent
2	Obsolescence	Major Extent
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Not Present
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Not Present
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	Not Present
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10	Inadequate utilities	Not Present
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	Minor Extent

Notes:

1 Only three factors are required by the Act for eligibility. Ten factors are present in the Area. Three factors were found to exist to a major extent and seven were found to exist to a minor extent.

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

SECTION VI - REDEVELOPMENT PLAN AND PROJECT

A. Introduction

This section presents the Plan and Project for the Area. Pursuant to the Act, when the finding is made that an area qualifies as a 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 5/11-86.4-3 (n) 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. Generalized Land Use Plan

The generalized land use plan for the Area is presented on **Exhibit C, Generalized Land Use Plan** included in **Attachment Two** of the **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 be permitted to exist. However, TIF assistance will only be provided for those properties in conformity with this generalized land use plan.

The commercial corridors along Pulaski Road and 63rd Street should be revitalized through improvement of the existing streetscape and infrastructure. Redevelopment of small-scale individual properties with the primary focus being a series of planned commercial retail/service corridors is anticipated. In the industrial sections of the Area, improvements to infrastructure and new industrial or commercial development are proposed. In limited locations along the major streets of the Area, transformation from residential land use to commercial service or commercial retail uses is anticipated. In addition, provisions for other uses, including limited residential and institutional uses are included where appropriate. The various land

uses should be arranged and located to minimize conflicts between neighboring land use activities.

The generalized land use 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 highlights areas for use as commercial business and limited industrial opportunities that will enhance existing development and promote new development within the Area. The generalized land use plan designates six (6) land use categories within the Area:

- i. Residential/Commercial
- ii. Residential/Commercial/Industrial/Public
- iii. Commercial
- iv. Industrial
- v. Industrial/Commercial
- vi. Transportation

These six categories, and their location on the map on **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix**, were developed from several factors: existing land use, the existing underlying zoning district and the land use anticipated in the future.

It is not the intent of the generalized land use plan to eliminate non-conforming existing uses in this Area. The intent is to prohibit the expansion of these uses where appropriate and allow the commercial and industrial nature of the Area to remain intact. In some instances, transformation from residential use to commercial or industrial use may be desirable. It should be clearly noted that existing uses should remain until such time that they are no longer viable for their current use.

The following discussions identify general areas and the land uses that are anticipated to be applied in these areas. The land uses for all land within the Area are identified on **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix**:

Pulaski Road

Pulaski Road contains numerous commercial uses that serve the industrial uses, employees and residents of the Area and surrounding neighborhoods. The Generalized Land Use Plan identifies the property along Pulaski Road as commercial. Redevelopment in the form of renewed streetscapes that augment small-scale contemporary commercial development is anticipated.

Pulaski/54th Street

The area located north of 54th Street and west of Pulaski Road is currently a mix of industrial and commercial uses. The Generalized Land Use Plan calls for this area to continue to be used for commercial and industrial purposes. Redevelopment in the form of renewed commercial and industrial uses that can capitalize on the proximity of this area to nearby amenities such as the CTA Orange Line and Midway Airport is anticipated.

63rd Street

Currently commercial uses are located along the 63rd Street corridor. The Generalized Land Use Plan calls for the property adjacent to 63rd Street to continue to be utilized for commercial uses. Redevelopment in the form of renewed or expanded commercial uses is anticipated. In the western portion of the 63rd Street corridor along the Belt Railway of Chicago railroad right-of-way, industrial uses are anticipated to continue north of 63rd Street. South of 63rd Street mixed uses are anticipated. Redevelopment in the form of renewed industrial sites or new mixed uses that can take advantage of the proximity of Midway Airport are anticipated.

C. 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, public projects and infrastructure improvements. All redevelopment project activities shall be subject to the provisions of the City's ordinances and applicable codes as may be in existence and may be amended from time to time. 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 (so long as such rehabilitation complies with applicable City codes and the Generalized Land Use Plan contained herein). 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; public 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 as may be provided by the City and permitted by the Act.

3. Property Assembly:

Property assembly in accordance with this Plan may be undertaken by the private sector. 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 the Plan, the City may acquire and assemble property throughout the Area. 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 purposes 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. As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and development. **Exhibit G-1, Land Acquisition Map** located in **Attachment Two** of the **Appendix**, indicates the parcels to be acquired for clearance and redevelopment in the Project Area. **Exhibit G-2, Parcels To Be Acquired By City** also included in **Attachment Two** of the **Appendix** portrays the acquisition properties in more detail. Parcels of land may be acquired for the purposes of land assembly for future redevelopment. Site preparation may include demolition of existing improvements and environmental remediation, where appropriate.

In connection with the City exercising its power to acquire real property not currently identified on **Exhibit G-1, Land Acquisition Map** located in **Attachment Two** of the **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 the Plan.

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.

For properties described on **Exhibit G-1, Land Acquisition Map** located in **Attachment Two of the Appendix**, the acquisition of occupied properties by the City shall commence within four years from the date of the publication of the ordinance approving the Plan. Acquisition shall be deemed to have commenced with the sending of an offer letter. After expiration of this four-year period, the City may acquire such property pursuant to the Plan under the Act according to its customary procedures described above.

Relocation assistance may be provided in order to facilitate redevelopment of portions of the Redevelopment Project Area and to meet the other City objectives. Businesses or households legally occupying properties to be acquired by the City may be provided with relocation advisory and/or financial assistance as determined by the City.

The estimated costs associated with the eligible redevelopment projects are presented in **Table Three, Estimated Redevelopment Project Costs** shown on the next page. These are projects that are necessary to carry out the capital improvements covering portions of the 63rd/Pulaski Redevelopment Area 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. Some of the costs listed in **Table Three, Estimated Redevelopment Project Costs** will become eligible costs under the Act pursuant to an amendment to the Act which will become effective November 1, 1999.

TABLE THREE
Estimated Redevelopment Project Costs

<u>Activity</u>	<u>Cost¹</u>
1. Planning, Legal, Professional Services, Administrative	\$ 2,000,000
2. Property Assembly; Site Clearance & Clean-Up; Site Preparation	\$ 14,600,000
3. Rehabilitation Costs	\$ 4,440,000
4. Public Works or Improvements	\$ 3,200,000
5. Job Training	\$ 1,000,000
6. Taxing Districts' Capital Costs	\$ 100,000
7. Relocation Costs	\$ 300,000
8. Interest Subsidy	\$ 2,600,000
*Total Redevelopment Project Costs	\$ 28,240,000

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

In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations, including interest. 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 an upper estimate of expenditures. Adjustments may be made in line items within the total and may be made without amendment to the Plan. In no instance, however, shall such additions or adjustments result in any increase in the total redevelopment costs without further amendment to this Redevelopment Plan. The City may incur Redevelopment Project Costs which are paid for from the funds of the City other than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes.

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. The City also reserves the right to undertake additional activities and improvements authorized under the Act.

The City may enter into redevelopment agreements or intergovernmental agreements with private entities or public entities to construct, rehabilitate, renovate or restore private or public improvements on one or several parcels (collectively referred to as Redevelopment Projects). Redevelopment agreements may contain terms and provisions that are more specific than the general principles set forth in this Plan and which may include affordable housing requirements.

D. Assessment of Financial Impact on Taxing Districts

In 1994, the Act was amended to require an assessment of any financial impact of the redevelopment project area on, or any increased demand for services from, any taxing district affected by the redevelopment plan and a description of any program to address such financial impacts or increased demand. 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 are addressed in connection with any particular development.

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 wastewater 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. No public schools are located in the Area. Chicago Public Schools near the Area are shown on **Exhibit A, Boundary Map of TIF Area** included as **Attachment Two** of the **Appendix**.

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. No public parks are located within the Area. Parks near the Area are located on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

Chicago School Finance Authority. The Authority was created in 1986 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.

City of Chicago Library Fund. The Chicago Library District operates and maintains 79 libraries throughout the City of Chicago.

The extent of the land use changes discussed previously are not likely to result in significant new service demands from the City and other taxing districts. In addition, in some other locations existing residential uses may be replaced by new or expanded commercial or industrial uses and therefore will have an offsetting effect.

The City finds that the financial impact on taxing districts of the City implementing the Plan and establishing the Area is not significant and that the Plan and Area will not result in significant increased demand for facilities or services from any taxing district. The replacement of vacant and underutilized properties with new development may cause some increased demand for services and/or capital improvements. These services are provided by the Metropolitan Water Reclamation District (M.W.R.D.) and the City (fire and police protection as well as sanitary collection, recycling, etc.). It is not anticipated that the demand for increased services and facilities will be significant because nearly all of the Area is currently developed or

was developed at one time and is currently receiving services via the existing infrastructure. Any increase in demand can be adequately handled by existing facilities of the M.W.R.D. Likewise, services and facilities of the City of Chicago are adequate to handle any increased demand that may occur.

The major goals of this Plan are 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 under the Act. Existing built-up areas are to be revitalized and stabilized. Revitalization is not anticipated to result in a need for new facilities or expanded services from area taxing bodies.

The costs presented in **Table Three – Estimated Redevelopment Project Costs**, have included a limited portion of costs associated with capital improvement projects for Area taxing jurisdictions. 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 demand 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 needs that are in conformance with this Plan.

The Area represents a very small portion (approximately 0.17%) of the total tax base of the City. In recent years, E.A.V. in the Area has not been growing at a rate consistent with that of adjacent areas as previously noted.

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.

E. Prior Efforts

A description has been previously given regarding the prior public improvement and activities initiated by the City and others that are designed to improve selected areas within or near the Area. Each of these prior efforts involved area residents, elected officials, businesses and neighborhood groups. In addition, as part of the process of preparing this Plan several community meetings were held and elicited comments and input from those residing in or doing business in the Area.

Each of the efforts outlined previously were directed at specific major public improvements in the Area. However, broader efforts that address Area-wide issues are needed:

- Eliminate blighting factors;
- Redevelop abandoned sites;
- Improve transportation services, including street improvements, provision of or improvement to centralized parking areas, improvements to at-grade intersections and incorporation of 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
- Encourage other proposals that can create long-term economic life and stability.

SECTION VII - STATUTORY COMPLIANCE AND IMPLEMENTATION STRATEGY

The development and follow through of an implementation strategy is an essential 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. Some of the costs listed below will become eligible costs under the Act pursuant to an amendment to the Act which will become effective November 1, 1999:

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, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land.
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures, and leasehold improvements.
4. The cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or

devoted to a different use requiring private investment and the cost of construction of public works or improvements.

5. Cost of job training and retraining projects including the costs of "welfare to work" programs implemented by businesses located within the redevelopment project area.
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 including interest 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. To the extent the City by written agreement accepts and approves the same, 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) within the taxing district in furtherance of the objectives of the Plan and Project.
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, retraining, 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 (as defined in the Act) and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code (as defined in the Act).

11. Interest costs 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 the 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;
 - (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; and
 - (E) the 30% limitation in (B) and (D) above may be increased to up to 75% of the interest cost incurred by a redeveloper for the financing of rehabilitated or new housing for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act.
12. An elementary, secondary, or unit school district's increased costs attributable to assisted housing units as provided in the Act.
13. Up to 50% of the cost of construction, renovation and/or rehabilitation of all low- and very low-income housing units (for ownership or rental) as defined in Section 3 of the Illinois Affordable Housing Act. If the units are part of a residential redevelopment project that includes units not affordable to low- and very low-income households, only the low- and very low-income units shall be eligible for this benefit under the Act.

14. The cost of daycare services for children of employees from low-income families working for businesses located within the redevelopment project area and all or a portion of the cost of operation of day care centers established by redevelopment project area businesses to serve employees from low-income families working in businesses located in the redevelopment project area. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed 80% of the City, county or regional median income as determined from time to time by the United States Department of Housing and Urban Development.

A. Most Recent Equalized Assessed Valuation

The purpose of identifying the most recent equalized assessed valuation (EAV) of the Area is to provide an estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Area. The 1998 EAV of all taxable parcels in the Area is approximately \$56.2 million. This total EAV amount, by PIN, is summarized in **1998 E.A.V. by Tax Parcel** included as **Attachment Four** of the **Appendix**. The EAV is subject to verification by the Cook County Clerk. After verification, the final figure shall be certified by the Cook County Clerk, and shall become the Certified Initial EAV from which all incremental property taxes in the Area will be calculated by Cook County. If the 1998 EAV shall become available prior to the date of the adoption of the Plan by the City Council, the City may update the Plan by replacing the 1997 EAV with the 1998 EAV without further City Council action.

B. Redevelopment Valuation

Contingent on the adoption of this Plan, it is anticipated that several major private developments and/or improvements may occur within the Area. The private redevelopment investment and anticipated growth that will result from redevelopment and rehabilitation activity in this Area is expected to increase the equalized assessed valuation to approximately \$80 million to \$85 million. This is based, in part, upon an assumption that the vacant buildings and vacant land in the Area will be improved and increase in assessed value. These actions will stabilize values in the remainder of the area and further stimulate rehabilitation and expansion of existing viable businesses.

C. Sources 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 in connection with the Plan. Under such financing, tax increment revenue resulting from increases in the 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.

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. 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.

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.

In the future, the Area may 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 areas 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 5/11-86.61-1, Et Seq., 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 Three** of this Plan.

D. Nature and Term of Obligation

Without excluding other methods of City or private financing, a major 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 TIF 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 Project and Plan

The redevelopment project shall be completed, and all obligations issued to finance redevelopment costs shall be retired, no later than December 31 of the year in which the payment to the City treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving this redevelopment project area is adopted (By December 31, 2024).

F. Commitment To Fair Employment Practices, Affirmative Action Plan and Affordable Housing

The City is committed to and will affirmatively implement the following principles in redevelopment agreements 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; provided, however, that some or all of these requirements may be waived or reduced for developers who are participating in one of the City's small business improvement programs.
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.
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 SMSA median income, and affordable rental units should be affordable to persons earning no more than 80% of the SMSA median income.

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. Housing Impact and Related Matters

Because the Area includes residential units whose occupants may be displaced as a result of the Plan, information regarding the potential impact on such residents and residential units is being provided in this Plan. Included in this Plan are **Exhibit G-1, Land Acquisition Map** and **Exhibit**

C, Generalized Land Use Plan included as **Attachment Two** of the **Appendix**, which indicate that parcels of real property on which there are buildings containing residential units may be removed and that, to the extent those units are inhabited, the residents thereof will be displaced. The number and type of residential buildings in the Area potentially affected by this Plan were identified during the building condition and land use survey conducted as part of the eligibility analysis for the Area. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited and whether the inhabitants were low-income or very low-income households were based on a number of research and analytical tools including, where appropriate, physical building surveys, data received from building owners and managers and data bases maintained by the City's Department of Planning and Development, Cook County tax assessment records and census data.

