LITTLE VILLAGE INDUSTRIAL CORRIDOR REDEVELOPMENT PLAN AND PROJECT

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The City of Chicago

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This plan is subject to review and may be revised after comment and public hearing.

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1. INTRODUCTION

This document presents a Tax Increment Redevelopment Plan and Project (the "Plan") under the requirements of the *Tax Increment Allocation Redevelopment Act* (65 ILCS 5/11-74.4-1 et seq.), as amended (the "Act") for the Little Village Industrial Corridor Redevelopment Project Area (the "Project Area") located in the City of Chicago, Illinois (the "City"). The Project Area is irregular in shape but encompasses certain properties in the area generally bounded by the Chicago City Limits on the west, West 28th Street, West 31st Street and West 33rd Street on the north, South Kedzie Avenue and South Central Park Avenue on the east, and the Canadian National Railroad right-of-way and Chicago Sanitary and Ship Canal on the south. More specifically, boundaries begin with the Chicago City Limits on the west, continuing along the southern boundary of the 26th/Kostner TIF on the north, then continuing along South Kilbourn Avenue, the alley between South Kilbourn Avenue and South Kenneth Avenue, South Kostner Avenue, West 31st Street, South Keeler Avenue, West 33rd Street, the alley between South Ridgeway Avenue and South Lawndale Avenue, South Lawndale Avenue, the alley between South Lawndale Avenue and South Millard Avenue, West 32nd Street, South Millard Avenue, West 31st Street, South Kedzie Avenue, the Sanitary and Ship Canal TIF and the Chicago Sanitary and Ship Canal to the Chicago City Limits. The Project Area boundaries are delineated on *Figure 1: Redevelopment Project Area Boundary* in *Appendix A* and legally described in *Appendix B*.

The Project Area contains 238 tax parcels, four of which are divided for tax purposes to reflect leasehold interests. The Project Area is approximately 656 acres in size, including rights-of-way. Approximately 44 acres of land are dedicated to streets, alleys and other public rights-of-way, leaving 612 acres of net land area. Active railroad lines run the length of the Project Area immediately south of the West 33rd Street right-of-way and the Indiana Belt Line railroad forms a significant barrier immediately west of the Chicago City Limits in neighboring Cicero. The Project Area consists of improved property containing a wide variety of manufacturing, utility, warehouse, distribution and industrial service uses. Much of the Project Area is devoted to varying types of open storage. The Project Area includes Little Village High School, Piotrowski Park and two major Chicago Department of Streets and Sanitation facilities. Commonwealth Edison, the Midwest Generation Crawford Station, and Peoples Gas represent major landowners in the central portion of the Project Area. The Project Area also includes a small pocket of marginal residential uses and vacant land on the west side of Millard Avenue, south of West 32nd Street. The majority of the buildings in the Project Area are 35 years or older.

This Plan responds to problem conditions within the Project Area and reflects a commitment by the City to improve and revitalize the Project Area. As described in this Plan, the Project Area has potential for new industrial development. Certain public investments related to infrastructure and streetscape improvements are needed to prevent the Project Area from becoming blighted, enhance the Project Area as an industrial district and ensure appropriate transitions to the adjacent residential neighborhoods.

The Plan summarizes the analyses and findings of Camiros, Ltd. and its subconsultants (collectively the "Consultants") which, unless otherwise noted, are the responsibility of the Consultants. The City is entitled to rely on the findings and conclusions of this Plan in designating the Project Area as a redevelopment project area under the Act. The Consultants have prepared this Plan and the related eligibility study with the understanding that the City would rely on: 1) the findings and conclusions of the Plan and the related eligibility study in proceeding with the designation of the Project Area and the adoption and implementation of the Plan, and 2) the fact that the Consultants have obtained the necessary information to conclude that the Plan and the related eligibility study are in compliance with the Act.

The Plan presents certain conditions, research and analysis undertaken to document the eligibility of the Project Area for designation as an improved conservation area tax increment financing ("TIF") district. The need for public intervention, goals and objectives, land use policies and other policy materials are presented in the Plan. The results of a study documenting the eligibility of the Project Area as a conservation area are presented in *Appendix C: Eligibility Study* (the "Study").

Tax Increment Financing

In adopting the Act, the Illinois State Legislature found at Section 5/11-74.4-2(a) that:

> ... there exist in many municipalities within this State blighted, conservation and industrial park conservation areas, as defined herein; that the conservation areas are rapidly deteriorating and declining and may soon become blighted areas if their decline is not checked...;

and also found at Section 5/11-74.4-2(b) that:

> ... in order to promote and protect the health, safety, morals, and welfare of the public, that blighted conditions need to be eradicated and conservation measures instituted, and that redevelopment of such areas be undertaken... The eradication of blighted areas and treatment and improvement of conservation areas and industrial park conservation areas by redevelopment projects is hereby declared to be essential to the public interest.

In order to use the tax increment financing technique, a municipality must first establish that the proposed redevelopment project area meets the statutory criteria for designation as a "blighted area," or a "conservation area." A redevelopment plan must then be prepared which describes the development or redevelopment program intended to be undertaken to reduce or eliminate those conditions which qualified the redevelopment project area as a "blighted area" or "conservation area," or combination thereof, and thereby enhance the tax bases of the taxing districts which extend into the redevelopment project area. The statutory requirements are set out at 65 ILCS 5/11-74.4-3, et seq.

The Act provides that, in order to be adopted, the Plan must comply with the following requirements under 5/11-74.4-3(n):

(1) The 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 be reasonably anticipated to be developed without the adoption of the redevelopment plan;
(2) The municipality finds that the redevelopment plan and project conform to the comprehensive plan for the development of the municipality as a whole, or, for municipalities with a population of 100,000 or more, regardless of when the redevelopment plan and project was adopted, the redevelopment plan and project either: (i) conforms to the strategic economic development or redevelopment plan issued by the designated planning authority of the municipality, or (ii) includes land uses that have been approved by the planning commission of the municipality;
(3) The redevelopment plan establishes the estimated dates of completion of the redevelopment project and retirement of obligations issued to finance redevelopment project costs (which dates shall not be later than December 31 of the year in which the payment to the municipal treasurer as provided in Section 8 (b) of the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving the redevelopment project area is adopted);
(4) The municipality finds, in the case of an industrial park conservation area, also that the municipality is a labor surplus municipality and that the implementation of the redevelopment plan will reduce unemployment, create new jobs and by the provision of new facilities enhance the tax base of the taxing districts that extend into the redevelopment project area;
(5) If any incremental revenues are being utilized under Section 8 (a) (1) or 8 (a) (2) of the Act in redevelopment project areas approved by ordinance after January 1, 1986 the municipality finds (a) that the redevelopment project area would not reasonably be developed without the use of such incremental revenues, and (b) that such incremental revenues will be exclusively utilized for the development of the redevelopment project area; and
(6) If the redevelopment plan will not result in displacement of residents from 10 or more inhabited residential units, and the municipality certifies in the plan that such displacement will not result from implementation of the plan, a housing impact study need not be performed. If the redevelopment project area contains 75 or more inhabited residential units and such a certification is not made, then the municipality must prepare a housing impact study.

Redevelopment projects are defined as any public or private development projects undertaken in furtherance of the objectives of the redevelopment plan in accordance with the Act. The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, conservation, or industrial park conservation areas and to finance eligible "redevelopment project costs" with incremental property tax revenues. "Incremental Property Tax" or "Incremental Property Taxes" are derived from the increase in the current equalized assessed value ("EAV") of real property within the redevelopment project area over and above the "Certified Initial EAV" of such real property. Any increase in EAV is then multiplied by the current tax rate to arrive at the Incremental Property Taxes. A decline in current EAV does not result in a negative Incremental Property Tax.

To finance redevelopment project costs, a municipality may issue obligations secured by Incremental Property Taxes to be generated within the redevelopment 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. This financing mechanism allows the municipality to capture, for a certain number of years, the new tax revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, improvements and activities, various redevelopment projects, and the reassessment of properties. This revenue is then reinvested in the area through rehabilitation, developer subsidies, public improvements and other eligible redevelopment activities. Under tax increment financing, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the redevelopment project area. Additionally, taxing districts can receive distributions of excess Incremental Property Taxes when annual Incremental Property Taxes received exceed principal and interest obligations for that year and redevelopment project costs necessary to implement the redevelopment plan have been paid and such excess Incremental Property Taxes are not otherwise required, pledged or otherwise designated for other redevelopment projects. Taxing districts also benefit from the increased property tax base after redevelopment project costs and obligations are paid in full.