The Area contains 9 single-family residential buildings, 25 multi-family buildings containing a total of 129 residential units and 61 mixed use buildings (buildings with first floor commercial uses and second or third floor residential uses) containing a total of 137 residential units. Eight of the 9 single-family residential units, 122 of the 129 multi-family residential units and 119 of the 137 mixed use residential units are occupied.

Any buildings containing residential units that may be removed and any displacement of residents of inhabited units projected herein are expressly intended to be within the contemplation of the comprehensive program intended or sought to be implemented pursuant to this Plan. To the extent that any such removal or displacement will affect households of low-income and very low-income persons, there shall be provided affordable housing and relocation assistance not less than that which would be provided under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. Affordable housing may either be existing or newly constructed housing and the City shall make a good faith effort to ensure that the affordable housing is located in or near the Area. For the purposes hereof, "low-income households", "very low-income households", and "affordable households" shall have the meanings set forth in the Illinois Affordable Housing Act.

Based on the acquisition map designated in the Plan as **Exhibit G-1, Land Acquisition Map** located in **Attachment Two** of the **Appendix**, there is 1 mixed-use residential unit that, if the Plan is implemented in that regard, would result in such buildings being removed. No single-family or multi-family units located in the Area are identified for acquisition. According to data taken from the 1990 U.S. Census, it is estimated that the 1 mixed-use

residential unit that would be removed is occupied by a family classified as very low-income.

Based on the land use map included herein as **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix**, when compared to **Exhibit B, Existing Land Use Assessment Map**, also included in **Attachment Two** of the **Appendix**, there are certain parcels of property currently containing residential uses and units that, if the Plan is implemented in that regard, would result in such buildings being removed. All of the occupied units located in the Area are located on property that is identified as a land use other than residential on **Exhibit C, Generalized Land Use Plan** included as **Attachment Two** of the **Appendix** and therefore all of the occupied units would be removed. One of the 8 inhabited single-family households, 20 of the 122 inhabited multi-family households and 19 of the 119 inhabited mixed-use households that would be removed are estimated to be occupied by families classified as low-income. Two of the 8 inhabited single-family households, 32 of the 122 inhabited multi-family households and 31 of the 119 inhabited mixed-use households that would be removed are estimated to be occupied by families classified as very low-income. Therefore, 3 of the 8 inhabited single-family households, 52 of the 122 inhabited multi-family households and 50 of the 119 inhabited mixed-use households that would be removed are estimated to be occupied by families classified as low- and very low-income.

Exhibit G-2, Parcels To Be Acquired By City included in **Attachment Two** of the **Appendix** and **Attachment Four** of the **Appendix, 1998 Estimated E.A.V. by Tax Parcel**, contain references to reflect the parcels containing buildings and units of residential housing that are impacted by the discussion presented in the previous paragraphs.

H. Amending the Redevelopment Plan

This Plan may be amended in accordance with the provisions of the Act.

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

###

Appendix

Attachment One
Eligibility Study

Eligibility Study

Revision #1

63rd/Pulaski Tax Increment Financing Redevelopment Plan and Project

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

October 21, 1999
Revised February 28, 2000

**Prepared By
PGAV Urban Consulting**

**with assistance from
Ernest R. Sawyer Enterprises, Inc.
And
Goodman Williams Group**

**Eligibility Study
The 63rd/Pulaski Tax Increment Financing
Redevelopment Plan and Project
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I. INTRODUCTION

PGAV Urban Consulting (the "Consultant") has been retained by the City of Chicago (the "City") to prepare a Tax Increment Financing Redevelopment Plan and Project for the proposed redevelopment project area known as the 63rd/Pulaski Redevelopment Area (the "Area"). Prior to preparation of the Plan, the Consultant undertook various surveys and investigations of the Area to determine whether the Area, containing all or part of 86 full or partial City blocks and approximately 216 acres, qualifies for designation as a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-86.4-1 et seq., as amended (the "Act"). This report summarizes the analyses and findings of the Consultant's work. This assignment is the responsibility of PGAV Urban Consulting who has prepared this Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of this Eligibility Study in proceeding with the designation of the Area as a redevelopment project area under the Act, and 2) on the fact that PGAV Urban Consulting has obtained the necessary information to conclude that the Area can be designated as a redevelopment project area in compliance with the Act.

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

II. BACKGROUND INFORMATION

A. Location and Size of Area

The 63rd/Pulaski Redevelopment Project Area is located on the southwest side of the City. The northern limits of the Area are approximately seven miles southwest of the central business district.

The Area covers approximately 216 acres and includes 86 (full and partial) city blocks. The Area is comprised of two linear corridors along Pulaski Road and 63rd Avenue. Properties along Pulaski Road from 51st Street on the north to 70th Street on the south are generally included. Properties along 63rd Street from Keating Avenue on the west to approximately Central Park Avenue on the east are generally included. In addition, in the western portion of the Area, an arm extends north and south of 63rd Street along the Belt Railway of Chicago railroad right-of-way. Along 63rd Street and Pulaski Road south of 61st Street, the block face on both sides of the street is generally included. North of 61st Street on Pulaski Road the block on the west of Pulaski Road is included. The boundaries of the Area are shown on **Exhibit A, Boundary Map of TIF Area** included in **Attachment Two** of the **Appendix**.

B. Description of Current Conditions

The Area contains 328 buildings and approximately 696 parcels covering approximately 216 acres. Of the approximately 216 acres in the Area, the gross land use breakdown (shown as a percentage of gross land area and net land area within the Area) is as follows:

Land Use	Percentage of Gross Land Area	Percentage of Net Land Area ¹
Residential	1.4%	2.5%
Commercial	38.6%	69.5%
Industrial	14.0%	25.2%
Institutional and Related	0.5%	1.1%
Vacant/Undeveloped	1.0%	1.7%
Public Right-Of-Way	44.5%	N/A

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

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

- the predominance (75%) of structures that are 35 years old or older;
- obsolescence (72% of buildings or structures);
- excessive land coverage (74% of buildings or site improvements); and
- depreciation of physical maintenance (75% of structures or site improvements).

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

Along portions of the Belt Railway of Chicago railroad right-of-way several vacant industrial buildings exist and several of these structures exhibit depreciation of physical maintenance and obsolescence in the form of obsolete platting as evidenced by inadequate parking. Currently several of these industrial buildings are being utilized as field offices for construction activity associated with the Midway Airport expansion and are underutilized as industrial sites. Along Pulaski Road and 63rd Street, some commercial uses are vacant and underutilized. The commercial areas along Pulaski Road and 63rd Street are dense commercial corridors that exhibit uses with little off-street parking and streetscapes in need of revitalization. Some structures along Pulaski Road and 63rd Street also exhibit depreciation of physical maintenance, deterioration and obsolescence in the form of obsolete platting. In many instances, obsolescence and excessive land coverage issues that prevent contemporary parking and site development standards to be met foster the lack of maintenance and deterioration. In addition, the 63rd Street and the Belt Railway of Chicago at-grade rail crossing is in need of up-grade. Delays for vehicles on 63rd Street are caused during periods when trains utilize this crossing. The age of many of the buildings and the inability of Area properties to provide contemporary commercial building sites and buildings has contributed to a decline of the commercial and industrial properties in the Area. Approximately 56,000 square feet of vacant floor space was observed in the Area.

Efforts by the City to check decline have met with limited success. The City and the State of Illinois ("State") have designated a portion (8.1%) of this section of the community as Enterprise Zone 2. (See **Exhibit F, Enterprise**

Zone Map included in **Attachment Two** of the **Appendix**.) The Enterprise Zone designation only covers a small portion of the extreme northern and eastern sections of the Area. The remaining portion of the Area will not directly benefit from the Enterprise Zone program. However, in the future, the Enterprise Zone and public improvements in conjunction with the components of this Plan will assist in addressing Area-wide problems by providing additional incentives for attracting new businesses and retaining existing ones that can build on these existing mechanisms.

From 1993 through 1998, the Equalized Assessed Value (E.A.V.) of Lake Township, the township that includes the 63rd/Pulaski Redevelopment Project Area, increased from \$3.1 billion to \$4.0 billion according to Cook County records. This represents a gain of \$0.9 billion (annual average of 5.8%) during this six-year period. In 1993, the E.A.V. of the Area was estimated at \$44.4 million. In 1998, the E.A.V. of the Area was estimated at \$56.2 million. This represents an average annual growth rate of approximately 5.3% during the six-year period between 1993 and 1998. Therefore, the Area has experienced an annual growth rate approximately 9% below the E.A.V. growth rate experienced in Lake Township during this same period. In addition, a significant amount of the growth that occurred in the Area in the last six years occurred in the reassessment year of 1997. Between 1996 and 1997 the EAV of the Area grew by 10.8%. Prior to 1997, the growth rate of the Area was much lower. Between 1995 and 1996 the E.A.V. of the Area grew by approximately \$169,000 or only 0.3% compared to 1.2% for Lake Township between 1995 and 1996. Between 1994 and 1995 the E.A.V. of the Area declined by approximately \$457,000 or -0.9% compared to a 0.7% increase for Lake Township during this same period. The 1995 and 1996 E.A.V. of the Area was lower than the 1994 E.A.V.

Much of the growth occurring between 1996 and 1997 is attributable to a small number of properties scattered throughout the Area. Eighteen properties or 2.6% of the 696 properties in the Area account for 34.6% of the growth between 1996 and 1997. In addition, between 1996 and 1997, 190 (27.3%) of the properties in the Area have experienced E.A.V. declines. Further, approximately 1.2% of the properties in the Area are delinquent in the payment of 1995 through 1997 real estate taxes and 124 building code violations have been issued on buildings since July 1, 1994.

Of the approximately 328 buildings and 216 acres in the Area, only one permit for new construction and 14 permits for major rehabilitation projects have been issued since July 1, 1994 according to building permit information provided by the City. The permit associated with the new construction was issued for a new commercial use and the 14 permits for major rehabilitation

projects were all issued for commercial uses. Approximately 75% of the buildings in the Area are or exceed 35 years of age.

Some buildings have been vacant for more than one year and portions of the Area are vacant and have not generated private development interest for more than five years. The approximately 56,000 sq. ft. of vacant floor area adds significantly to the view that the Area may experience additional evidence of blight and that market acceptance of portions of the Area is not favorable.

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

C. Area Data and Profile

Public Transportation

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

CTA Bus and Transit Routes

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

- *North-South Routes*
 - Route 54A: Pulaski Road

- *East-West Routes*
 - Route 55: 55th Street
 - Route 59: 59th Street
 - Route 63: 63rd Street

Route 54A (Pulaski Road) connects with the CTA Orange Line at the new Pulaski Station in the northern portion of the Area and the CTA Blue Line further to the north. Routes 55 (55th Street), 59 (59th Street) connect with the

CTA Red Line to the east. Route 59 (59th Street) also connects with the new CTA Midway Station on the Orange Line to the west. No Metra commuter stations are located in the Area.

Street System

Region

The Adlai E. Stevenson Expressway (I-55) via Pulaski Road is the primary access to the regional street system. The Stevenson Expressway (I-55) is located approximately 1.5 miles north of the northern end of the Area.

Local

Pulaski Road and 63rd Street are arterial class streets. Pulaski Road generally has two travel lanes in each direction, a curbside parking lane and turning lanes at several intersections with other arterial streets. 63rd Street generally has one travel lane in each direction and a curbside-parking lane. Pulaski Road experiences significant volumes of vehicular and truck traffic throughout all periods of the day. 63rd Street also carries significant volumes of traffic but volumes are not as great as Pulaski Road due to fewer lanes available for traffic.

Viaducts and Rail Crossings

There are two viaducts located in the Area, one at Pulaski Road and one at Keeler Avenue. These two viaducts are associated with the CTA Orange Line that runs from Midway Airport to the "Loop". Both of these viaducts were recently completed and both provide adequate clearance. One at-grade rail crossing associated with the Belt Railway of Chicago Railroad is located on 63rd Street. The at-grade crossings promote delays for Area traffic given that traffic flow is often interrupted by frequent rail activity.

Internal Traffic Patterns and Parking

The commercial corridors of the Area and traffic associated with the industrial uses in the northern portion of the Area generate the majority of the internal traffic within the Area.

The major streets within the Area have peak-period parking restrictions, which can increase street capacity and improve efficiency. Parking in the Area is typically limited to off-street parking provided by individual businesses.

The commercial sections of the Area located along Pulaski Road and 63rd Street are in need of increased parking for patrons and employees. Individual businesses along these streets have narrow street frontage and some

buildings that cover 100% of the lot thereby preventing any on-site parking (except in some instances where 2 or 3 spaces may be available from alley access). Parking in the industrial area in the northern portion of the Area is also limited and in some instances residents and employees of industrial uses must compete for off-site parking along local streets.

Pedestrian Traffic

Pedestrian traffic is present along the major arterial streets in the Area. In the northern portion of the Area pedestrian traffic accessing the CTA Orange Line at the Pulaski Station is significant during morning and evening rush hour periods.

Area Decline

During the past several decades declining conditions have begun to appear. Along portions of the commercial corridors and within the industrial pockets that form the 63rd/Pulaski Redevelopment Area, industrial and commercial uses are vacant and underutilized. In the northern portion of the Area, several industrial sites exhibit depreciation of physical maintenance, deterioration, lack of community planning and obsolescence that impact negatively on surrounding residential areas.

The most prominent example of these conditions is in the northern portion of the Area where there are several industrial uses located in a pocket north of 54th Street west of Pulaski Road. These industrial uses include truck terminals and staging areas that contain structures and site improvements that exhibit deteriorated conditions and depreciation of maintenance. In addition, due to the deleterious nature of some of these industrial uses, conditions occur that are highly disruptive to adjacent residential uses immediately outside of the Area in the following ways:

- Traffic – Heavy truck traffic from industrial uses is disruptive to the residential character of the area and is causing the deterioration of residential streets.
- Parking – Employees of industrial uses utilize residential streets or streets not designed to accommodate parking.
- Noise – Noise from industrial operations such as trucking facilities can occur during hours that are disruptive to residents.
- Visual Character – The scale of industrial buildings and the visual impact of unscreened and debris-strewn industrial yard areas detracts

from the visual character of residential areas and the entire Cicero Avenue Corridor.

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

Along the commercial corridors of Pulaski Road and 63rd Street excessive land coverage, excessive signage, depreciation of maintenance on building facades and streetscapes in need of upgrade and maintenance have resulted in a negative visual image. In the extreme western portion of the Area, several industrial buildings are vacant or are being utilized as temporary construction offices associated with the improvements underway at Midway Airport. These sites are underutilized as industrial sites and exhibit depreciation of maintenance and deterioration of structures and site improvements. The industrial sites in the western portion of the Area also reflect obsolescence in the form of obsolete platting and site layouts in that they provide no on-site parking for employees.