The City authorized an evaluation to determine whether a portion of the City to be known as the Little Village Industrial Redevelopment Project Area qualifies for designation as a redevelopment project area under the provisions contained in the Act. If the Project Area so qualifies, the City also authorized the preparation of a redevelopment plan for the Project Area in accordance with the requirements of the Act.

Little Village Industrial Corridor Redevelopment Project Area Overview

The Project Area is approximately 656 acres in size and includes 238 contiguous parcels and public rights-of-way. The Project Area consists primarily of improved industrial property and active railroad rights-of-way with the tax parcels located on 40 tax blocks. Seven tax blocks are made up entirely of railroad property. One tax block is zoned for residential use. Of the 15 tax parcels on this block, six are in active industrial use and five are vacant lots. Five residential buildings with a total of eight dwelling units are found on the four other tax parcels.

In order to be designated as a conservation area, 50% or more of the structures within the Project Area must be 35 years of age or older. The Project Area contains 104 buildings, 74 of which were built in 1972 or earlier, representing 71% of all buildings.

A housing impact study is not a required element of this Plan. There are eight residential units in the Project Area, a number that is below the statutory threshold for preparation of a housing impact study.

The Project Area is characterized by:

- Dilapidation;
- Obsolescence;
- Deterioration;
- Structures below minimum code standards;
- Excessive vacancies;
- Inadequate utilities;
- Excessive land coverage and overcrowding of structures and community facilities;
- Deleterious land use or layout;
- Environmental clean-up requirements; and
- Lack of community planning.

As a result of these conditions, the Project Area is in need of revitalization, rehabilitation and redevelopment. In recognition of the unrealized potential of the Project Area, the City is taking action to facilitate its revitalization. The Project Area, as a whole, has not been subject to growth and development by private enterprise and would not reasonably be anticipated to be developed without adoption of the Plan.

The purpose of the Plan is to create a mechanism to facilitate industrial infrastructure improvements, protect the Project Area as an industrial district, allow for new industrial development on underutilized industrial land, and enhance the redevelopment potential of obsolete industrial uses. The revitalization of the Project Area is also expected to result in improved buffers between the Project Area and adjacent residential neighborhoods.

The *Eligibility Study*, attached as *Appendix C*, concludes that property in the Project Area is experiencing deterioration and disinvestment. The analysis of conditions within the Project Area indicates that it is appropriate for designation as a conservation area under the requirements of the Act.

The Plan has been formulated in compliance with the provisions of the Act. This document is a guide to all proposed public and private actions in the Project Area.

2. PROJECT AREA DESCRIPTION

The Project Area is adjacent to two existing TIF districts. These are the 26th/Kostner TIF to the north and the Sanitary and Ship Canal TIF to the south and east as shown in *Figure 2: Adjacent TIF Districts* in *Appendix A*. Nearly all of the Project Area is located within the Little Village Industrial Corridor, as shown in *Figure 3: Industrial Corridors* in *Appendix A*. The Project Area includes only contiguous parcels and qualifies for designation as a conservation area under the Act. The proposed Project Area includes only that area that is anticipated to substantially benefit by the proposed redevelopment project improvements.

Community Context

The Project Area lies at the southern edge of the South Lawndale Community Area. Although well located, the physical barriers that define the edges of the Project Area tend to isolate this industrial district and make it more attractive for truck storage and distribution than for manufacturing uses. Railroad freight lines separate the industrial activity of the Project Area from the residential neighborhoods of Little Village, as the South Lawndale Community Area is now commonly known. The Sanitary and Ship Canal, railroad property and the Stevenson Expressway combine to strongly define the southern edge of the Project Area.

Industrial Corridor Characteristics

The Project Area includes most of the Little Village Industrial Corridor, designated in November 2004, combining parts of the Roosevelt/Cicero and Western/Ogden industrial corridors that frame the South Lawndale Community Area and its Little Village neighborhoods. The industrial districts that surround Little Village have changed dramatically from the years when large factories employed thousands of workers. The eastern portion of the Project Area developed between 1920 and 1960 with the construction of large manufacturing and utility plants. As late as 1970 a significant portion of the western half of the Project Area consisted of vacant land. As land for distribution and warehousing activities became more costly closer to the center of Chicago, much of the available land in the Project Area and adjacent industrial districts began to be converted to open storage and distribution uses.

Current Land Use and Zoning

Today, the Project Area includes a mix of manufacturing uses, auto parts and salvage yards, freight operations, warehousing, waste transfer, recycling and storage uses. The central portion of the Project Area, located on either side of South Pulaski Road, is dominated by Midwest Generation's Crawford Station and Commonwealth Edison facilities that distribute power to much of the Chicago area. The distribution of the various types of land use in the Project Area is represented in *Figure 4: Existing Land Use*, found in *Appendix A*.

Current zoning generally reflects the pattern of existing land use in the Project Area and is reflected in *Figure 5: Existing Zoning* in *Appendix A*. There is a small pocket of residentially zoned land in the block bounded by South Lawndale Avenue, West 32nd Street, South Millard Avenue and West 33rd Street. This property appears to be in the process of transitioning to industrial use. Vacant land along South Lawndale Avenue is being used for industrial storage and an adjacent industrial property owner has purchased several parcels along South Millard Avenue.

Transportation Characteristics

There are very few public streets within the Project Area, with many industrial users relying on private industrial roads and shared access drives for access to facilities. West 31st Street, South Pulaski Avenue and South Kedzie Avenue provide primary access to the Project Area. South Pulaski Road, which runs through the middle of the Project Area, and South Kedzie Avenue at the eastern edge of the Project Area provide access to the Stevenson Expressway. Access to the Stevenson Expressway is also available via Cicero Avenue which must be accessed from West 31st Street in the Town of Cicero.

Active rail lines help to define the boundaries of the Project Area. However, only a few of the industrial users have active rail spurs. The transportation infrastructure available to serve the Project Area and provide freight access is shown in *Figure 6: Transportation System*.

There are four CTA bus routes that serve the Project Area. They all run in a north-south direction. West 31st Street, the only continuous east-west street in the Project Area, is not served by a bus route.

- #52 Kedzie/California – operates in both directions along Kedzie Avenue and North California between 49th Street and Roscoe, with connections to CTA Orange, Pink, Blue and Green Line stations.
- #53 Pulaski – runs between 31st/Komensky on the south and Pulaski/Peterson on the north, connecting with Pink, Blue and Green Line CTA stations.
- #53A South Pulaski runs between 31st/Komensky on the north and Pulaski/111th on the south and connects to the CTA Orange Line.
- #82 Kimball/Homan – provides service between Lawndale/31st and Devon/Kedzie to the north. After 9 p.m. daily, the southern terminal is extended west of Lawndale/31st to Komensky/31st. This route connects with the Central Park Pink Line station.

Community Facilities and Historic Resources

Public facilities within the Project Area include Little Village High School, Piotrowski Park, a Streets and Sanitary Department facility on South Kedzie Avenue south of 31st Street and the City recycling center in the block bounded by South Lawndale Avenue, South Hamlin Avenue, West 34th Street and West 35th Street. The now-closed Washburne Trade School property owned by the Chicago Board of Education anchors the southwest corner of West 31st Street and South Kedzie Avenue.

Commonwealth Edison, Midwest Generation and Peoples Gas are major property owners in the central portion of the Project Area on either side of South Pulaski Road. Midwest Generation's Crawford Station is located on the east side of South Pulaski Road and Commonwealth Edison has a major distribution facility on the west side of South Pulaski Road. The Metropolitan Water Reclamation District of Chicago owns several parcels along the Sanitary and Ship Canal and leases four of them to Peoples Gas. Public facilities and property owned by public and private utilities within the Project Area are shown in *Figure 7: Public Facilities and Utilities* in *Appendix A*.

In a search of the Chicago Landmarks Historic Resources Survey (CHRS), three properties were identified that are classified as "Orange" buildings that possess potentially significant architectural or historical features. These include two Washburne Trade School buildings located at 3100-3148 South Kedzie Avenue and 3231-3337 West 31st Street, the Crawford Switching Station located at 3200 South Kilbourn Avenue and the Commonwealth Edison Substation, located at 3501 South Pulaski Road. In addition, there is one historic rooftop water tank within the Project Area, located on top of the Washburne Trade School building at 3333-3345 West 31st Street.

3. ELIGIBILITY OF THE PROJECT AREA FOR DESIGNATION AS A REDEVELOPMENT PROJECT AREA

The Project Area on the whole has not been subject to growth and development through investment by private enterprise. Based on the conditions present, the Project Area is not likely to be comprehensively or effectively developed without the adoption of the Plan. Between May and August 2006, studies were undertaken to establish whether the proposed Project Area is eligible for designation as a "blighted area" or "conservation area" in accordance with the requirements of the Act. This analysis concluded that the Project Area qualifies for designation as a redevelopment project area in accordance with the "conservation area" definitions contained in the Act. The analysis showed that a sufficient number of eligibility factors are present in the Project Area to also allow designation as a "blighted area" under the Act. However, because the intent of the Plan is to conserve industrial uses and enhance the Project Area's current industrial character, use of the conservation area eligibility criteria was determined to be more desirable.

In order to be designated as a conservation area, 50% or more of the buildings within the Project Area must be 35 years of age or older. The majority of buildings (74 of 104) are more than 35 years of age, with 71% having been built in 1972 or before. Once the age requirement has been met, the presence of three of the 13 conditions stated in the Act is required for designation of improved property as a conservation area. These conditions must be meaningfully present and reasonably distributed within the Project Area. Of the 13 conditions cited in the Act for improved property, five conditions are present within the Project Area to a major extent. Each of these conditions is reasonably distributed within the Project Area. The following conditions have been used to establish eligibility for designation as a conservation area:

- Deterioration
- Inadequate utilities
- Excessive land coverage and overcrowding of community facilities
- Deleterious land use or layout
- Lack of community planning

Five additional conditions were documented as being present to a minor extent within the Project Area. These are:

- Dilapidation
- Obsolescence
- Presence of structures below minimum code standards
- Excessive vacancies
- Environmental clean-up requirements

These conditions were not used to establish eligibility of the Project Area for designation as a conservation area, but help to illustrate the need for public intervention to prevent the Project Area from becoming blighted. For more detail on the basis for eligibility, refer to *Appendix C: Eligibility Study*.

Need for Public Intervention

The analysis of conditions within the Project Area included an evaluation of construction activity between 2002 and 2006. *Table 1: Building Permit Activity* summarizes private construction activity within the Project Area by year and project type.

Table 1:
BUILDING PERMIT ACTIVITY (2002-2006)

	2002	2003	2004	2005	2006	Total
Construction Value						
New Construction	$6,137,100	$105,000	$75,000	$0	$0	**$6,317,100**
Additions	$0	$0	$0	$0	$213,000	**$213,000**
Rehab/Repairs	$15,000	$224,000	$0	$0	$0	**$239,000**
Demolition	$10,400	$7,700	$0	$272,000	$19,000	**$309,100**
Total	**$6,162,500**	**$336,700**	**$75,000**	**$272,000**	**$232,000**	**$7.078,200**
# of Permits Issued						
New Construction	4	3	1	0	0	**8**
Additions	0	0	0	0	1	**1**
Rehab/Repairs	1	4	0	0	0	**5**
Demolition	1	1	0	2	1	**5**
Total	**6**	**8**	**1**	**2**	**2**	**19**

Source: City of Chicago, Dept. of Buildings

During this five-year period, a total of 19 building permits were issued for property within the Project Area. The majority of private investment activity in the Project Area occurred in 2002 when building permits were issued for three major projects. These include the R & L Carriers freight distribution and La Grou Distribution facilities west of South Pulaski Road and the MRC Polymers facility at South Central Park Avenue and West 31st Street. The most substantial investment in the Project Area in recent years is the construction of Little Village High School at West 31st Street and South Kostner Avenue at a cost of approximately $55.6 million. The cost of this public facility is nearly eight times the total value of all types of private investment for the past five years.

In analyzing the building permit activity, it should be recognized that a certain level of activity occurs to address basic maintenance needs, which appears to account for only around 10% of the construction activity over the five year analysis period. Since approximately 60% of the buildings in the Project Area that are more than 35 years of age are also deteriorated, a significantly higher level of investment and redevelopment in the Project Area is needed to prevent the Project Area's decline. There is little incentive for developers to initiate new projects in the Project Area or make major investments without public assistance through the use of tax increment financing or other incentive programs.

4. REDEVELOPMENT PLAN GOALS AND OBJECTIVES

The proposed Plan is consistent with City plans for the Project Area. The land uses conform to those approved by the Chicago Planning Commission for the project Area. The following goals and objectives are provided to guide development in the Project Area.

General Goals

- Improve the viability of the Project Area for long term industrial use.
- Provide for the orderly transition from outmoded to economically sustainable land development patterns.
- Create an attractive environment that encourages new industrial development and increases the tax base within the Project Area.
- Encourage redevelopment on parcels that are underutilized and vacant.
- Reduce or eliminate deleterious conditions within the Project Area.
- Upgrade public infrastructure to better meet the needs of current and future employers.

Redevelopment Objectives

- Encourage private investment, including expansion of existing facilities, rehabilitation or replacement of deteriorated, dilapidated or obsolete facilities, and new development on underutilized land.
- Improve industrial transportation access.
- Direct development activities to appropriate locations within the Project Area in accordance with the land use plan and general land use strategies.
- Attract sustainable, environmentally friendly industry and opportunities for local workers.
- Link workforce development to employer needs.
- Support environmental remediation efforts to allow contaminated properties to be returned to productive use.
- Ensure that public and private utility service is available to meet the needs of current and future industrial users.
- Work with property owners and redevelopers to ensure provision of reasonably required off-street parking, facilities for proper loading and service, and proper access to public rights-of-way.
- Identify opportunities to improve buffering between industrial uses in the Project Area and the surrounding residential neighborhood.
- Encourage consolidation of small tax parcels under common ownership into parcels of adequate size for contemporary industrial development.
- Support efforts to upgrade industrial facilities by ensuring that buildings meet minimum code standards.
- Work with the local industrial council to market available properties and minimize the amount of vacant and underutilized property in the Project Area.

Design Objectives

- Enhance the appearance of West 31st Street and West 33rd Street and other arterial streets within the Project Area through streetscape improvements.
- Build corridor identity around a signature industrial activity.
- Establish a dedicated industrial road south of West 31st Street with connections to Cicero Avenue and South Pulaski Road.

5. REDEVELOPMENT PLAN

The City proposes to achieve the Plan's goals through the use of public financing techniques, including tax increment financing, and by undertaking some or all of the following actions:

Property Assembly and Site Preparation

To meet the goals and objectives of the Plan, the City may acquire and assemble property throughout the Project Area. Land assemblage by the City may be by purchase, exchange, donation, lease, eminent domain, through the Tax Reactivation Program or other programs and may be for the purpose of: (a) sale, lease or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties. As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and development.

In connection with the City exercising its power to acquire real property, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary 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.

Intergovernmental and Redevelopment Agreements

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").

Terms of redevelopment as part of a redevelopment project may be incorporated in appropriate redevelopment agreements. For example, the City may agree to reimburse a developer for incurring certain eligible redevelopment project costs under the Act. Such agreements may contain specific development controls as allowed by the Act.

Affordable Housing

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, or any successor agency. Generally, this means the affordable for-sale units should be priced at a level that is affordable to persons earning no more than 100% of the area median income and affordable rental units should be affordable to persons earning no more than 60% of the area median income. New residential development is not an element of this Plan.

Job Training

To the extent allowable under the Act, job training costs may be directed toward training activities designed to enhance the competitive advantages of the Project Area and to attract additional employers to the Project Area. Working with employers and local community organizations, job training and job readiness programs may be provided that meet employers' hiring needs, as allowed under the Act.

A job readiness/training program is a component of the Plan. The City expects to encourage hiring that maximizes job opportunities for Chicago residents, especially those persons living in and around the Project Area.

Relocation

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

Analysis, Professional Services and Administrative Activities

The City may undertake or engage professional consultants, engineers, architects, attorneys, and others to conduct various analyses, studies, administrative, legal or other professional services to establish, implement and manage the Plan.

Provision of Public Improvements and Facilities

Adequate public improvements and facilities may be provided to service the Project Area. Public improvements and facilities may include, but are not limited to construction of new public streets, industrial road improvements, street closures to facilitate assembly of development sites, upgrading streets, signalization improvements, provision of streetscape amenities, parking improvements and utility improvements. Enhancements to Piotrowski Park and Little Village High School as well as linkages between these public facilities may also be considered.

Financing Costs Pursuant to the Act

Interest on any obligations issued under the Act accruing during the estimated period of construction of the redevelopment project and other financing costs may be paid from the Incremental Property Tax revenues pursuant to the provisions of the Act.

Interest Costs Pursuant to the Act

Pursuant to the Act, the City may allocate a portion of the incremental tax revenues to pay or reimburse developers for interest costs incurred in connection with redevelopment activities in order to enhance the redevelopment potential of the Project Area.