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

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

Obstacles to efficient business operations for Area businesses include:

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

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

- property assembly;
- street, alley and sidewalk reconstruction;
- transportation improvements including improvements to at grade rail crossings;
- utility work;
- property rehabilitation and improvements to various existing properties including streetscape improvements;
- private developer assistance;
- site clean-up and preparation;
- marketing and promotion;
- environmental remediation; and
- planning studies.

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

D. Existing Land Use and Zoning Characteristics

A tabulation of land area by land use category is shown on the following page:

Table One
Tabulation of Existing Land Use

Land Use	Land Area Gross Acres	% of Gross Land Area	% of Net Land Area ¹
Residential	2.9	1.4%	2.5%
Commercial	83.2	38.6	69.5
Industrial	30.2	14.0	25.2
Institutional	1.3	0.5	1.1
Vacant/Undeveloped	2.1	1.0	1.7
Sub total - Net Area	119.7	55.5%	100.0%
Public Right-Of-Way	95.9	44.5	N/A
Total	215.6 Ac.	100.0%	N/A

Note:

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

As indicated in Table One, the predominant land use in the Area is commercial. Commercial uses account for 38.6% of the gross land area or 69.5% of the net land area (exclusive of public rights-of-way) and are predominant along the Pulaski Road and 63rd Street sections of the Area. Industrial uses comprise 14.0% of the gross land area or 25.2% of the net Area (exclusive of public rights-of-way). The industrial uses are located in two pockets. One pocket is in the northern portion of the Area west of Pulaski Road north of 54th Street. The second pocket is located in the western portion of the Area along the Belt Railway of Chicago railroad right-of-way. There are no major institutional uses (public parks or schools) located in the Area.

Residential uses in the Area are scattered along Pulaski Road and 63rd Street. Approximately 1.4% of the gross land area or 2.5% of the net land area (exclusive of public rights-of-way) is residential. The Area contains 9 single-family residential buildings, 25 multi-family buildings containing a total of 129 residential units and 61 mixed use buildings (buildings with first floor commercial uses and second or third floor residential uses) containing a total of 137 residential units. Eight of the 9 single-family residential units, 122 of the 129 multi-family residential units and 119 of the 137 mixed-use residential units are occupied. Existing land uses in the Area are identified on **Exhibit B, Existing Land Use Assessment Map**, included in **Attachment Two** of the **Appendix**.

The majority of property within the Area is zoned in commercial categories. (See **Exhibit D, Generalized Existing Zoning Map** included in **Attachment Two** of the **Appendix**.) Industrial zoning is associated with the two pockets of industrial uses discussed above. Three pockets of residential zoning exist in the Area. Two are located in the western portion of the Area along the Belt Railway of Chicago right-of-way and one lot is zoned residential along Pulaski Road. Along the boundaries of the Area, residential uses are in close proximity to industries and businesses. The boundary separating residential and commercial/industrial uses is often a local street or alley.

III. QUALIFICATION OF THE AREA

A. *Illinois Tax Increment Allocation Redevelopment Act*

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a blighted area, a conservation area (or a combination of the two) or an industrial park conservation area as defined in Section 5/11-86.4-3(a) of the Act:

- (a) "Blighted area" means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 5 or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning, is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts is impaired by, (1) a combination of 2 or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.
- (b) "Conservation area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards;

abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area.”

The Act also states at 65 ILCS 5/11-86.4-3(n) that:

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

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

“any parcel or combination of parcels of real property without commercial, agricultural and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment area unless the parcel is included in an industrial park conservation area or the parcel has been subdivided”. (65 ILCS 5/11-86.4-3(v), as amended

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

“sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused 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 5/11-86.4-3(a)(1996 State Bar Edition), as amended.

On the basis of these criteria, the Area is considered eligible and is qualified as a conservation area within the requirements of the Act as documented below.

B. Survey, Analysis and Distribution of Eligibility Factors

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

A building-by-building analysis of the 86 blocks in the Area was conducted to identify the eligibility factors present in the Area (see **Conservation Area Factors Matrix, Table Two**, on the following page.) Each of the factors relevant to making a finding of eligibility is present as stated in the tabulations.

C. Building Evaluation Procedure

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

The Consultant's staff was assisted by information obtained from various departments of the City of Chicago and Cook County. Based on these investigations and qualification requirements and the determination of needs and deficiencies in the Area the qualification and the boundary of the Area were determined.

**Table Two
63rd/Pulaski Redevelopment Project Area
Conservation Area Factors Matrix**

* Sub Area	Number of Buildings	Buildings 35 Years of Age and Older	** % Total Buildings 35 Years of Age or Older	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total Number of Blighting Factors Present	Area Has 3 or More Blighting Factors	Number of Buildings
				Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Min. Code Standards	Abandonment	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequacy to Utilities	Excessive Land Coverage	Deleterious Land Use and Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
Total Subarea 1	17	13	76%	0	11	11	0	11	0	2	0	0	0	11	9	17	9	7	Yes	17
Total Subarea 2	40	32	80%	0	33	0	0	0	0	9	0	0	0	33	0	37	0	4	Yes	40
Total Subarea 3	41	37	90%	2	33	2	0	2	0	2	0	1	0	35	1	37	0	9	Yes	41
Total Subarea 4	60	45	75%	3	29	19	0	15	0	5	0	0	0	39	0	50	0	7	Yes	60
Total Subarea 5	53	40	75%	0	37	1	0	2	0	4	0	1	0	35	0	38	0	7	Yes	53
Total Subarea 6	47	37	79%	0	37	0	0	0	0	4	0	2	0	37	0	21	0	5	Yes	47
Total Subarea 7	40	25	63%	0	31	1	0	1	0	4	0	0	0	31	0	35	0	6	Yes	40
Total Subarea 8	30	18	60%	1	25	2	0	2	0	0	0	0	0	22	1	10	0	7	Yes	30
Total Number of Bldgs. or Parcels Exhibiting Blighting Factors	328	247	75%	6	236	36	0	33	0	30	0	4	0	243	11	245	9	10	Yes	328
% Total Bldgs. or Parcels Exhibiting Blighting Factors				2%	72%	11%	0%	10%	0%	9%	0%	1%	0%	74%	3%	75%	3%			100%

* Sub-Area designations are graphically identified on the Sub-Area Key Map contained in Attachment Two of the Appendix.
 ** Age is not a factor for designation but rather a threshold that must be met before an area can qualify as a conservation area.
 Bold indicates conservation area factors that exist to a major extent.

D. Investigation and Analysis of Eligibility Factors

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

1. Contacts with local individuals knowledgeable as to Area conditions and history, age of buildings and site improvements, methods of construction, review of real estate records and related items, and other information related to the Area were used. In addition, 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 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 expressed in the Act:
 - i. There exists in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.
 - ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
 - iii. These findings are made on the basis that the presence of blight or conditions, which lead to blight, is detrimental to the safety, health, welfare and morals of the public.

E. Analysis of Conditions in the Conservation Area

In making the determination of eligibility, each and every property or building in the Area is not required to qualify. It is the Area as a whole that must be determined to be eligible. The following analysis details conditions which cause the Area to qualify under the Act, as a conservation area and as a blighted area, per surveys and research undertaken by the Consultant between January and June of 1999:

Age Of Structures - Definition

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

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

Summary of Findings Regarding Age:

The Area contains a total of 328 main¹ buildings, of which 75%, or 247 buildings are 35 years of age or older as determined by field surveys and local research.

¹ Main buildings are defined as those buildings presently located on each parcel that were constructed to accommodate the principal land uses currently occupying the buildings (or prior uses in the case of buildings that are vacant). Accessory structures such as freestanding garages for single-family and or multi-family dwellings, storage sheds, communications towers, etc. are not included in the building counts. However, the condition of these structures was noted in considering the overall condition of the improvements on each parcel.

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

1. Dilapidation - Definition

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

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

Summary of Findings Regarding Dilapidation:

Of the 328 buildings in the Area, 6 buildings, or 2%, were found to be in 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.

2. Obsolescence - Definition

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

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

- a. **Functional Obsolescence:** Structures are typically built for specific uses or purposes and their design, location, height and space arrangement are each intended for a specific occupancy at a given time. Buildings are obsolete when they contain characteristics or deficiencies that limit the use and marketability of such buildings.

The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, improper orientation of building on site, etc., which detracts from the overall usefulness or desirability of a property. Obsolescence in such buildings is typically difficult and expensive to correct.

- b. **Economic Obsolescence:** Economic obsolescence is normally a result of adverse conditions that cause some degree of market rejection, and hence, depreciation in market values. Typically, buildings classified as dilapidated and buildings that contain vacant space are characterized by problem conditions, which may not be economically curable, resulting in net rental losses and/or depreciation in market value.
- c. **Obsolete platting:** Obsolete platting would include parcels of limited or narrow size and configuration or parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements. Plats that created inadequate right-of-way widths for streets, alleys and other public rights-of-way or which omitted easements for public utilities should also be considered obsolete.
- d. **Obsolete site improvements:** Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of this obsolescence may include inadequate utility capacities, outdated designs, etc.

Summary of Findings Regarding Obsolescence:

The field survey of main buildings and parcels in the Area found that certain buildings and parcels exhibit characteristics of obsolescence. Obsolete buildings or site improvements comprised 72% or 236 of the 328 buildings in the Area. Obsolescence in the form of obsolete platting is widespread throughout the Area. The majority of properties located along Pulaski Road and 63rd Street are platted into narrow lots that contain nearly 100% lot coverage of buildings or site improvements. This condition limits the amount of land area on the parcels for provision of on-site parking (including provisions for handicapped parking areas) and adequate building setbacks associated with contemporary development standards.

3. Deterioration - Definition

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

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

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

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

Summary of Findings Regarding Deterioration:

Throughout the Area, deteriorating conditions were recorded on 11% or 36 of the 328 buildings in the Area. The exterior field survey of main buildings in the Area found structures with major defects in the secondary structural components, including windows, doors, gutters, downspouts, porches, chimneys, fascia materials, parapet walls, etc.

West 52nd Place (a private street west of Pulaski Road) in the northern portion of the Area exhibited signs of deterioration such as potholes, cracks in pavement surfaces and a crumbling road surface.

In addition, deteriorated yard areas associated with the industrial properties located in the northern portion of the Area were observed. In these industrial areas signs of deterioration included unpaved surfaces, standing water and damaged and deteriorated site fencing. Several

properties along Pulaski Road and 63rd Street also exhibited parking lots that were cracked and in need of resurfacing.

4. Illegal Use of Individual Structures – Definition

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

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

Summary of Findings Regarding Illegal Use of Individual Structures:

The field investigation did not indicate the presence of this factor.

5. Presence of Structures Below Minimum Code Standards – Definition

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

Summary of Findings Regarding Presence of Structures Below Minimum Code Standards:

Throughout the Area, structures below minimum code were recorded in 10% or 33 of the 328 buildings in the Area. The exterior field survey of main buildings in the Area found structures not in conformance with local zoning codes and structures not safe for occupancy because of fire and similar hazards.

6. Abandonment - Definition

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

Summary of Findings Regarding Abandonment:

The field investigation did not indicate evidence of this factor.

7. Excessive Vacancies - Definition

Establishing the presence of this factor requires the identification, 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 30 buildings, 9% of the total 328 buildings, have buildings with excessive vacancy of floor space. There is in excess of 56,000 sq. ft. of vacant industrial and commercial floor space in the Area. In some instances this vacant floor space has not been utilized for extended time periods.

8. Overcrowding of Structures and Community Facilities – Definition

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

Summary of Findings Regarding Overcrowding of Structures and Community Facilities:

The field investigation did not indicate evidence of this factor.

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

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

Typical requirements for ventilation, light and sanitary facilities include:

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

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

The exterior field survey of main buildings in the Area found structures without adequate mechanical ventilation, natural light and proper window area ratios in the Area. Structures exhibiting a lack of ventilation, light or sanitary facilities were recorded in 1% or 4 of the 328 main buildings.

10. Inadequate Utilities - Definition

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

Summary of Findings Regarding Inadequate Utilities:

The field investigation did not indicate the presence of this factor.

11. Excessive Land Coverage - Definition

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

Summary of Findings Regarding Excessive Land Coverage:

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

Numerous commercial and industrial businesses are located in structures that cover 100% (or nearly 100%) of their respective lots. Other businesses are utilizing 100% of their lot for business operations. These conditions typically do not allow for off-street loading facilities for shipping or delivery operations and do not provide parking for patrons and employees. Parking for handicapped patrons or employees is also generally not provided. The impact of this is that often parking occurs on adjacent residential streets or patrons are discouraged from shopping in some areas due to the lack of adequate parking. In addition, delivery trucks were observed off-loading goods at the curb or in traffic lanes.

In the Area, 74% or 243 of the 328 structures revealed some evidence of excessive land coverage.

12. Deleterious Land Use or Layout-Definition

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

Summary of Findings Regarding Deleterious Land Use or Lay-out:

As in many communities that have evolved over the years, industrial or commercial uses are in close proximity to residential uses adjacent to the Area. A pocket of industrial uses is located in the northern portion of the Area. As noted previously, 25.2% of the net acreage (exclusive of public rights-of-way) of the Area is used for industrial purposes. The industrial uses in the northern portion of the Area are associated with trucking activities that operate out of several truck terminals located along 52nd Street west of Pulaski Road. Some of these industrial uses are poorly organized and lack proper screening for outside storage areas and truck staging areas. The lack of adequate screening and the level of activity associated with these uses are highly disruptive to adjacent residential areas immediately outside of the Area. The combination of limited on-site parking and unorganized and unscreened yard areas in close proximity to commercial and residential development not only contributes to decline but also causes conflicts in traffic, parking and environmental conditions. In addition, there are also several billboards scattered throughout the Area that are considered deleterious land uses. 3% or 11 of the 328 structures in the Area were considered to be deleterious uses.

13. Depreciation of Physical Maintenance - Definition

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

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

- c. **Public or private utilities:** utilities that are subject to interruption of service due to on-going maintenance problems such as leaks or breaks, power outages or shut-downs, or inadequate levels of service, etc.
- d. **Streets, alleys and parking areas:** potholes; broken or crumbling surfaces; broken curbs and/or gutters; areas of loose or missing materials; standing water, etc.

Summary of Findings Regarding Depreciation of Physical Maintenance:

Depreciation of physical maintenance is widespread throughout the Area. A majority of the parcels and buildings in the Area exhibit characteristics that show a depreciation of physical maintenance. Of the 328 main buildings in the Area, 75% or 245 of the buildings are impacted by a depreciation of physical maintenance, based on the field surveys conducted. These are combined characteristics in building and site improvements.

Industrial yard areas in the northern and western portion of the Area exhibited signs of depreciation of physical maintenance due to a lack of paving, standing water, dust control and debris storage. Graffiti was observed on several structures and site improvements in the area. Curbs, off-street parking areas and sidewalks in the Area exhibited signs of depreciation of physical maintenance due to broken or cracked surfaces and areas of loose or missing materials. Several areas along railroad rights-of-way and in vacant portions of the Area contained overgrown weeds, trash and debris. In addition, 52nd Place (a private street located west of Pulaski Road) exhibited depreciation of physical maintenance of the pavement surface, and numerous potholes and cracks were observed on the street surface.

14. Lack of Community Planning - Definition

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

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

2. Street intersections that do not conform to modern traffic engineering standards and practices.
3. One-way street systems that exist with little regard for overall systematic traffic planning.
4. Street parking existing on streets that are too narrow to accommodate two-way traffic and street parking.
5. Viaducts that are lower than minimum height requirements creating truck clearance problems.
6. Some larger tracts of land suffer from improper platting that has led to some parcels having awkward configuration and/or unusual dimensions for their use.
7. Some properties in the Area do not enjoy good access to public streets.
8. Some pockets of residential land use and residential zoning exist that present incompatible relationships in areas with a heavy industrial environment.
9. Numerous commercial/industrial properties exist that are too small to adequately accommodate appropriate off-street parking and loading requirements.
10. Trailer storage, container storage and other uses that exhibit outside storage are a highly negative image for the Area and are operating virtually uncontrolled with respect to how they are maintained.

Summary of Findings Regarding Lack of Community Planning:
The field investigation indicates that 3% or 9 of the 328 main buildings in the Area exhibit a lack of community planning.

The proximity of the industrial uses of the Area (northern portion of the Area west of Pulaski Road and north of 54th Street and the western portion of the Area along the Belt Railway of Chicago railroad right-of-way north of 63rd Street) to residential and commercial uses creates a condition of conflicting land use. The deleterious nature of some of the industrial uses and the expansion of some industrial uses over the years impacts the viability of the residential uses in areas adjacent to these

industrial uses. The presence of trucking and manufacturing operations that make little effort to screen their operations from adjacent residential areas creates a highly negative influence on the adjacent residential properties and is evidence of a lack of community planning.

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

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

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

The City and the State of Illinois have also designated approximately 8.1% of the Area as State of Illinois Enterprise Zone No. 2. This designation is in further response to the deteriorating conditions in the Area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. However, this designation will only benefit a small portion of the Area and does not address Area-wide needs or the conditions that cause the Area to qualify as a redevelopment area.

IV. SUMMARY AND CONCLUSION

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

Below is a summary table highlighting the factors found to exist in the Area which cause it to qualify as a conservation area.

A. Conservation Area Statutory Factors

ELIGIBILITY FACTOR ¹		EXISTING IN AREA
	Age ²	75% of bldgs. are or exceed 35 years of age.
1	Dilapidation	Minor Extent
2	Obsolescence	Major Extent
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Not Present
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Not Present
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	Not Present
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10	Inadequate utilities	Not Present
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	Minor Extent

Notes:

1 Only three factors are required by the Act for eligibility. Ten factors are present in the Area. Three factors were found to exist to a major extent and seven were found to exist to a minor extent.

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

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

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

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

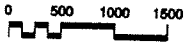
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Attachment Two

Maps and Plan Exhibits

Boundary Map of TIF Area
63rd / Pulaski Redevelopment Area
 City of Chicago, Illinois

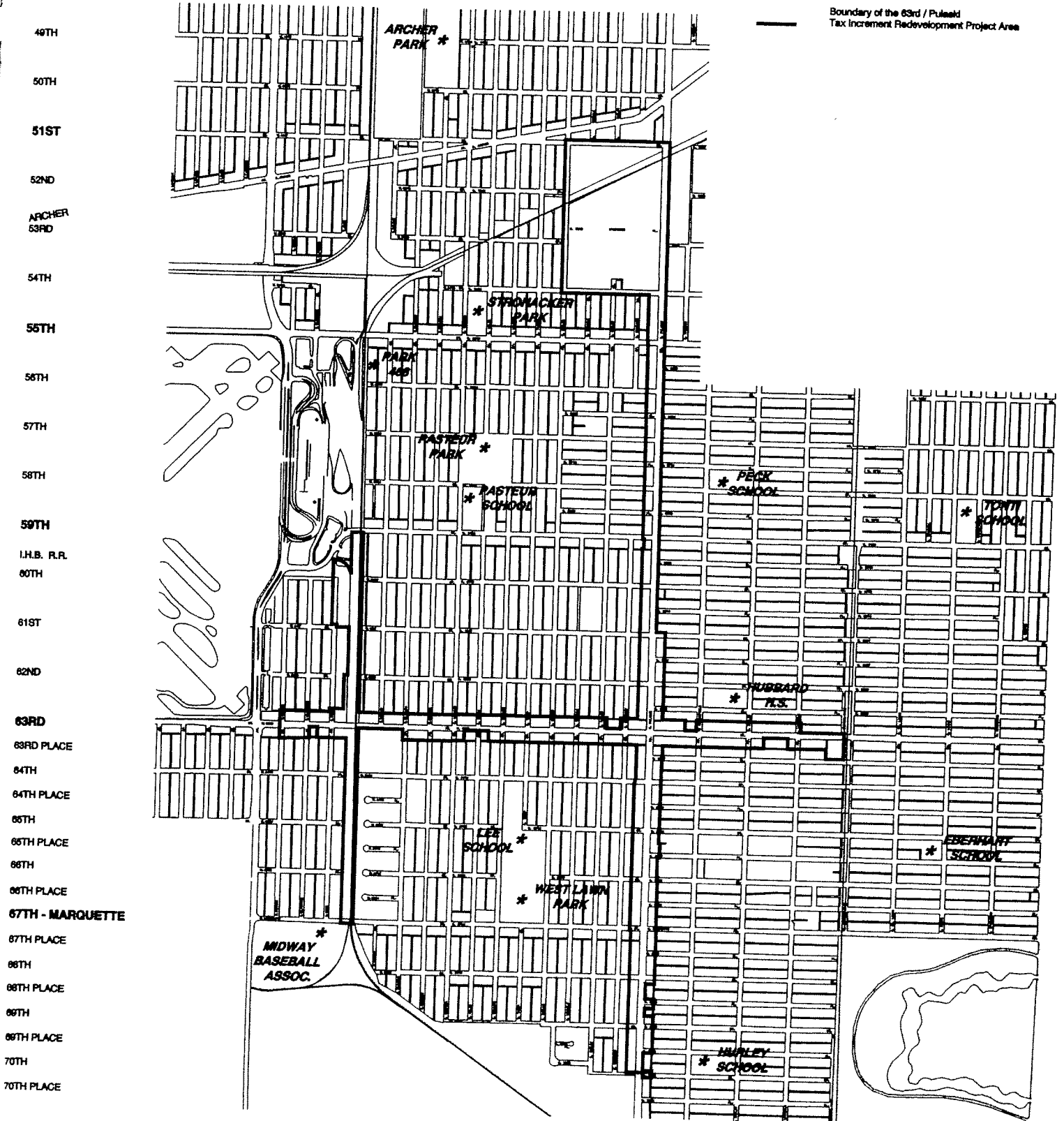
JULY 27, 1999



FGV Urban Consulting

LEGEND

Boundary of the 63rd / Pulaski Tax Incremental Redevelopment Project Area

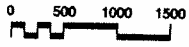


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- CENTRAL PARK
- ST. LOUIS
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Existing Land Use Assessment Map
 63rd / Pulaski Redevelopment Area
 City of Chicago, Illinois

JULY 27, 1999

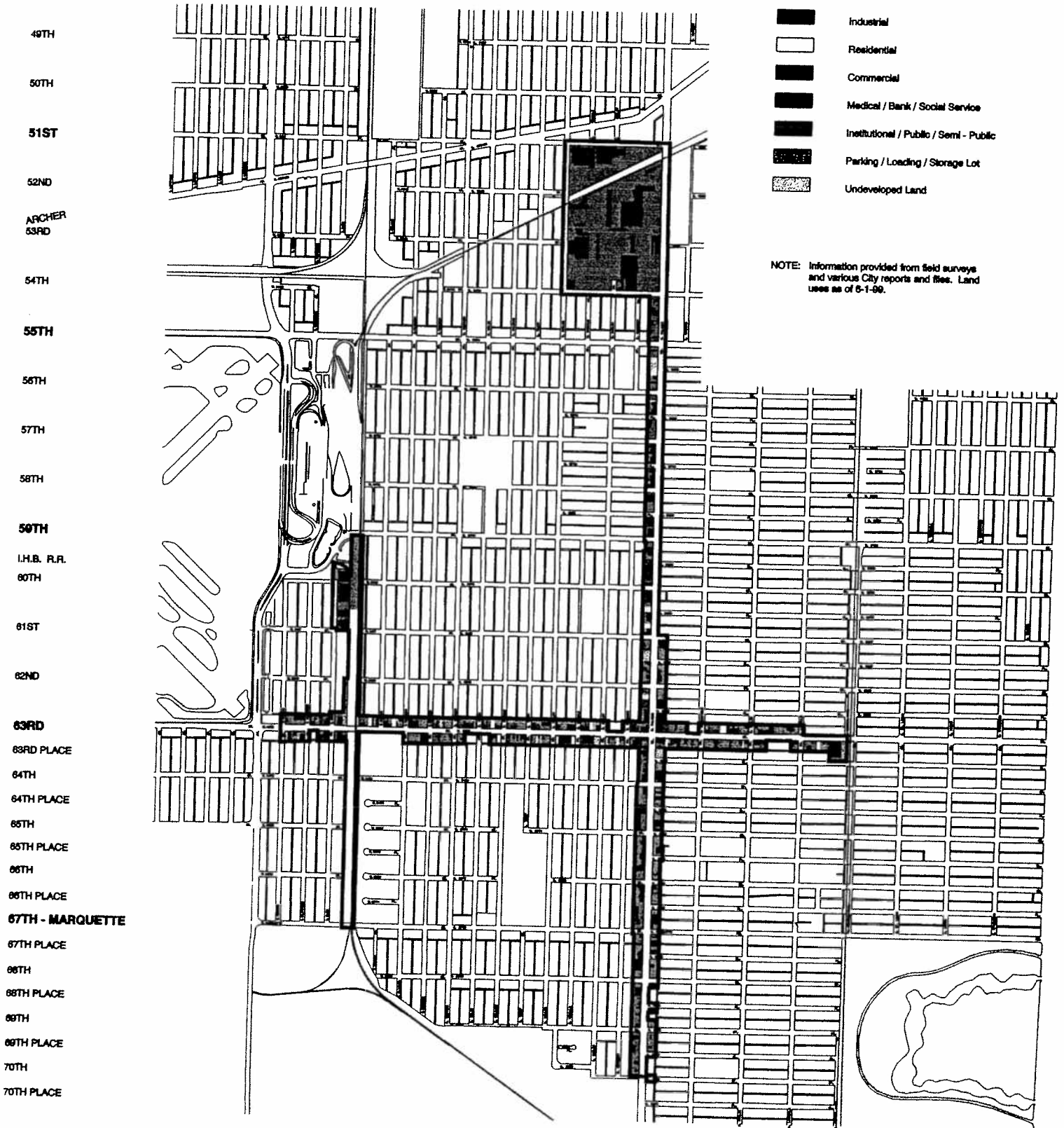


RGV Urban Consulting

LEGEND

- Industrial
- Residential
- Commercial
- Medical / Bank / Social Service
- Institutional / Public / Semi - Public
- Parking / Loading / Storage Lot
- Undeveloped Land

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

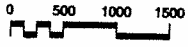


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



Generalized Land Use Plan
 63rd / Pulaski Redevelopment Area
 City of Chicago, Illinois

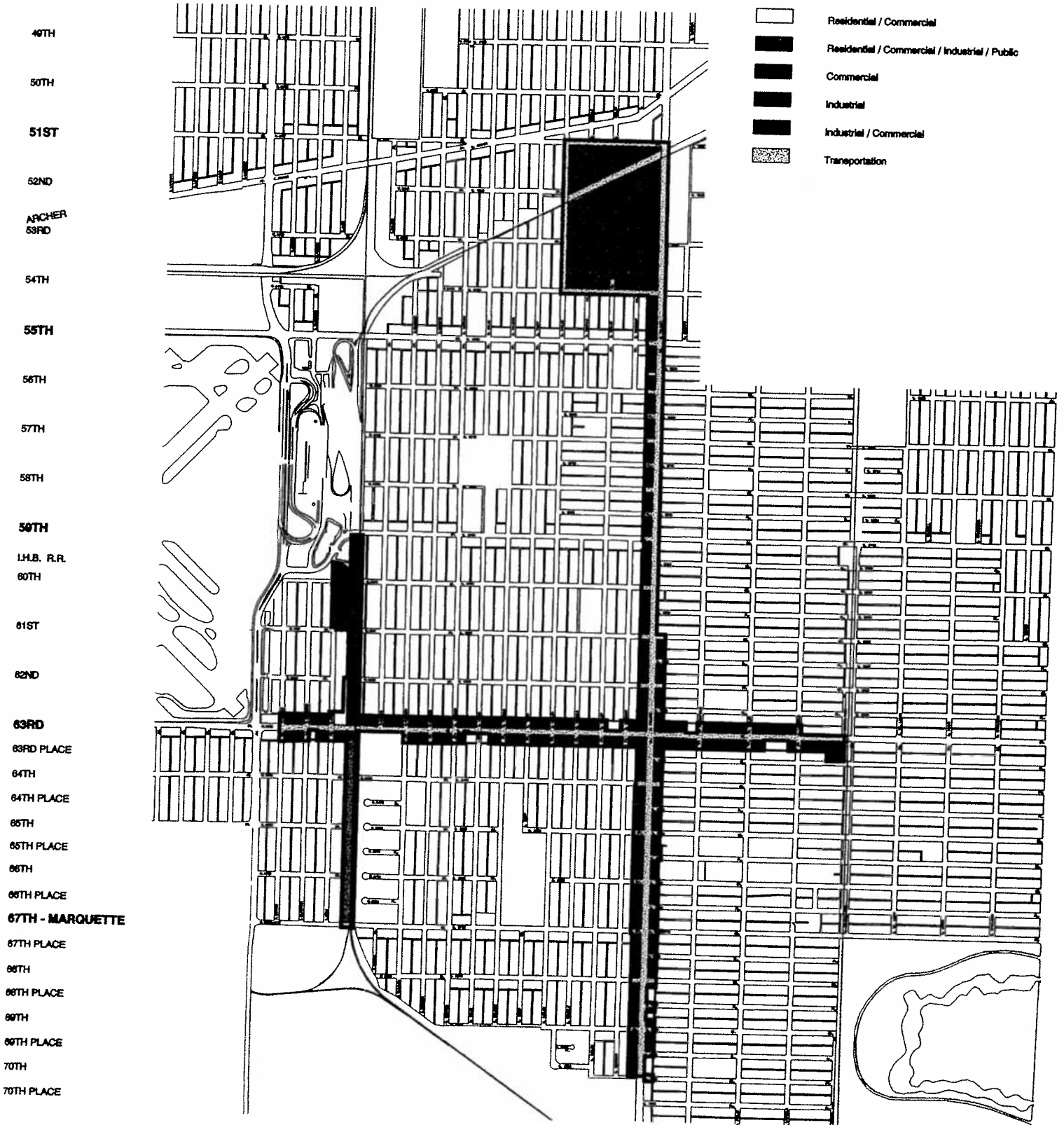
JULY 27, 1999



PGV Urban Consulting

LEGEND

-  Residential / Commercial
-  Residential / Commercial / Industrial / Public
-  Commercial
-  Industrial
-  Industrial / Commercial
-  Transportation