6. REDEVELOPMENT PROJECT DESCRIPTION

The Plan seeks to encourage new industrial infill development on underutilized industrial property and redevelopment of deteriorated and obsolete properties on blocks within the Project Area that suffer from lack of access to public rights-of-way, small lot size, lack of off-street parking and poor accessibility. The Plan recognizes that new investment is needed to improve and revitalize the Project Area. The competitive nature of industrial site selection and a declining demand for industrial space mean that the Project Area must distinguish itself as a location of choice for industrial users. To attract new industrial investment and retain current industrial employers and jobs, a secure business environment, improved public access, an attractive physical setting and workforce amenities will be needed. Many of these features are lacking today, and the Project Area contains many outmoded structures that may need to be replaced to better accommodate modern industrial users.

In certain cases, attracting new private investment may require the redevelopment of existing properties. Proposals for infrastructure improvements are expected to stress projects that serve and benefit the Project Area and surrounding development. A comprehensive program of aesthetic enhancements may include streetscape improvements, facade renovations and compatible new development in keeping with current development standards. The components are intended to create the quality environment required to sustain the revitalization of the Project Area.

Based on this assessment, the goals of the redevelopment projects to be undertaken in the Project Area are to: 1) redevelop outdated and obsolete properties into more appropriate development that will conform to zoning and modern industrial development standards; 2) provide the opportunity for property assembly and environmental remediation that will facilitate development of a stable industrial district; and 3) encourage appropriate infill development on vacant and underutilized land. The major physical improvement elements anticipated as a result of implementing the Plan are outlined below.

Industrial Development, Expansion and Rehabilitation

The Little Village Industrial Corridor represents a significant industrial activity center that due to its proximity to the Stevenson Expressway, the Sanitary and Ship Canal, and rail lines is ideally situated for a variety of intermodal distribution and manufacturing uses. Encouraging current businesses to expand and modernize facilities will enhance the long-term economic stability of the Project Area.

There is also a significant amount of underutilized land within the Project Area that is zoned for industrial and heavy commercial use. Much of this property is currently used for truck and other open storage. There are also several recycling facilities including one operated by the City. Environmental remediation may be required to facilitate the development of certain properties within the Project Area.

Public Facilities and Improvements

Public facilities in the Project Area include Little Village High School, Piotrowski Park, two Chicago Department of Streets and Sanitation facilities and the now closed Washburn Trade School property.

Inadequate vehicular circulation within the Project Area is one of the impediments to better utilization of existing industrial property. Access is provided to a significant portion of the Project Area via private industrial streets and informal easements. Improvements to the industrial road network and public utilities within the Project Area are expected to help maintain the Project Area as a stable and viable industrial district.

7. GENERAL LAND USE PLAN AND MAP

Figure 8: General Land Use Plan, in *Appendix A*, identifies land uses expected to result from implementation of the Plan. The land use categories planned for the Project Area are: 1) industrial mixed use and 2) public/community mixed use. The General Land Use Plan allows for a prudent level of flexibility in land use policy to respond to future market forces. The General Land Use Plan is intended to provide a guide for future land use improvements and developments within the Project Area. The land uses proposed for the Project Area are consistent with the redevelopment goals of this Plan and existing zoning, with the exception of property on the east side of South Lawndale Avenue and the west side of South Millard Avenue south of West 32nd Street. This block is currently residentially zoned and contains a mix of vacant land, four residential buildings containing a total of eight dwelling units, and property has been purchased by the adjacent industrial user for industrial storage and future expansion.

The General Land Use Plan is intended to serve as a broad guide for land use and redevelopment policy. The Plan is general in nature to allow adequate flexibility to respond to shifts in the market and private investment. A more specific discussion of the proposed uses within the Project Area is outlined below.

Industrial Mixed Use

This land use category includes property that is in active industrial, utility, railroad or transportation-related use. Also included are obsolete uses that are appropriate for industrial expansion and related service commercial uses. The intent of the industrial mixed use land use category is to support and maintain a stable industrial district that can accommodate a wide range of industrial and transportation-related uses.

Public/Community Mixed Use

This land use category applies to public facilities and publicly owned property including Little Village High School, Piotrowski Park, Department of Streets and Sanitation facilities and the Washburne Trade School site. Such land is expected to remain in public ownership and use throughout the life of the Plan or be redeveloped for alternative public, open space, institutional, commercial or industrial use consistent with the goals and objectives of this Plan.

These land use strategies are intended to direct development toward the most appropriate land use pattern for the various portions of the Project Area and enhance the overall development of the Project Area in accordance with the goals and objectives of the Plan. Locations of specific uses, or public infrastructure improvements, may vary from the General Land Use Plan as a result of more detailed planning and site design activities. Such variations are permitted without amendment to the Plan as long as they are consistent with the Plan's goals and objectives and the land uses and zoning approved by the Chicago Plan Commission.

8. REDEVELOPMENT PLAN FINANCING

Tax increment financing is an economic development tool designed to facilitate the redevelopment of blighted areas and to arrest decline in areas that may become blighted without public intervention. As noted previously, the Project Area is being designated using the "conservation area" criteria in order to reflect the Plan's intent to enhance and maintain the Project Area's viability as an industrial district and employment center. It is expected that tax increment financing will be an important means, although not necessarily the only means, of financing improvements and providing development incentives in the Project Area throughout its 23 year life.

Tax increment financing can only be used when private investment would not reasonably be expected to occur without public assistance. The Act sets forth the range of public assistance that may be provided.

It is anticipated that expenditures for redevelopment project costs will be carefully staged in a reasonable and proportional basis to coincide with expenditures for redevelopment by private developers and the projected availability of tax increment revenues.

The various redevelopment expenditures that are eligible for payment or reimbursement under the Act are reviewed below. Following this review is a list of estimated redevelopment project costs that are deemed to be necessary to implement this Plan (the "Redevelopment Project Costs" or "Project Budget").

In the event the Act is amended after the date of the approval of this Plan by the Chicago City Council to: a) include new eligible redevelopment project costs, or b) expand the scope or increase the amount of existing eligible redevelopment project costs (such as, for example, by increasing the amount of incurred interest costs that may be paid under 65 ILCS 5/11-74.4-3(q)(11)), this Plan shall be deemed to incorporate such additional, expanded or increased eligible costs as Redevelopment Project Costs under the Plan, to the extent permitted by the Act. In the event of such amendment(s) to the Act, the City may add any new eligible redevelopment project costs as a line item in *Table 2: Estimated Redevelopment Project Costs* or otherwise adjust the line items in *Table 2* without amendment to this Plan, to the extent permitted by the Act. In no instance, however, shall such additions or adjustments result in any increase in the total Redevelopment Project Costs without a further amendment to this Plan.

Eligible Project Costs

Redevelopment project costs include the sum total of all reasonable, or necessary, costs incurred, or estimated to be incurred, and any such costs incidental to the Plan pursuant to the Act. Eligible costs may include, without limitation, the following:

1. Costs of studies and 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, financial, planning or other services (excluding

lobbying expenses); provided however, that no charges for professional services may be based on a percentage of the tax increment collected and the terms of such contracts shall not extend beyond a period of three years.

2. The cost of marketing sites within the Project Area to prospective businesses, developers and investors.

3. 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.

4. Costs of rehabilitation, reconstruction, repair or remodeling of existing public or private buildings, fixtures and leasehold improvements; and 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.

5. Costs of the construction of public works or improvements, subject to the limitations in Section 11-74.4-3 (q) (4) of the Act.

6. Costs of job training and retraining projects including the cost of "welfare-to-work" programs implemented by businesses located within the Project Area and such proposals featuring a community-based training program which ensures maximum reasonable employment opportunities for residents of the South Lawndale Community Area with particular attention to the needs of those residents who have previously experienced inadequate opportunities and development of job-related skills, including residents of public and other subsidized housing and people with disabilities.

7. 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 a period not exceeding 36 months thereafter and including reasonable reserves related thereto.

8. 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, in furtherance of the objectives of the Plan.

9. Relocation costs, to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by state or federal law or in accordance with the requirements Section 74.4-3(n)(7) of the Act.

10. Payment in lieu of taxes, as defined in the Act.

11. 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 the Project Area; and (ii) when incurred by a taxing district or taxing districts other than the City, are set forth in a written agreement by or among the City 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, 110 ILCS 805/3-37, 805/3-38, 805/3-40 and 805/3-40.1, and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code, 105 ILCS 5/10-22.20a and 5/10-23.3a.