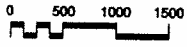


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



Generalized Existing Zoning Map
 63rd / Pulaski Redevelopment Area
 City of Chicago, Illinois

JULY 27, 1999

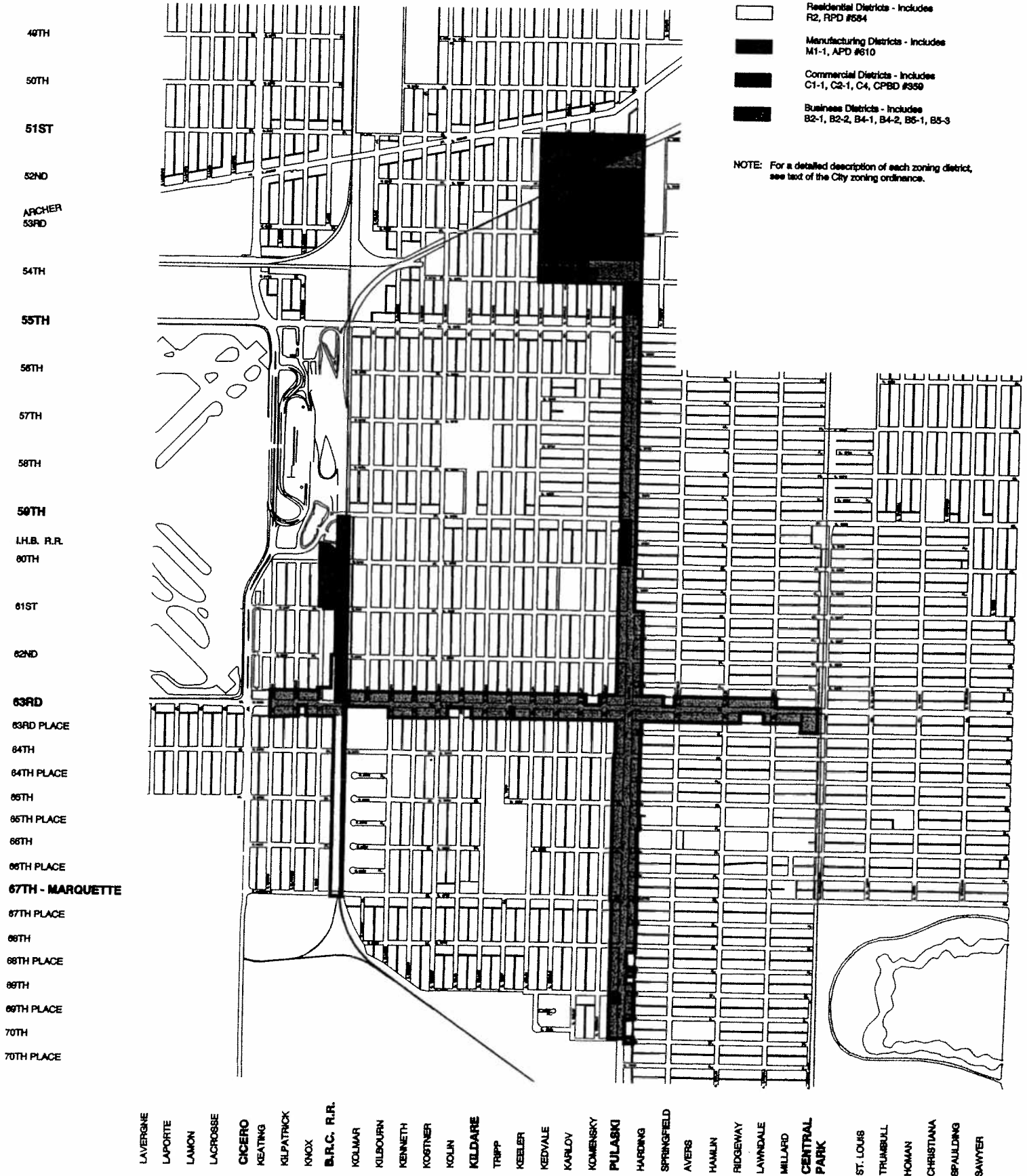


FGV Urban Consulting

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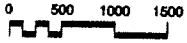
-  Residential Districts - Includes R2, RPD #684
-  Manufacturing Districts - Includes M1-1, APD #610
-  Commercial Districts - Includes C1-1, C2-1, C4, CPBD #359
-  Business Districts - Includes B2-1, B2-2, B4-1, B4-2, B5-1, B5-3

NOTE: For a detailed description of each zoning district, see text of the City zoning ordinance.



Sub-Area Key Map
63rd / Pulaski Redevelopment Area
 City of Chicago, Illinois

JULY 27, 1999

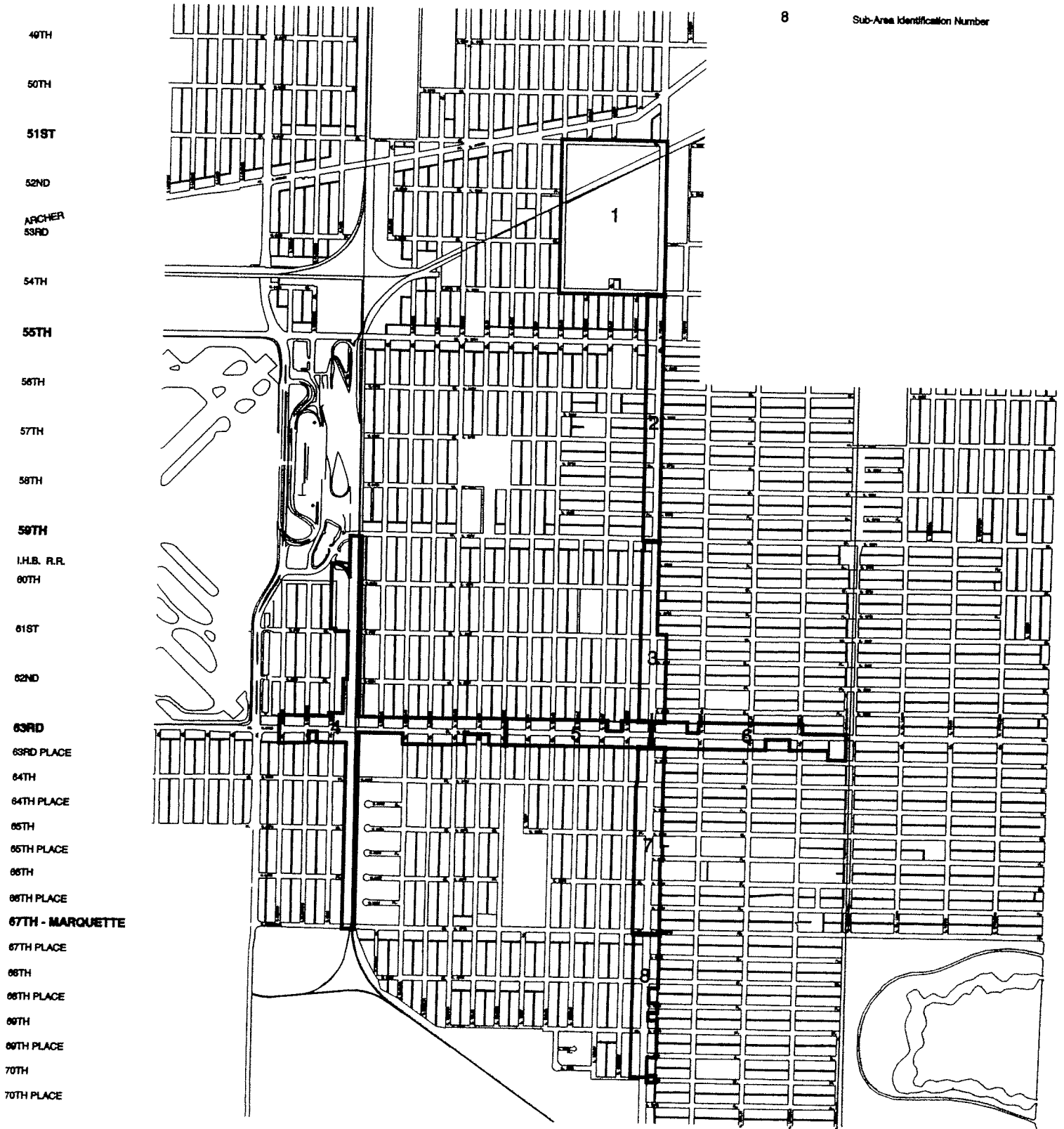


PGV Urban Consulting

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8

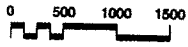
Sub-Area Identification Number



- LAVERGNE
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- KOLMAR
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- RIDGEWAY
- LAWDALE
- MILLARD
- CENTRAL PARK
- ST. LOUIS
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- HOMAN
- CHRISTIANA
- SPALDING
- SAWYER


Enterprise Zone Map
 63rd / Pulaski Redevelopment Area
 City of Chicago, Illinois

JULY 27, 1999

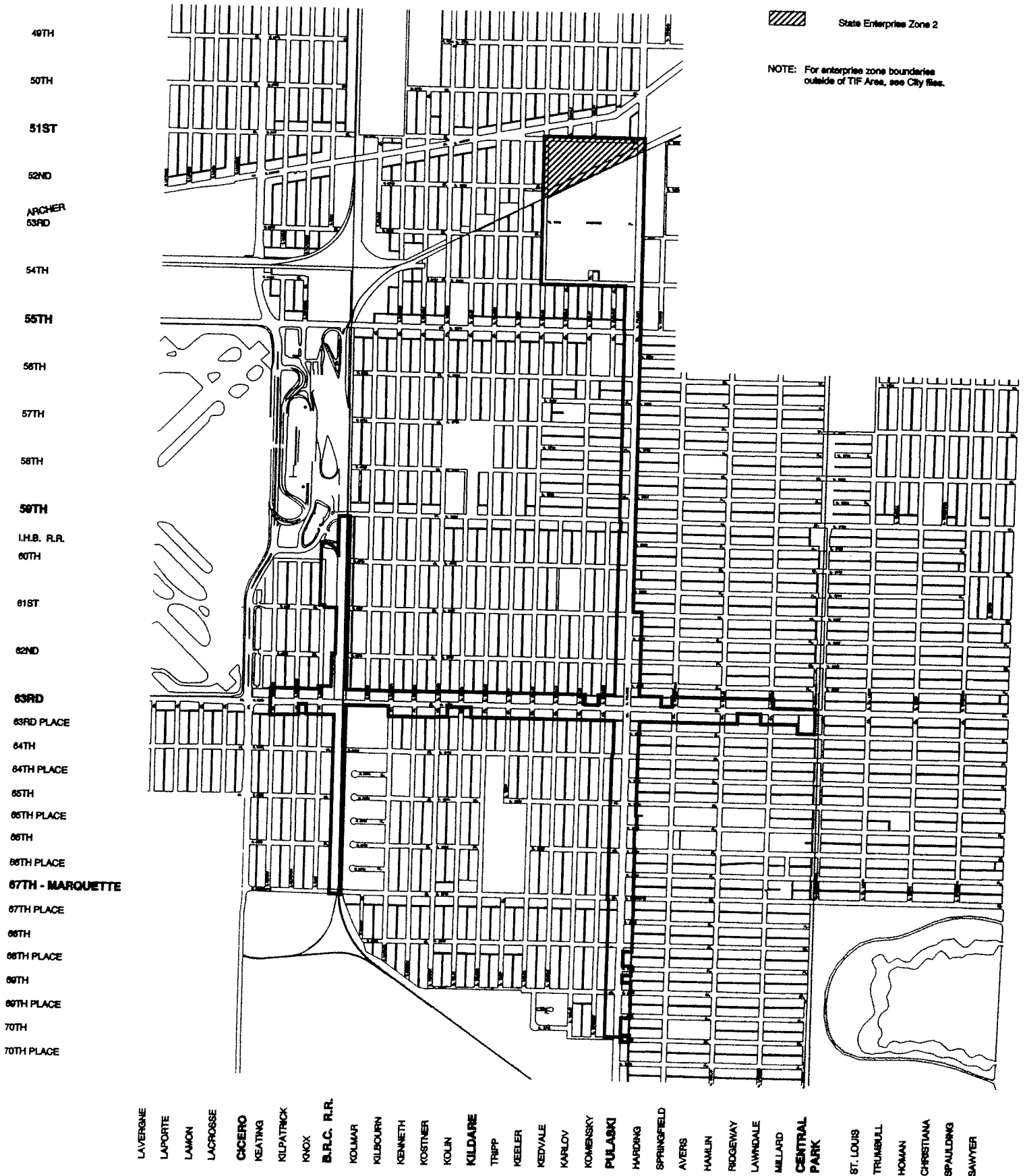


PGV Urban Consulting

LEGEND

 State Enterprise Zone 2

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

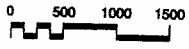


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Land Acquisition Map
 63rd / Pulaski Redevelopment Area
 City of Chicago, Illinois