12. 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;
    (b) such payments in any one year may not exceed 30% of the annual interest costs incurred by the developer 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 provision, 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 the Act may not exceed 30 percent of the total: (i) cost paid or incurred by the redeveloper for such redevelopment project, plus (ii) Redevelopment Project Costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act; and
    (e) up to 75 percent of the interest cost described in subsections (b) and (d) above incurred by a redeveloper for the financing of rehabilitated or new housing units for low-income households and very low income households, as defined in Section 3 of the Illinois Affordable Housing Act.

13. An elementary, secondary or unit school district's increased costs attributable to assisted housing units will be reimbursed as provided for in the Act.

14. Instead of the eligible costs provided for in 12(b), 12(d) and 12(e) above, the City may pay up to 50% of the cost of construction, renovation and/or rehabilitation of all low-income 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-income and very low-income households, only the low-income and very low-income households shall be eligible for benefits under the Act.

15. The cost of day care services for children of employees from low-income families working for businesses located within the Project Area and all or a portion of the cost of operation of day care centers established by Project Area businesses to serve employees from low-income families working in businesses located in the 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 adjusted for family size, as the annual income and City, county or regional median income are determined from time to time by the United States Department of Housing and Urban Development (HUD).

Unless explicitly provided in the Act, the cost of constructing new privately-owned buildings is not an eligible redevelopment project cost.

If a special service area has been established pursuant to the Special Service Area Tax Act, 35 ILCS 235/0.01 et seq., then any tax increment revenues derived from the tax imposed pursuant to the Special Service Area Tax Act may be used within the Project Area for the purposes permitted by the Special Service Area Tax Act as well as the purposes permitted by the Act.

Estimated Project Costs

A range of activities and improvements may be required to implement the Plan. The proposed eligible activities and their estimated costs over the life of the Project Area are briefly described below and also shown in *Table 2: Estimated Redevelopment Project Costs*.

1. Analysis, administration and professional services including planning, legal, surveys, real estate marketing costs, fees and other related development costs. This budget element provides for studies and survey costs for planning and implementation of the Plan, including architectural and engineering services, development of plans and specifications, development site marketing, and financial and special service costs. *(Estimated cost: $200,000)*

2. Property assembly costs, including acquisition of land and other property, real or personal, or rights or interests therein, and other appropriate and eligible costs needed to prepare the property for redevelopment. These costs may include the reimbursement of acquisition costs incurred by private developers. Land acquisition may include acquisition of both improved and vacant property in order to create development sites, accommodate public rights-of-way or to provide other public facilities needed to achieve the goals and objectives of the Plan. Property assembly costs also include demolition of existing improvements, including clearance of blighted properties or clearance required to prepare sites for new development, site preparation, including grading, and other appropriate and eligible site activities needed to facilitate new construction, and environmental remediation costs associated with property assembly which are required to render the property suitable for redevelopment. *(Estimated cost: $13,500,000)*

3. Rehabilitation, reconstruction, repair or remodeling of existing public or private buildings, fixtures and leasehold improvements, and the cost of construction of low and very-low income housing, pursuant to the provisions of the Act. *(Estimated cost: $18,000,000)*

4. Construction of public works and improvements, including streets and utilities, parks and open space, and public facilities such as schools and other public facilities. These improvements are intended to improve access within the Project Area, stimulate private investment and address other identified public improvement needs, and may include all or a portion of a taxing district's eligible costs, including increased costs of the Chicago Public Schools attributable to assisted housing units within the Project Area in accordance with the requirements of the Act. *(Estimated cost: $22,000,000)*

5. Relocation costs, as judged by the City to be appropriate or required to further implementation of the Plan. *(Estimated cost: $100,000)*

6. Costs of job training and retraining projects, advanced vocational education, welfare-to-work, or career education, as provided for in the Act. *(Estimated cost: $3,000 ,000)*

7. Provision of day care services as provided in the Act. *(Estimated cost: $200,000)*

8. Interest subsidy or other financing costs associated with redevelopment projects, pursuant to the provisions of the Act. *(Estimated cost: $6,000,000)*

The estimated gross eligible project cost over the life of the Project Area is $63 million. All project cost estimates are in 2006 dollars. Any bonds issued to finance portions of the redevelopment project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with issuance of such obligations, as well as to provide for capitalized interest and reasonably required reserves. The total project cost figure excludes any costs for the issuance of bonds. Adjustments to estimated line items, which are upper estimates for these costs, are expected and may be made without amendment to the Plan.

Table 2:
ESTIMATED REDEVELOPMENT PROJECT COSTS

Eligible Expense	**Estimated Cost**
Analysis, Administration, Studies, Surveys, Legal, Marketing, etc.	$ 200,000
Property Assembly including Acquisition, Site Prep and Demolition, Environmental Remediation	$ 13,500,000
Rehabilitation of Existing Buildings, Fixtures and Leasehold Improvements, Affordable Housing Construction and Rehabilitation Cost	$ 18,000,000
Public Works and Improvements, including streets and utilities, parks and open space, public facilities (schools & other public facilities)[1]	$ 22,000,000
Relocation Costs	$ 100,000
Job Training, Retraining, Welfare-to-Work	$ 3,000,000
Day Care Services	$ 200,000
Interest Subsidy	$ 6,000,000
TOTAL REDEVELOPMENT PROJECT COSTS [2] [3]	**$ 63,000,000** [4]

Additional funding from other sources such as federal, state, county, or local grant funds may be utilized to supplement the City's ability to finance Redevelopment Project Costs identified above.

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[1] This category may also include paying for or reimbursing (i) an elementary, secondary or unit school district's increased costs attributed to assisted housing units, and (ii) capital costs of taxing districts impacted by the redevelopment of the Project Area. As permitted by the Act, to the extent the City by written agreement accepts and approves the same, the City may pay, or reimburse all, or a portion of a taxing district's capital costs resulting from a redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the Plan.

[2] Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs.

[3] The amount of the Total Redevelopment Project Costs that can be incurred in the Project Area will be reduced by the amount of redevelopment project costs incurred in contiguous redevelopment project areas, or those separated from the Project Area only by a public right-or-way, that are permitted under the Act to be paid, and are paid, from incremental property taxes generated in the Project Area, but will not be reduced by the amount of Redevelopment Project Costs incurred in the Project Area which are paid from Incremental Property Taxes generated in contiguous redevelopment project areas or those separated from the Project Area only by a public right-of-way.

[4] Increases in estimated Total Redevelopment Project Costs of more than five percent, after adjustment for inflation from the date of the Plan adoption, are subject to the Plan amendment procedures as provided under the Act.

Sources of Funds

Funds necessary to pay for Redevelopment Project Costs and secure municipal obligations issued for such costs are to be derived principally from Incremental Property Taxes. Other sources of funds which may be used to pay for Redevelopment Project Costs or secure municipal obligations are land disposition proceeds, state and federal grants, investment income, private financing and other legally permissible funds as the City may deem appropriate. The City may incur Redevelopment Project Costs (costs listed in *Table 2: Estimated 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. Also, the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers. Additionally, the City may utilize revenues, other than State sales tax increment revenues, received under the Act from one redevelopment project area for eligible costs in another redevelopment project area that is either contiguous to, or is separated only by a public right-of-way from, the redevelopment project area from which the revenues are received.

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

The Project Area may become contiguous to, or be separated only by a public right-of-way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.61-1 et seq.). If the City finds that the goals, objectives and financial success of such contiguous redevelopment project areas, or those separated only by a public right-of-way, are interdependent with those of the Project Area, the City may determine that it is in the best interests of the City, and in furtherance of the purposes of the Plan, that net revenues from the Project Area be made available to support any such redevelopment project areas and vice versa. The City therefore proposes to utilize net incremental revenues received from the Project Area to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas, and vice versa. Such revenues may be transferred or loaned between the Project Area and such areas. The amount of revenue from the Project Area made available, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area, or other areas described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in *Table 2: Estimated Redevelopment Project Costs* herein.

Development of the Project Area would not be reasonably expected to occur without the use of the Incremental Property Taxes as set forth in the Act. Redevelopment Project Costs include those eligible redevelopment project costs stated in the Act. Tax increment financing or other public sources will be used only to the extent needed to secure commitments for private redevelopment activity or meet identified public improvement needs.

Issuance of Obligations

The City may issue obligations secured by Incremental Property Taxes pursuant to Section 11-74.4-7 of the Act. To enhance the security of a municipal obligation, the City may pledge its full faith and credit through the issuance of general obligation bonds. Additionally, the City may provide other legally permissible credit enhancements to any obligations issued pursuant to the Act.

The redevelopment project shall be completed, and all obligations issued to finance Redevelopment Project Costs shall be retired not later than December 31 of the year in which the payment to the City Treasurer, as provided by the Act, is to be made with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving the Project Area is adopted (i.e. assuming City Council approval of the Project Area and Plan in 2007, by 2031). Also, the final maturity date of any such obligations which are issued may not be later than 20 years from their respective dates of issuance. One or more series of obligations may be sold at one or more times in order to implement the Plan. The City may also issue obligations to a developer as reimbursement for project costs incurred by the developer on behalf of the City. Obligations may be issued on a parity or subordinated basis.

In addition to paying Redevelopment Project Costs, Incremental Property Taxes may be used for the scheduled and/or early retirement of obligations, mandatory or optional redemptions, establishment of debt service reserves and bond sinking funds. To the extent that Incremental Property Taxes are not needed for these purposes, and are not otherwise required, pledged, earmarked or otherwise designated for the payment of Redevelopment Project Costs, any excess Incremental Property Taxes shall then become available for distribution annually to taxing districts having jurisdiction over the Project Area in the manner provided by the Act.

Most Recent Equalized Assessed Valuation

The purpose of identifying the most recent EAV of the Project Area is to provide an estimate of the initial EAV, which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Project Area. The 2005 EAV of all taxable parcels in the Project Area is approximately $88,055,168. This total EAV amount by PIN is summarized in *Appendix D: Initial Equalized Assessed Value (EAV) of Property within the Little Village Industrial Redevelopment Project Area.* 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 Project Area will be calculated by Cook County.

The Plan has utilized EAV values for the 2005 tax year. If the 2006 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 2005 EAV with the 2006 EAV.

Anticipated Equalized Assessed Valuation

Once the redevelopment project has been completed and the property is fully assessed, the EAV of real property within the Project Area is estimated at approximately $175 million. This estimate has been calculated assuming that the Project Area will be developed in accordance with *Figure 8: General Land Use Plan* presented in *Appendix A*.

The estimated EAV assumes that the assessed value of property within the Project Area will increase substantially as a result of new development and public improvements. Calculation of the estimated EAV is based on several assumptions, including: 1) redevelopment of the Project Area will occur in a timely manner, 2) an annual rate of inflation of 2.5% applied at each triennial reassessment, and 3) an estimated state equalization factor of 2.5892 (the 2003-2005 three year average).

Financial Impact on Taxing Districts

The Act requires an assessment of any financial impact of the Project Area on, or any increased demand for services from, any taxing district affected by the Plan and a description of any program to address such financial impacts or increased demand. The City intends to monitor development in the Project 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 taxing districts presently levy taxes on properties located within the Project 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. The Water Reclamation 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. The Community College 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.

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.

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

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. The City also administers the City of Chicago Library Fund, formerly a separate taxing district from the City.

The proposed revitalization of the Project Area may increase in demand on public services and facilities as new development occurs. The required level of these public services will depend upon the uses that are ultimately included within the Project Area. Although the specific nature and timing of the private investment expected to be attracted to the Project Area cannot be precisely quantified at this time, a general assessment of financial impact can be made based upon the level of development and timing anticipated by the proposed Plan.

For the taxing districts levying taxes on property within the Project Area, increased service demands are expected to be negligible because they are already serving the Project Area. Upon completion of the Plan, all taxing districts are expected to share the benefits of a substantially improved tax base. When completed, developments in the Project Area will generate property tax revenues for all taxing districts. Other revenues may also accrue to the City in the form of sales tax, business fees and licenses, and utility user fees.

It is expected that most of the increases in demand for the services and programs of the aforementioned taxing districts, associated with the Project Area, can be adequately addressed by the existing services and programs maintained by these taxing districts. However, a portion of the $22 million that has been allocated for public works and improvements within the Project Budget may be used to address potential demands associated with implementing the Plan.

Real estate tax revenues resulting from increases in the EAV, over and above the Certified Initial EAV established with the adoption of the Plan, will be used to pay eligible Redevelopment Project Costs in the Project Area. Following termination of the Project Area, the real estate tax revenues, attributable to the increase in the EAV over the Certified Initial EAV, will be distributed to all taxing districts levying taxes against property located in the Project Area. Successful implementation of the Plan is expected to result in new development and private investment on a scale sufficient to prevent the Project Area from becoming blighted and substantially improve the long-term economic value of the Project Area.

Completion of the Redevelopment Project and Retirement of Obligations to Finance Redevelopment Project Costs

The Plan will be completed, and all obligations issued to finance redevelopment costs shall be retired, no later than December 31st 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 the Plan is adopted (assuming adoption in 2007, by December 31, 2031).

9. HOUSING IMPACT

As stated in the Act, if the redevelopment plan for a redevelopment project area would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and the City is unable to certify that no displacement of residents will occur, the municipality must prepare a housing impact study and incorporate the study as part of the separate feasibility report required by subsection (a) of Section 11-74.4-4.1. The Project Area contains eight residential units. Consequently, a housing impact study is not a required element of this Plan because the displacement threshold is not met.

10. PROVISIONS FOR AMENDING THE PLAN

The Plan may be amended as provided under the provisions of the Act.

11. CITY OF CHICAGO COMMITMENT TO FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION

The City is committed to and will affirmatively implement the following principles with respect to this Plan. The City may implement various neighborhood grant programs imposing these or different requirements.

1. The assurance of equal opportunity in all personnel and employment actions, with respect to the Redevelopment Project including, but not limited to hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, sex, age, religion, disability, national origin, ancestry, sexual orientation, marital status, parental status, military discharge status, source of income or housing status.

2. Redevelopers must meet City's standards for participation of 24% Minority Business Enterprises and 4% Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in redevelopment agreements.

3. This commitment to affirmative action and nondiscrimination will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.

4. Redevelopers will meet City standards for any applicable prevailing wage rate as ascertained by the Illinois Department of Labor to all project employees.

The City shall have the right in its sole discretion to exempt certain small businesses, residential property owners and developers from the above.