JULY 27, 1999



PGV
 Urban Consulting

LEGEND

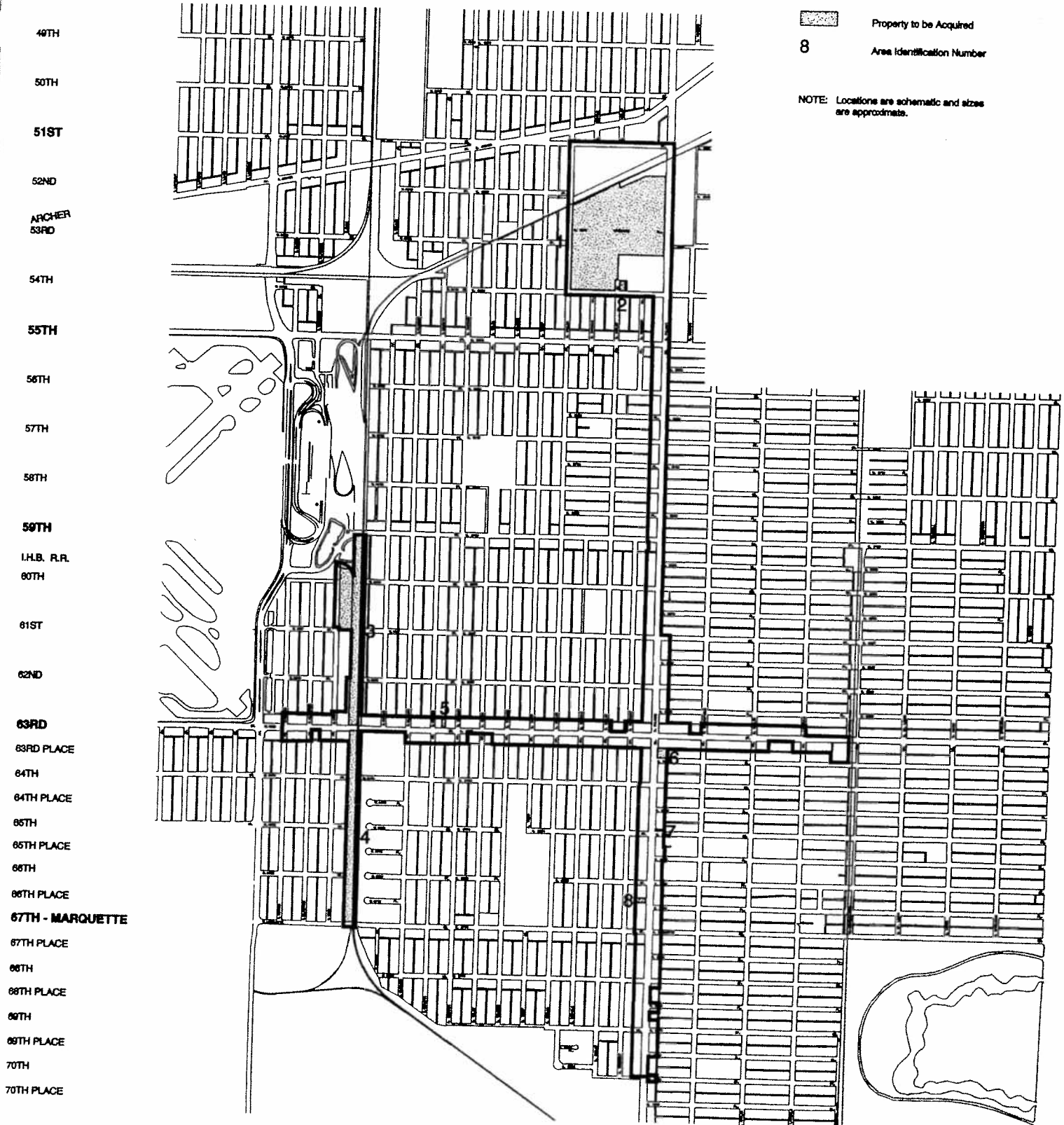


Property to be Acquired

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Area Identification Number

NOTE: Locations are schematic and sizes are approximate.



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- ST. LOUIS
- TRUMBULL
- HOMAN
- CHRISTIANA
- SPALDING
- SAWYER

Exhibit G-2
Chicago (63rd / Pulaski Redevelopment Area) Acquisition List
PARCELS TO BE ACQUIRED BY CITY

COUNT	AREA NO.	PIN NO.	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
1	1	1910408004	196,187		
2	1	1910408008	100,892		
3	1	1910408010	436,063		
4	1	1910408011	132,170		
5	1	1910408012	87,462		
6	1	1910408017	497,700		
7	1	1910408018	8,122		
8	1	1910408023	55,271		
9	1	1910408034	121,381		
10	1	1910408035	754,522		
11	1	1910408036	48,067		
12	1	1910408037	51,095		
13	1	1910408038	298,417		
14	1	1910408039	883,023		
15	1	1910408043	2,769,293		
16	1	1910408044	1,738,577		
17	1	1910413021	73,430		
18	1	1910413022	60,915		
19	1	1910413023	82,309		
20	2	1910414001	60,436		
21	2	1910414021	16,308		
22	3	1915303010	186,395		
23	3	1915303017	187,469		
24	3	1915303018	361,436		
25	3	1915303019	154,181		
26	3	1915303039	89,143		
27	3	1915500003	Railroad		
28	4	1922500001	Railroad		
29	5	1915328022	14,239		
30	5	1915328023	14,239		
31	6	1923100044	71,802		
32	7	1923112009	82,363		
33	8	1922225041	99,185		Mixed Use
		TOTAL	9,732,092		

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

Attachment Three

Legal Description

63rd/Pulaski Redevelopment Area

ALL THAT PART OF SECTIONS 10, 11, 14, 15, 22 AND 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTH LINE OF W. 54TH STREET AND THE WEST LINE OF S. KEELER AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KEELER AVENUE TO THE NORTH LINE OF W. 51ST STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 51ST STREET TO THE EAST LINE OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF S. PULASKI ROAD TO THE NORTH LINE OF W. 61ST STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 61ST STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 18 IN BLOCK 2 IN JNO. F. EBERHART'S SUBDIVISION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST OF SECTION 14, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 18 IN BLOCK 2 IN JNO. F. EBERHART'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD TO THE SOUTH LINE OF LOT 18 IN BLOCK 7 IN SAID JNO. F. EBERHART'S SUBDIVISION, SAID SOUTH LINE OF LOT 18 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 42 IN BLOCK 7 IN SAID JNO. F. EBERHART'S SUBDIVISION;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF LOT 42 IN BLOCK 7 IN JNO. F. EBERHART'S SUBDIVISION TO THE NORTH LINE OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 63RD STREET TO THE WEST LINE OF S. SPRINGFIELD AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. SPRINGFIELD AVENUE TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 24 IN BLOCK 8 IN SAID

JNO. F. EBERHART'S SUBDIVISION, SAID SOUTH LINE OF LOT 24 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET TO THE EAST LINE OF S. LAWDALE AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. LAWDALE AVENUE TO THE NORTH LINE OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 63RD STREET TO THE WEST LINE OF THE GRAND TRUNK & WESTERN RAILROAD RIGHT OF WAY;

THENCE SOUTH ALONG SAID WEST LINE OF THE GRAND TRUNK & WESTERN RAILROAD RIGHT OF WAY TO THE NORTH LINE OF 63RD PLACE;

THENCE WEST ALONG SAID NORTH LINE OF 63RD PLACE TO THE EAST LINE LOT 37 IN BLOCK 1 IN JOHN F. EBERHART'S SUBDIVISION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID EAST LINE OF LOT 37 IN BLOCK 1 IN JOHN F. EBERHART'S SUBDIVISION TO THE NORTH LINE OF SAID LOT 37, SAID NORTH LINE OF LOT 37 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 4 IN BLOCK 2 IN SAID JOHN F. EBERHART'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 4 IN BLOCK 2 IN SAID JOHN F. EBERHART'S SUBDIVISION TO THE SOUTH LINE OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 63RD STREET TO THE WEST LINE OF LOT 18 IN SAID BLOCK 2 IN JOHN F. EBERHART'S SUBDIVISION;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 18 IN BLOCK 2 IN JOHN F. EBERHART'S SUBDIVISION AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOTS 30 AND 31 IN SAID BLOCK 2 IN JOHN F. EBERHART'S SUBDIVISION, SAID NORTH LINE OF LOTS 30 AND 31 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO THE WEST LINE OF LOT 27 IN STEWARD'S SUBDIVISION OF THE

NORTH ONE QUARTER OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 27 IN STEWARD'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF PULASKI ROAD TO THE SOUTH LINE OF 65TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF 65TH STREET TO THE EAST LINE OF THE WEST 6.25 FEET OF LOT 4 IN SILVERMAN AND LEVIN'S SUBDIVISION OF LOTS 4 AND 5 OF MANDELL'S SUBDIVISION OF THE NORTH HALF OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST 6.25 FEET OF LOT 4 IN SILVERMAN AND LEVIN'S SUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOT 15 IN SAID SILVERMAN AND LEVIN'S SUBDIVISION, SAID NORTH LINE OF LOT 15 BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF W. 65TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF W. 65TH STREET TO THE WEST LINE OF THE EAST 16 FEET OF LOT 15 IN SAID SILVERMAN AND LEVIN'S SUBDIVISION, SAID WEST LINE OF THE EAST 18 FEET OF LOT 15 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID WEST LINE OF THE EAST 16 FEET OF LOT 15 IN SAID SILVERMAN AND LEVIN'S SUBDIVISION AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF W. 65TH PLACE;

THENCE WEST ALONG SAID SOUTH LINE OF W. 65TH PLACE TO THE EAST LINE OF LOT 6 IN BLOCK 4 IN MANDELL'S SUBDIVISION OF THE NORTH HALF OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 6 IN BLOCK 4 IN MANDELL'S SUBDIVISION TO THE NORTH LINE OF W. 66TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 66TH STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 4 IN BLOCK 1 IN JAMES F STEPINA'S SUBDIVISION OF THE WEST 10 ACRES OF THE SOUTH HALF OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 4 IN BLOCK 1 IN JAMES F STEPINA'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 16 IN BLOCK 6 IN HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF LOT 16 IN SAID BLOCK 6 IN HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO TO THE EAST LINE OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF S. PULASKI ROAD TO THE NORTH LINE OF W. 68TH PLACE;

THENCE EAST ALONG SAID NORTH LINE OF W. 68TH PLACE TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 14 IN BLOCK 5 IN SAID HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO, SAID WEST LINE OF LOT 14 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 16 IN BLOCK 5 IN SAID HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF LOT 16 IN SAID BLOCK 5 IN HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO TO THE EAST LINE OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF S. PULASKI ROAD TO THE SOUTH LINE OF LOT 20 IN SAID BLOCK 5 IN HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 20 IN SAID BLOCK 5 IN HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO AND ALONG THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOT 25 IN SAID BLOCK 5 IN HENRY HOGAN'S MARQUETTE PARK ADDITION TO CHICAGO, SAID WEST LINE OF LOT 25 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD TO THE SOUTH LINE OF W. 69TH PLACE;

THENCE WEST ALONG SAID SOUTH LINE OF W. 69TH PLACE TO THE EAST LINE OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF S. PULASKI ROAD TO THE SOUTH LINE OF LOT 24 IN BLOCK 15 IN W. D. MURDOCK'S MARQUETTE PARK ADDITION, A

SUBDIVISION OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THE EAST 50 FEET THEREOF;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 24 IN BLOCK 15 IN W. D. MURDOCK'S MARQUETTE PARK ADDITION AND ALONG THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOT 26 IN SAID BLOCK 15 IN W. D. MURDOCK'S MARQUETTE PARK ADDITION, SAID WEST LINE OF LOT 26 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF S. PULASKI ROAD TO THE SOUTH LINE OF W. 70TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 70TH STREET TO THE EAST LINE OF S. PULASKI ROAD;

THENCE NORTH ALONG SAID EAST LINE OF S. PULASKI ROAD TO THE NORTH LINE OF SAID W. 70TH STREET;

THENCE WEST ALONG SAID NORTH LINE OF SAID W. 70TH STREET TO THE EAST LINE OF LOT 25 IN BLOCK 1 IN A. T. McINTOSH'S 69TH STREET ADDITION, A SUBDIVISION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 25 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD TO THE NORTH LINE OF LOT 11 IN BLOCK 1 IN A. T. MCINTOSH'S CRAWFORD AVENUE ADDITION TO CHICAGO, A SUBDIVISION OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 38 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 W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 6 IN BLOCK 1 IN A. T. McINTOSH'S 44TH AVENUE SUBDIVISION, IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 6 IN BLOCK 1 IN A. T. McINTOSH'S 44TH AVENUE SUBDIVISION TO THE SOUTH LINE OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 63RD STREET TO WEST LINE OF LOT 6 IN BLOCK 2 IN SAID A. T. McINTOSH'S 44TH AVENUE SUBDIVISION;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 6 IN BLOCK 2 IN A. T. McINTOSH'S 44TH AVENUE SUBDIVISION AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE NORTH LINE OF LOT 11 IN SAID BLOCK 2 IN A. T. McINTOSH'S 44TH AVENUE SUBDIVISION, SAID NORTH LINE OF LOT 11 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET AND ALONG THE WESTERLY EXTENSION THEREOF TO THE NORTHEAST CORNER OF LOT 1 IN THE SUBDIVISION OF THE WEST HALF OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPTING THE NORTH 174 FEET THEREOF AND EXCEPTING ALSO THE WEST 33 FEET, HERETOFORE DEDICATED FOR S. KILBOURN AVENUE, THE EAST LINE OF SAID LOT 1 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF S. KILBOURN AVENUE;

THENCE CONTINUING WEST ALONG THE NORTH LINE OF SAID LOT 1 AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF S. KILBOURN AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KILBOURN AVENUE TO THE SOUTH LINE OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 63RD STREET TO THE EAST LINE OF THE CHICAGO AND WESTERN INDIANA RAILROAD RIGHT OF WAY;

THENCE SOUTH ALONG SAID EAST LINE OF THE CHICAGO AND WESTERN INDIANA RAILROAD RIGHT OF WAY TO THE SOUTH LINE OF W. MARQUETTE ROAD;