APPENDIX A

LITTLE VILLAGE INDUSTRIAL REDEVELOPMENT PROJECT AREA

FIGURES 1-8

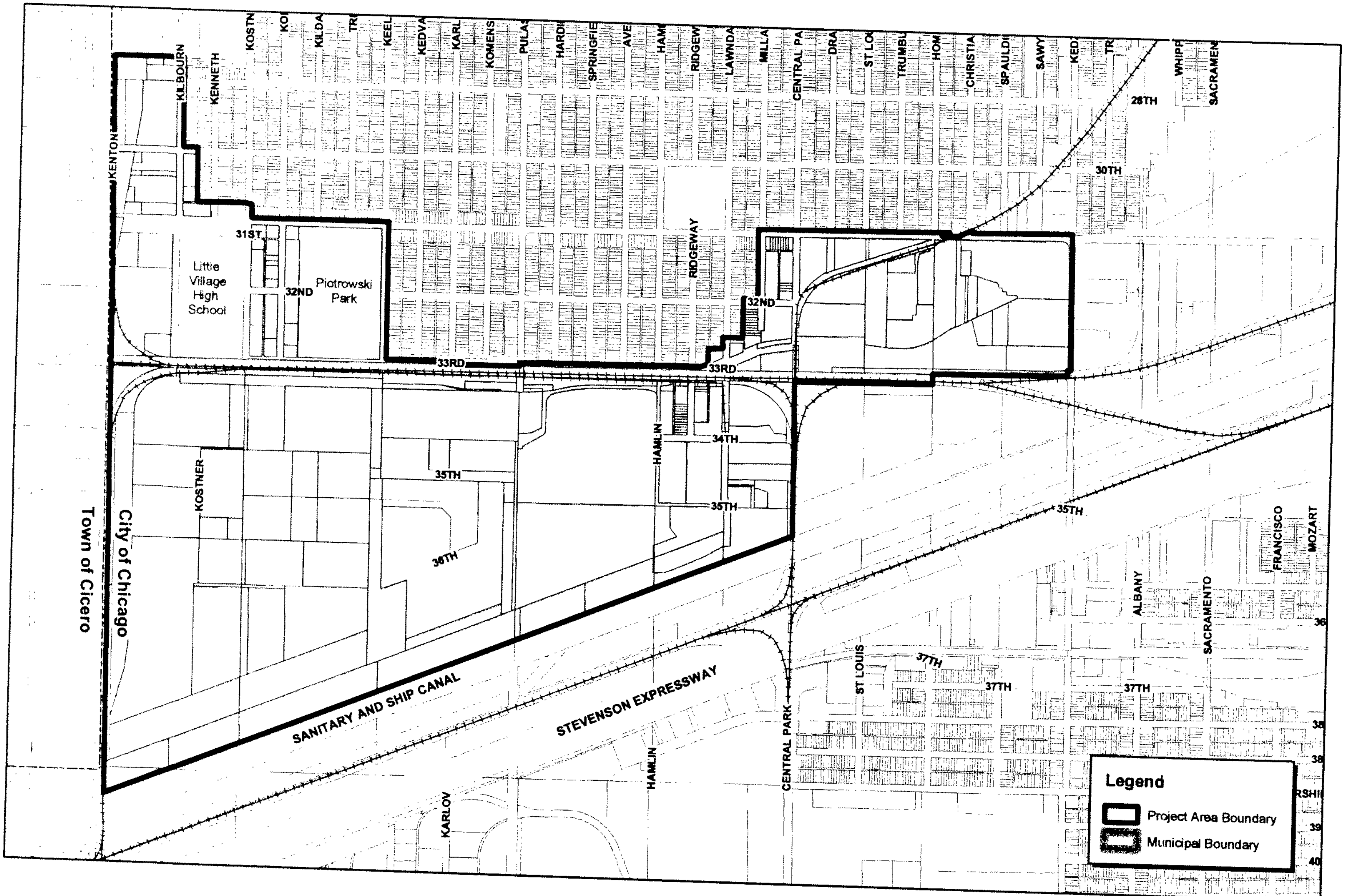


FIGURE 1: PROJECT AREA BOUNDARY

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

CAMIROS

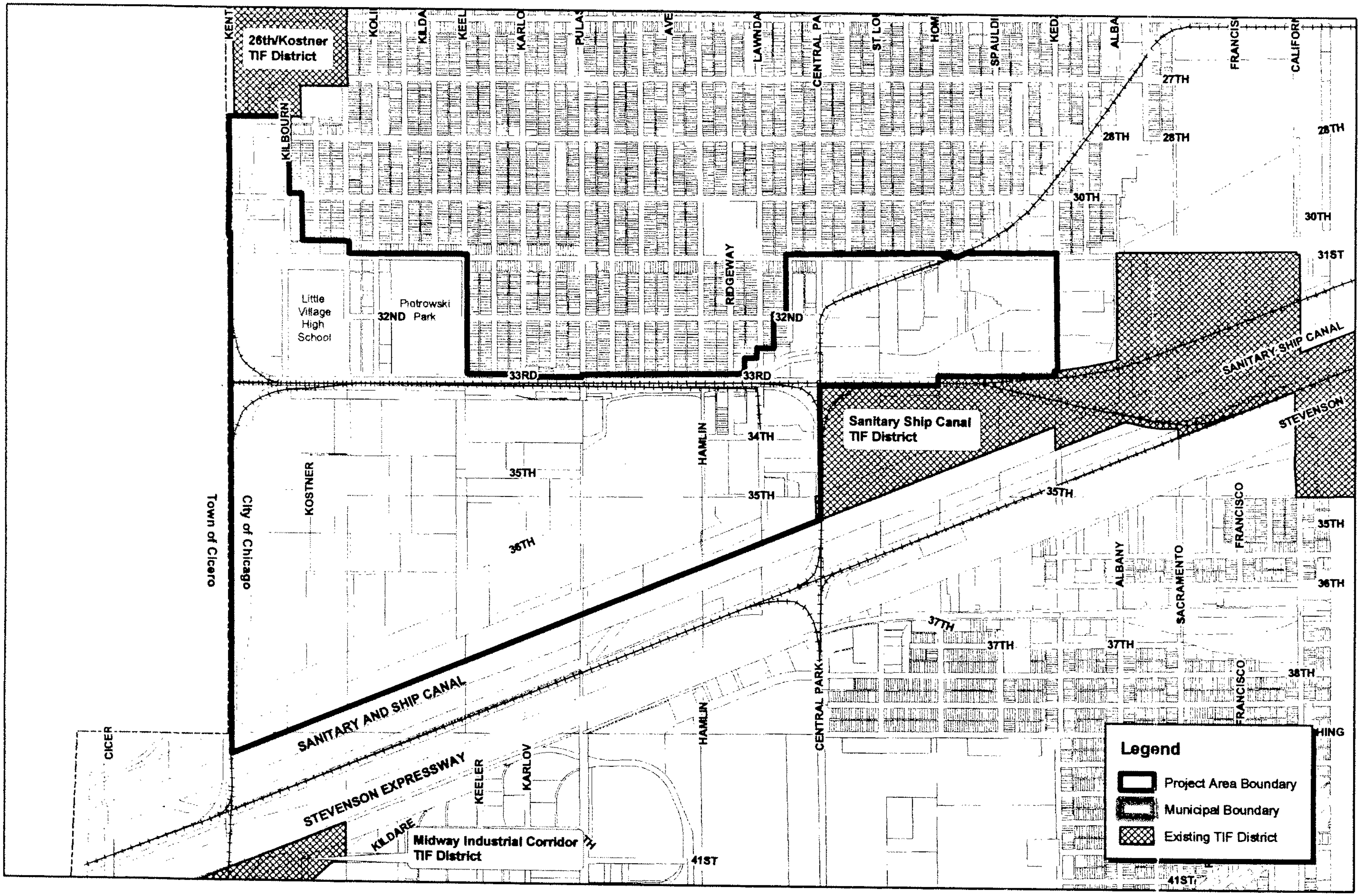


FIGURE 2: ADJACENT TIF DISTRICTS

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