THENCE WEST ALONG SAID SOUTH LINE OF W. MARQUETTE ROAD TO SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 19 IN BLOCK 16 IN MARQUETTE RIDGE, A SUBDIVISION OF THE SOUTH HALF OF THE WEST HALF OF THE NORTHWEST QUARTER AND THE NORTH HALF OF THE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE EAST 133 FEET THEREOF), SAID EAST LINE OF LOT 19 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY EAST OF S. KNOX AVENUE TO THE NORTH LINE OF LOT 7 IN BLOCK 1 IN SAID MARQUETTE RIDGE, SAID NORTH LINE OF LOT 7 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 6 IN BLOCK 2 IN SAID MARQUETTE RIDGE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 6 IN BLOCK 2 IN MARQUETTE RIDGE TO THE SOUTH LINE OF W. 63RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 63RD STREET TO THE EAST LINE OF S. KILPATRICK AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF S. KILPATRICK AVENUE TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 40 IN BLOCK 3 IN SAID MARQUETTE RIDGE, SAID NORTH LINE OF LOT 40 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF THE ALLEY SOUTH OF W. 63RD STREET TO THE WEST LINE OF S. KEATING AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KEATING AVENUE TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 15 IN BLOCK 11 IN CHICAGO TITLE AND TRUST COMPANY'S SUBDIVISION OF THE WEST 33 FEET OF THE NORTH 175.71 FEET OF THE EAST QUARTER OF THE WEST HALF OF THE SOUTHWEST QUARTER AND THAT PART SOUTH OF THE NORTH 175.71 OF THE WEST THREE QUARTERS OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 15 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 4 IN THE DOYLE-ROCHE SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OD SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE SOUTH LINE OF LOT 4 IN SAID DOYLE-ROCHE SUBDIVISION TO THE EAST LINE OF SAID LOT 4;

THENCE NORTH ALONG SAID EAST LINE OF LOT 4 IN THE DOYLE-ROCHE SUBDIVISION AND ALONG THE EAST LINE OF LOTS 3, 2 AND 1 IN SAID DOYLE-ROCHE SUBDIVISION TO THE SOUTH LINE OF LOT 1 IN HENRY J. COYLE'S SUBDIVISION OF THE SOUTH 440 FEET OF THE NORTH 1975.71 FEET OF THE EAST

QUARTER OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 15,
TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 1 IN HENRY J. COYLE'S
SUBDIVISION TO THE EAST LINE THEREOF;

THENCE NORTH ALONG THE EAST LINE OF SAID HENRY J. COYLE'S
SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH
LINE OF THE SOUTH 650 FEET OF THE NORTH 1975.71 FEET OF THE EAST QUARTER
OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 38
NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF THE SOUTH 650 FEET OF THE
NORTH 1975.71 FEET OF THE EAST QUARTER OF THE WEST HALF OF THE
SOUTHWEST QUARTER OF SECTION 15 TO THE EAST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF S. KNOX AVENUE TO THE
WESTERLY EXTENSION OF THE NORTH LINE OF W. 61ST STREET;

THENCE WEST ALONG SAID WESTERLY EXTENSION OF THE NORTH LINE OF
W. 61ST STREET TO THE WEST LINE OF S. KNOX AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF S. KNOX AVENUE TO THE
WESTERLY EXTENSION OF THE SOUTHERLY LINE OF A RAILROAD RIGHT OF WAY,
SAID RIGHT OF WAY BEARING PIN 19-15-303-015, SAID LINE BEING THE ARC OF A
CIRCLE, CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 221.01 FEET;

THENCE SOUTHEASTERLY ALONG SAID SOUTHERLY LINE OF A RAILROAD
RIGHT OF WAY BEARING PIN 19-15-303-015 TO THE LINE 92.14 WEST OF AND
PARALLEL WITH THE EAST LINE OF THE WEST HALF OF THE SOUTHWEST
QUARTER OF SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD
PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID LINE 92.14 WEST OF AND PARALLEL WITH THE
EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 15, A
DISTANCE OF 574.08 FEET TO THE SOUTH LINE OF W. 59TH STREET;

THENCE EAST ALONG SAID SOUTH LINE OF W. 59TH STREET TO THE EAST
LINE OF THE CHICAGO & WESTERN INDIANA RAILROAD RIGHT OF WAY;

THENCE SOUTH ALONG SAID EAST LINE OF THE CHICAGO & WESTERN
INDIANA RAILROAD RIGHT OF WAY TO THE CENTERLINE OF THE VACATED ALLEY
LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 9 IN BLOCK 13 IN THE
RESUBDIVISION OF BLOCKS 4, 5 AND 12 AND LOTS 1 TO 4 IN BLOCK 13 IN F. H.
BARTLETT'S 63RD STREET SUBDIVISION OF (EXCEPT THE WEST 33 FEET) THE EAST

HALF OF THE SOUTHWEST QUARTER AND THE NORTH 175.07 FEET OF THAT PART OF THE WEST HALF OF THE SOUTHWEST QUARTER LYING WEST OF THE EAST 133 FEET IN SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID CENTERLINE OF THE VACATED ALLEY LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF LOT 9 IN BLOCK 13 IN SAID RESUBDIVISION TO THE EAST LINE OF SAID VACATED ALLEY;

THENCE NORTH ALONG SAID EAST LINE OF SAID VACATED ALLEY TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 8 IN SAID BLOCK 13 IN SAID RESUBDIVISION, SAID SOUTH LINE OF LOT 8 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET TO THE NORTHERLY EXTENSION OF THE EAST LINE OF THE WEST 10 FEET OF LOT 23 IN BLOCK 2 IN BURROW'S SUBDIVISION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF THE WEST 10 FEET OF LOT 23 IN SAID BLOCK 2 IN BURROW'S SUBDIVISION TO THE NORTH LINE OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF W. 63RD STREET TO THE WEST LINE OF LOT 16 IN SAID BLOCK 2 IN BURROW'S SUBDIVISION;

THENCE NORTH ALONG SAID WEST LINE OF LOT 16 IN SAID BLOCK 2 IN BURROW'S SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF LOT 15 IN SAID BLOCK 2 IN BURROW'S SUBDIVISION, SAID SOUTH LINE OF LOT 15 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. 63RD STREET TO THE EAST LINE OF LOT 25 IN BLOCK 1 IN SAID BURROW'S SUBDIVISION, SAID EAST LINE OF LOT 25 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF LOT 6 IN BLOCK 1 IN W. F. KAISER & COMPANY'S KEDVALE GARDENS, A SUBDIVISION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 6 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF W. 59TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF W. 59TH STREET TO THE WEST LINE OF LOT 4 IN SAID BLOCK 1 IN W. F. KAISER & COMPANY'S KEDVALE GARDENS;

THENCE NORTH ALONG SAID WEST LINE OF LOT 4 IN BLOCK 1 IN W. F. KAISER & COMPANY'S KEDVALE GARDENS TO THE SOUTH LINE OF WEST 59TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF WEST 59TH STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 11 IN BLOCK 2 IN JOHN H. McGEARY'S DELUXE SUBDIVISION OF BLOCKS 2 AND 4 OF ROBINSON AND GOOD'S SUBDIVISION OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 11 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD TO THE SOUTH LINE OF W. 55TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 55TH STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 25 IN BLOCK 6 IN OLIVER SALINGER & COMPANY'S CRAWFORD AVENUE AND 55TH STREET SUBDIVISION, A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 25 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND ALONG THE WEST LINE OF THE ALLEY WEST OF S. PULASKI ROAD TO THE SOUTH LINE OF W. 54TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF W. 54TH STREET TO THE POINT OF BEGINNING AT THE WEST LINE OF S. KEELER AVENUE.

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

Attachment Four

**1998 Estimated EAV By
Tax Parcel**

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
1	1910408004	196,187		
2	1910408008	100,892		
3	1910408010	436,063		
4	1910408011	132,170		
5	1910408012	87,462		
6	1910408013	888,176		
7	1910408015	1,556,332		
8	1910408017	497,700		
9	1910408018	8,122		
10	1910408023	55,271		
11	1910408026	68,922		
12	1910408027	75,156		
13	1910408029	80,188		
14	1910408031	Railroad		
15	1910408033	402,551		
16	1910408034	121,381		
17	1910408035	754,522		
18	1910408036	48,067		
19	1910408037	51,095		
20	1910408038	298,417		
21	1910408039	883,023		
22	1910408040	621,649		
23	1910408041	Exempt		
24	1910408042	4,687		
25	1910408043	2,769,293		
26	1910408044	1,738,577		
27	1910408045	Exempt		
28	1910408046	Railroad		
29	1910413021	73,430		
30	1910413022	60,915		
31	1910413023	82,309		
32	1910414001	60,436		
33	1910414005	105,199		
34	1910414006	104,432		
35	1910414007	104,448		
36	1910414008	16,851		
37	1910414009	16,864		
38	1910414010	16,879		
39	1910414011	16,892		
40	1910414012	16,907		
41	1910414016	13,162		
42	1910414017	13,162		
43	1910414018	13,162		
44	1910414019	13,162		
45	1910414020	25,439		
46	1910414021	16,308		
47	1910414022	155,259		
48	1910414023	31,486		
49	1910414024	21,437		
50	1910422021	160,308		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
51	1910422022	160,308		
52	1910422023	160,308		
53	1910422024	184,581		
54	1910422025	12,508		
55	1910422026	12,992		
56	1910422027	45,059		
57	1910422028	45,059		
58	1910422029	46,085		
59	1910422030	61,419		
60	1910422031	62,485		
61	1910422035	49,070		
62	1910422037	13,121		
63	1910422038	19,118		
64	1910422039	56,782		
65	1910422040	58,648		
66	1910422045	19,140		
67	1910422046	92,548		
68	1910422047	18,220		
69	1910422048	6,232		
70	1910422049	183,042		
71	1914320001	12,574		
72	1914320002	12,574		
73	1914320003	12,574		
74	1914320004	22,514		
75	1914320005	22,514		
76	1914320006	22,514		
77	1914320007	22,514		
78	1914320008	304,552		
79	1914320009	295,924		
80	1914320010	317,688		
81	1914324047	437,273		
82	1914328001	12,898		
83	1914328002	13,345		
84	1914328003	12,604		
85	1914328004	13,051		
86	1914328005	17,032		
87	1914328021	428,653		Mixed Use
88	1914328024	13,419		
89	1914328025	13,681		
90	1914328026	89,060		
91	1914328027	30,026		
92	1914328028	13,681		
93	1914328029	13,419		
94	1914328030	7,113		
95	1914328031	89,842		
96	1914328032	89,842		
	1914328042			
97	1001	21,524		
98	1002	21,524		
99	1003	21,524		
100	1004	21,524		
101	1005	21,524		
102	1006	21,524		Mixed Use

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
103	1914329022	44,402		
104	1914329023	44,217		
105	1914329024	50,643		
106	1914329027	42,951		
107	1914329028	42,951		
108	1914329029	54,700		Multi-Family
109	1914329030	53,353		Multi-Family
110	1914329035	44,457		
111	1914329036	44,457		
112	1914329042	61,975		
113	1914329043	5,927		
114	1914329044	94,442		
115	1914329047	112,437		
116	1914329049	252,561		
117	1914329050	48,906		
118	1914329051	279,590		Multi-Family (part of 1914329029 & -030)
119	1914329053	29,311		
120	1914329054	59,149		
121	1914329055	64,826		
122	1914330023	28,956		
123	1914330024	56,363		
124	1914330025	66,143		
125	1914330026	62,127		
126	1914330027	168,489		
127	1914330028	85,332		
128	1914330029	35,968		
129	1914330030	4,863		Mixed Use
130	1914330044	305,729		
131	1915207021	45,998		
132	1915207022	45,998		
133	1915207023	45,998		
134	1915207024	45,998		
135	1915207030	6,795		
136	1915207031	6,795		
137	1915207032	6,795		
138	1915207037	73,022		
139	1915207038	73,022		
140	1915207039	5,718		
141	1915207040	43,437		
142	1915207041	43,437		Mixed Use
143	1915207042	11,752		
144	1915207043	76,181		Mixed Use
145	1915207050	41,776		Multi-Family
146	1915207051	42,826		
147	1915207052	42,547		Multi-Family
148	1915207053	52,895		Multi-Family
149	1915207054	59,147		
150	1915207055	47,158		Multi-Family
151	1915213032	67,097		
152	1915213033	56,298		
153	1915213034	61,752		
154	1915213035	35,524		
155	1915213036	47,958		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
156	1915213037	93,858	Y	Mixed Use
157	1915213038	134,356		
158	1915213039	50,478		
159	1915213040	48,971		Multi-Family
160	1915215041	57,626		
161	1915215042	32,435		
162	1915215043	32,435		
163	1915215044	32,435		
164	1915215045	88,125		
165	1915215046	88,125		
166	1915215047	11,203		
167	1915215048	11,203		
168	1915215049	20,312		
169	1915220031	158,145		
170	1915220032	104,886		
171	1915220033	21,398		
172	1915220034	15,560		
173	1915220035	46,759		Mixed Use
174	1915220036	46,759		Mixed Use
175	1915220037	38,004		
176	1915220038	63,372		
177	1915220039	54,822		
178	1915220040	63,616		
179	1915222030	58,923		Mixed Use
180	1915222033	53,931		Mixed Use
181	1915222037	28,456		
182	1915222038	28,456		
183	1915222039	102,817		
184	1915222044	111,831		
185	1915222045	73,482		
186	1915222046	81,700		Mixed Use
187	1915222047	54,467		Mixed Use
188	1915228101	356,819		
189	1915230076	391,323		
190	1915230078	329,690		
191	1915230079	7,560		
192	1915303006	Railroad		
193	1915303010	186,395		
194	1915303017	187,469		
195	1915303018	361,436		
196	1915303019	154,181		
197	1915303039	89,143		
198	1915303072	Exempt		
199	1915323025	59,740		
200	1915323026	15,976		
201	1915323027	12,528		
202	1915323028	12,602		
203	1915323041	192,472		
204	1915324022	66,293		Mixed Use
205	1915324023	51,315		Mixed Use
206	1915324024	7,194		
207	1915324025	7,194		
208	1915324026	18,139		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
209	1915324027	37,477		
210	1915324032	70,140		
211	1915324033	241,814	Y	Mixed Use
212	1915325011	37,911		Mixed Use
213	1915325012	15,013		
214	1915325013	58,925		
215	1915325014	59,616		
216	1915325015	59,616		
217	1915325016	26,045		
218	1915325017	21,141		Single Family
219	1915325018	82,381	Y	Single Family
220	1915325019	13,295	Y	
221	1915325020	165,651		
222	1915326017	130,205		Mixed Use
223	1915326018	115,478		
224	1915326019	34,615		
225	1915326020	14,863		
226	1915326021	52,305		
227	1915326022	100,509	Y	Mixed Use
228	1915326023	80,334		Multi-Family
229	1915326024	43,003		
230	1915326025	53,198		
231	1915326026	50,072		
232	1915327028	13,934		
233	1915327029	24,341		
234	1915327034	1,126,745		
235	1915328019	126,563		Mixed Use
236	1915328020	27,805		Mixed Use
237	1915328021	86,514		
238	1915328022	14,239		
239	1915328023	14,239		
240	1915328024	16,319		Mixed Use
241	1915328025	7,194		
242	1915328026	14,239		
243	1915328027	14,239		
244	1915328028	14,124		
245	1915407007	62,193		
246	1915407008	62,193		
247	1915407009	62,193		
248	1915407010	38,344		
249	1915407026	39,873		
250	1915407027	39,873		
251	1915407028	15,039		
252	1915407029	15,039		
253	1915407030	48,169		
254	1915407031	55,901	Y	
255	1915407032	55,901		
256	1915407038	68,743		
257	1915407039	64,922		Mixed Use
258	1915407040	72,565		
259	1915407041	65,441		
260	1915407042	65,925		
261	1915407043	67,047		Mixed Use

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
262	1915407048	580,033		
263	1915407049	23,543		
264	1915407050	57,055		Mixed Use (part of 1915407038,-039 & -040)
265	1915407053	65,480		
266	1915407054	50,033		
267	1915414025	Exempt		Mixed Use
268	1915414026	59,718		
269	1915414027	59,718		
270	1915414028	6,524		
271	1915414029	3,861		
272	1915414030	20,814		
273	1915414031	19,416		Single Family
274	1915414032	20,001		
275	1915414033	31,898		Multi-Family
276	1915414034	67,352		
277	1915414038	13,175		
278	1915414039	20,173		
279	1915414040	6,524		Single Family (2 structures)
280	1915414041	60,220		Mixed Use
281	1915414042	99,338		Mixed Use
282	1915414043	6,524	Y	
283	1915414044	92,290		Mixed Use
284	1915414045	51,367		
285	1915414046	125,700		
286	1915414047	208,747		
287	1915414048	Exempt		
288	1915422021	13,145		
289	1915422022	14,315		
290	1915422023	46,646		
291	1915422024	46,646		
292	1915422025	65,835		
293	1915422026	14,206		
294	1915422027	14,206		
295	1915422028	14,206		
296	1915422029	14,063		
297	1915422030	14,063		
298	1915422033	102,965		
299	1915422038	14,206		
300	1915422039	90,930		Mixed Use
301	1915422040	59,176		
302	1915422041	50,290		
303	1915422042	79,034		
304	1915422044	54,851		
305	1915422045	76,412		Multi-Family
306	1915423031	78,838		
307	1915423032	78,838		
308	1915423033	43,775		
309	1915423034	48,533		
310	1915423035	96,138		
311	1915423036	46,598		Mixed Use
312	1915423037	46,441		
313	1915423038	20,243		
314	1915424031	94,717		Mixed Use

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
315	1915424032	38,652		Mixed Use
316	1915424033	57,412		Mixed Use
317	1915424034	76,641		
318	1915424035	59,799		Multi-Family
319	1915424036	61,297		Multi-Family
320	1915424037	61,624		
321	1915424038	24,201		Mixed Use
322	1915424039	57,142		
323	1915425034	69,491		
324	1915425035	76,227		Mixed Use
325	1915425040	62,064		
326	1915425041	137,720		Mixed Use
327	1915425043	164,781		Mixed Use
328	1915425044	63,586		
329	1915426031	80,464		
330	1915426032	46,656		
331	1915426033	44,309		
332	1915426034	135,431		
333	1915426035	15,636		
334	1915426036	17,029		
335	1915426040	76,728		
336	1915427032	17,984		
337	1915427033	17,086		
338	1915427034	15,309		
339	1915427035	72,506		
340	1915427036	66,001		
341	1915427037	64,499		
342	1915427038	89,481		
343	1915427041	116,433		
344	1915428032	50,936		Multi-Family
345	1915428033	68,309		
346	1915428034	41,693		Multi-Family
347	1915428035	103,214		
348	1915428036	8,632		
349	1915428037	34,560		Mixed Use
350	1915428038	79,128		Mixed Use
351	1915428039	90,165		
352	1915428040	78,808		Mixed Use
353	1915429039	52,043		
354	1915429040	124,507		
355	1915430016	44,721		
356	1915430017	44,721		
357	1915430018	23,074		
358	1915430019	76,445		Mixed Use
359	1915430020	88,580		Mixed Use
360	1915430021	77,990		
361	1915430022	57,628		
362	1915430023	17,958		
363	1915430024	149,707		
364	1915430025	21,324		
365	1915430026	22,198		
366	1915430027	9,786		
367	1915430028	61,410		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
368	1915430031	Exempt		
369	1915430032	Exempt		
370	1915430033	Exempt		Multi-Family
371	1915430034	Exempt		
372	1915430035	Exempt		
373	1915430036	56,213		
374	1915430037	56,213		
375	1915430040	38,323		
376	1915430041	87,401		
377	1915430042	114,314		
378	1915500003	Railroad		
379	1915501001	Railroad		
380	1922101005	71,078		
381	1922101006	71,152		
382	1922101007	13,437		
383	1922101008	13,513		
384	1922101041	25,817		
385	1922101042	14,751		
386	1922101043	146,668		
387	1922102041	207,088		
388	1922103001	83,822		
389	1922103002	53,929		
390	1922103003	46,155		
391	1922103004	28,849		
392	1922103005	49,645		
393	1922103006	49,645		
394	1922106001	76,087		
395	1922106002	139,756		
396	1922106003	139,756		
397	1922106004	139,756		
398	1922106005	139,756		
399	1922106006	76,087		
400	1922106007	14,588		
401	1922106008	7,194		
402	1922106009	7,194		
403	1922106010	238,015		
404	1922121017	74,840		
405	1922121034	215,082		
406	1922200043	228,961		
407	1922201005	39,604		
408	1922201006	46,665		Multi-Family
409	1922201007	87,189		Mixed Use
410	1922201040	142,441		Multi-Family
411	1922202001	118,105		
412	1922202002	64,808		Mixed Use
413	1922202003	13,199		
414	1922202006	71,632		Mixed Use
415	1922202007	7,294		
416	1922202008	63,734		
417	1922202009	103,000		Mixed Use
418	1922202010	53,070		Mixed Use
419	1922202042	57,044		
420	1922202043	6,418		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
421	1922203001	75,050		
422	1922203002	14,708		
423	1922203003	14,708		
424	1922203004	43,081		
425	1922203005	67,760		Mixed Use
426	1922203041	57,933		
427	1922203042	59,147		Multi-Family
428	1922203043	74,699		Mixed Use
429	1922204001	75,970		
430	1922204002	51,034		Multi-Family
431	1922204003	51,034		
432	1922204004	52,204		
433	1922204005	79,922		
434	1922204006	79,922		
435	1922204007	79,922		
436	1922204008	79,922		
437	1922204039	77,092		
438	1922205006	78,322		Multi-Family
439	1922205007	96,807		
440	1922205008	7,194		
441	1922205009	7,194		
442	1922205010	7,194		
443	1922205041	173,128		
444	1922206001	70,733		
445	1922206002	54,406		Multi-Family
446	1922206003	52,993		
447	1922206004	67,520		
448	1922206005	22,034		
449	1922206006	33,847		Single Family
450	1922206007	33,847		Multi-Family
451	1922206008	56,686		Multi-Family
452	1922206009	47,493		
453	1922206010	47,493		
454	1922207001	137,035		
455	1922207002	65,234		
456	1922207003	65,234		
457	1922207004	80,238		
458	1922207005	80,238		
459	1922207006	41,261		
460	1922207007	42,815		
461	1922207008	42,815		
462	1922207009	15,111		
463	1922207024	73,009		
464	1922207025	84,454		
465	1922207026	84,454		
466	1922207027	79,148		
467	1922207028	16,790		
468	1922207029	90,259		
469	1922207030	16,580		
470	1922207032	141,868		
471	1922207033	44,773		
472	1922207034	44,773		
473	1922207035	45,178		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
474	1922207036	48,272		
475	1922207037	44,073		
476	1922207038	53,713		
477	1922207041	79,052		
478	1922207042	2,915		
479	1922215028	13,812		
480	1922215029	71,128		
481	1922215030	51,895		
482	1922215031	55,114		
483	1922215032	31,183		
484	1922215033	31,183		
485	1922215034	31,183		
486	1922215035	31,183		
487	1922215036	32,452		
488	1922215037	32,452		
489	1922215038	31,183		
490	1922215039	Exempt		
491	1922215040	Exempt		
492	1922215042	774,806		
493	1922221028	37,741		
494	1922221029	32,546		
495	1922221030	31,986		
496	1922221031	31,986		
497	1922221032	42,606		
498	1922221033	42,606		
499	1922221034	69,506		
500	1922221035	69,506		
501	1922221036	66,206		
502	1922221037	14,939		
503	1922221038	14,939		
504	1922221039	14,939		
505	1922221040	13,624		
506	1922221041	14,442		
507	1922225021	86,424		
508	1922225022	81,969		
509	1922225023	19,902		Single Family
510	1922225024	67,926		
511	1922225025	73,929		
512	1922225026	29,246		
513	1922225029	46,504		
514	1922225030	46,504		
515	1922225031	64,335		
516	1922225032	64,335		
517	1922225033	64,335		
518	1922225034	64,335		
519	1922225035	64,335		
520	1922225036	80,430		
521	1922225037	79,237		
522	1922225038	79,237		
523	1922225039	14,732		
524	1922225040	13,430		
525	1922225041	99,185		
526	1922407021	153,121		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
527	1922407022	98,490		
528	1922407026	12,757		
529	1922407027	72,523		
530	1922407028	68,445		
531	1922407029	76,972		Mixed Use
532	1922407030	58,321		
533	1922407031	58,511		
534	1922407044	93,784		
535	1922407045	15,309		
536	1922407046	510,094		
537	1922415029	16,478		
538	1922415030	57,595		Single Family
539	1922415031	51,132		
540	1922415032	71,376		
541	1922415033	6,481		Mixed Use
542	1922415034	22,311		
543	1922415035	12,580		Mixed Use
544	1922415036	12,580		
545	1922415037	109,056		
546	1922415038	109,056		
547	1922415039	12,580		
548	1922415040	12,580		
549	1922415041	12,757		
550	1922415042	12,757		
551	1922415043	108,875		
552	1922415044	108,297		
553	1922415045	361,390		
554	1922419020	11,253		
555	1922419021	12,112		
556	1922419022	64,320		
557	1922419023	64,320		
558	1922419024	33,828		
559	1922419025	39,583		
560	1922419026	45,455		
561	1922419027	109,708		
562	1922419028	38,142		
563	1922419029	12,757		
564	1922419030	12,757		
565	1922419031	25,692		
566	1922419032	63,300		
567	1922419034	12,844		
568	1922419035	12,456		
569	1922419036	39,055		
570	1922419037	39,055		
571	1922419038	12,456		
572	1922419039	12,641		
573	1922419050	37,248		
574	1922500001	Railroad		
575	1922500002	Railroad		
576	1923100001	172,312		
577	1923100002	56,124		
578	1923100003	56,124		
579	1923100004	41,298		Mixed Use

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
580	1923100008	128,108		Mixed Use
581	1923100009	33,435		
582	1923100010	33,435		Mixed Use
583	1923100011	14,261		
584	1923100012	14,261		
585	1923100013	57,094		
586	1923100014	57,094		Mixed Use
587	1923100042	228,940		
588	1923100043	229,310		
589	1923100044	71,802		Multi-Family
590	1923101001	Exempt		
591	1923101002	Exempt		
592	1923101012	Exempt		
593	1923101013	Exempt		
594	1923101014	8,044		
595	1923101015	66,073		
596	1923101016	14,603		
597	1923101017	11,192		
598	1923101018	11,192		
599	1923101019	5,958		
600	1923101020	45,558		
601	1923101021	43,458		
602	1923101022	18,619		
603	1923101023	78,104		Single Family
604	1923101024	78,788		
605	1923101051	Exempt		
606	1923102001	149,190		
607	1923102002	64,089		
608	1923102003	46,748		
609	1923102016	36,328		
610	1923102017	37,152		
611	1923102039	53,390		
612	1923103001	31,105		
613	1923103002	31,105		
614	1923103003	31,105		
615	1923103004	31,105		
616	1923103005	11,608		
617	1923103006	11,608		
618	1923103007	102,782		
619	1923103008	102,782		Multi-Family
620	1923103009	11,192		
621	1923103010	36,077		
622	1923103011	39,352		Mixed Use
623	1923103012	67,913		
624	1923103013	67,913		
625	1923103014	12,074		
626	1923103041	Exempt		
627	1923103042	Exempt		
628	1923103043	502,421		
629	1923104044	370,055		
630	1923108001	15,939		
631	1923108002	86,653		
632	1923108003	78,402		

1998 Estimated EAV by Tax Parcel

COUNT	ASSEESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
633	1923108004	13,470		
634	1923108005	101,069		
635	1923108006	101,069		
636	1923108007	7,776		
637	1923108008	94,464		
638	1923108009	93,042		
639	1923112001	86,810		
640	1923112002	97,692		
641	1923112003	14,522		
642	1923112004	14,522		
643	1923112005	99,696		
644	1923112006	97,158		
645	1923112007	97,158		
646	1923112008	149,997		
647	1923112009	82,363		
648	1923116036	21,110		Mixed Use
649	1923116059	272,767		
650	1923120001	11,680		
651	1923120002	11,680		
652	1923120003	11,680		
653	1923120004	11,680		
654	1923120005	26,220		
655	1923120006	39,410		
656	1923120007	26,499		
657	1923120008	23,593		
658	1923124002	317,095		Mixed Use
659	1923124004	93,082		
660	1923124039	82,734		
661	1923124040	76,724		
662	1923124043	16,766		
663	1923124044	5,336		
664	1923126004	90,459		
665	1923126043	144,599		
666	1923126044	343,330		
667	1923300001	20,205		
668	1923300002	16,083		
669	1923300003	107,231		
670	1923300004	42,076		
671	1923300005	77,790		
672	1923300006	77,790		Mixed Use
673	1923300007	57,552		
674	1923300010	89,792		Mixed Use (part of 1923300045)
675	1923300044	10,143		
676	1923300045	69,654		Mixed Use
677	1923304039	317,720		
678	1923308001	122,964		
679	1923308002	99,752		
680	1923312001	122,247		
681	1923312002	118,713		
682	1923312007	26,045		
683	1923312008	33,472		
684	1923312009	33,472		
685	1923312010	29,579		

1998 Estimated EAV by Tax Parcel

COUNT	ASSESSEE PIN#	1998 EAV	TAX DELINQUENT	RESIDENTIAL BUILDING / UNIT (1)
686	1923316001	49,804		
687	1923316002	42,737		
688	1923316003	42,737		
689	1923316004	42,737		
690	1923316005	26,963		
691	1923316006	26,963		
692	1923316007	75,902		
693	1923316008	156,349		
694	1923316009	50,818		
695	1923316010	13,760		
696	1923320010	77,116		
	TOTAL	58,213,611		

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