CAMIROS

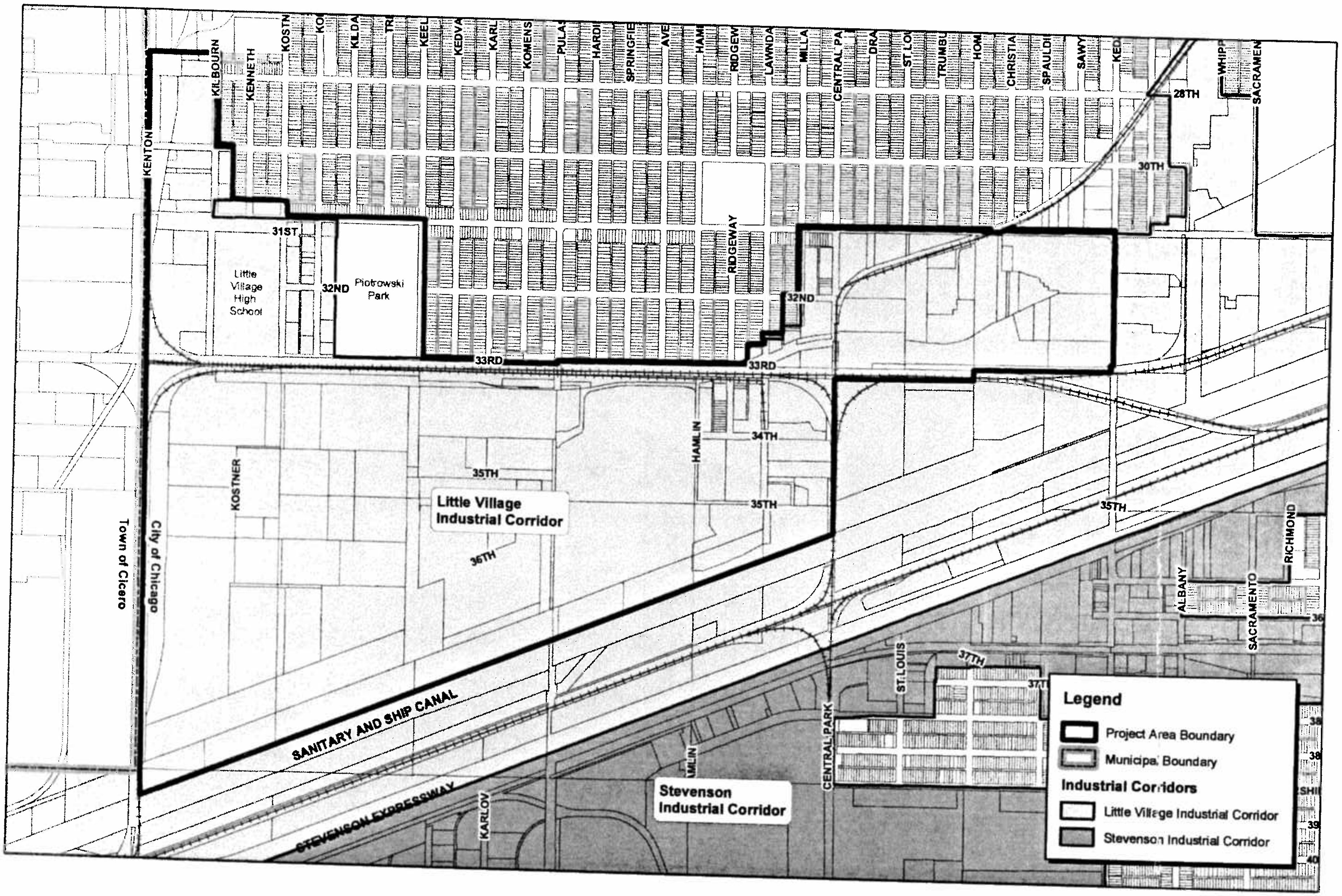


FIGURE 3: INDUSTRIAL CORRIDORS

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

CAMIROS

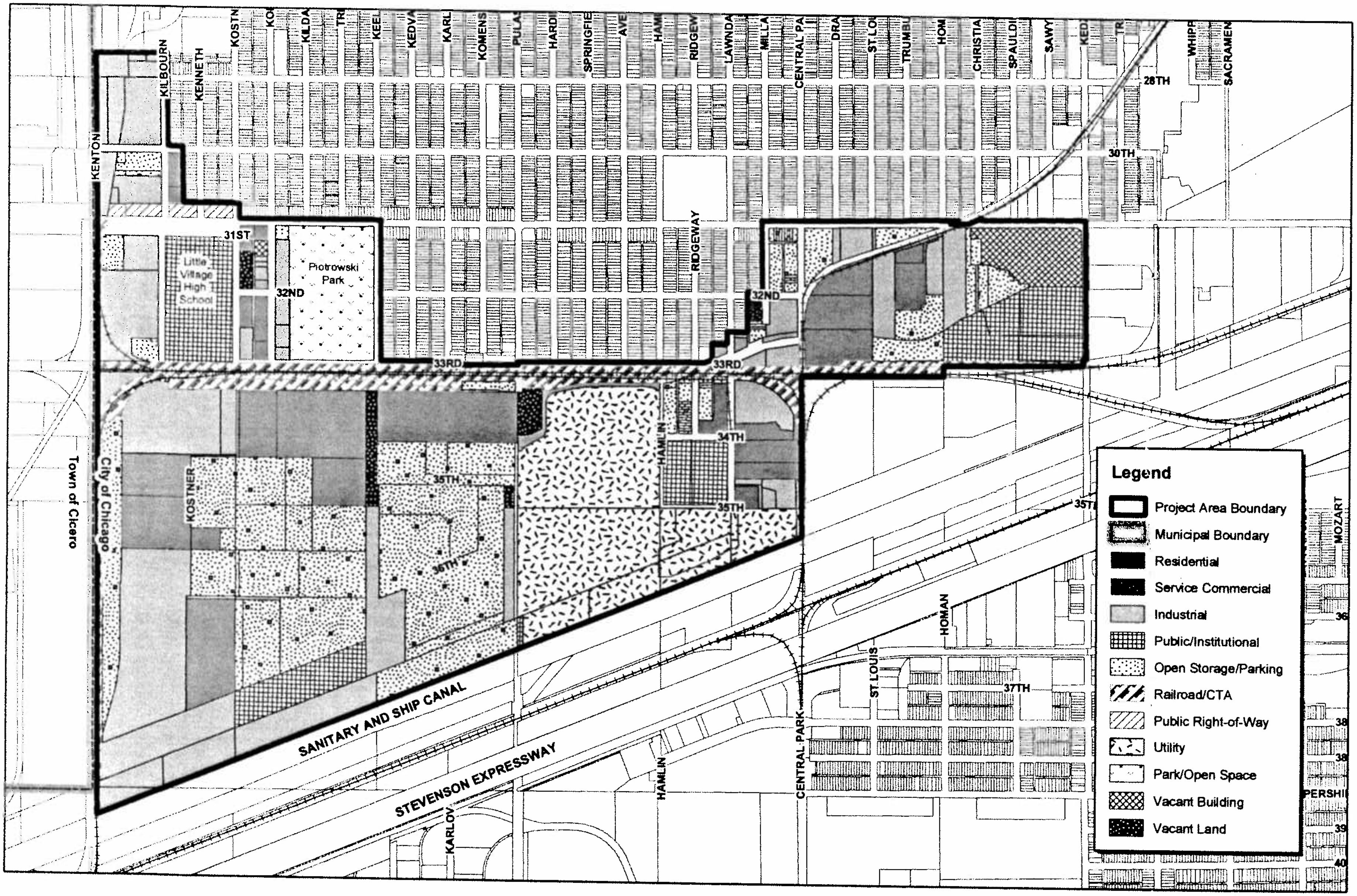


FIGURE 4: EXISTING LAND USE

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

CAMIROS

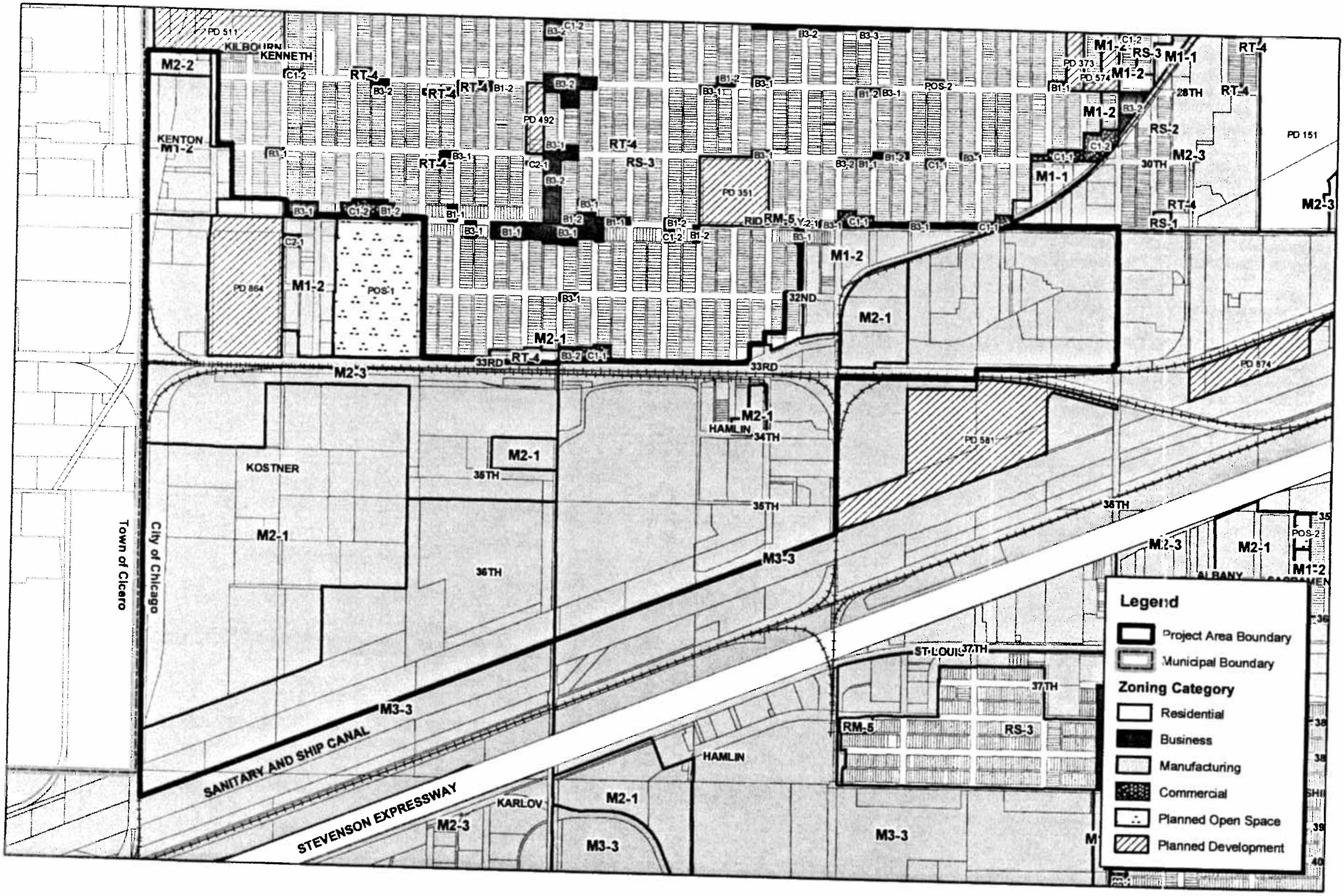
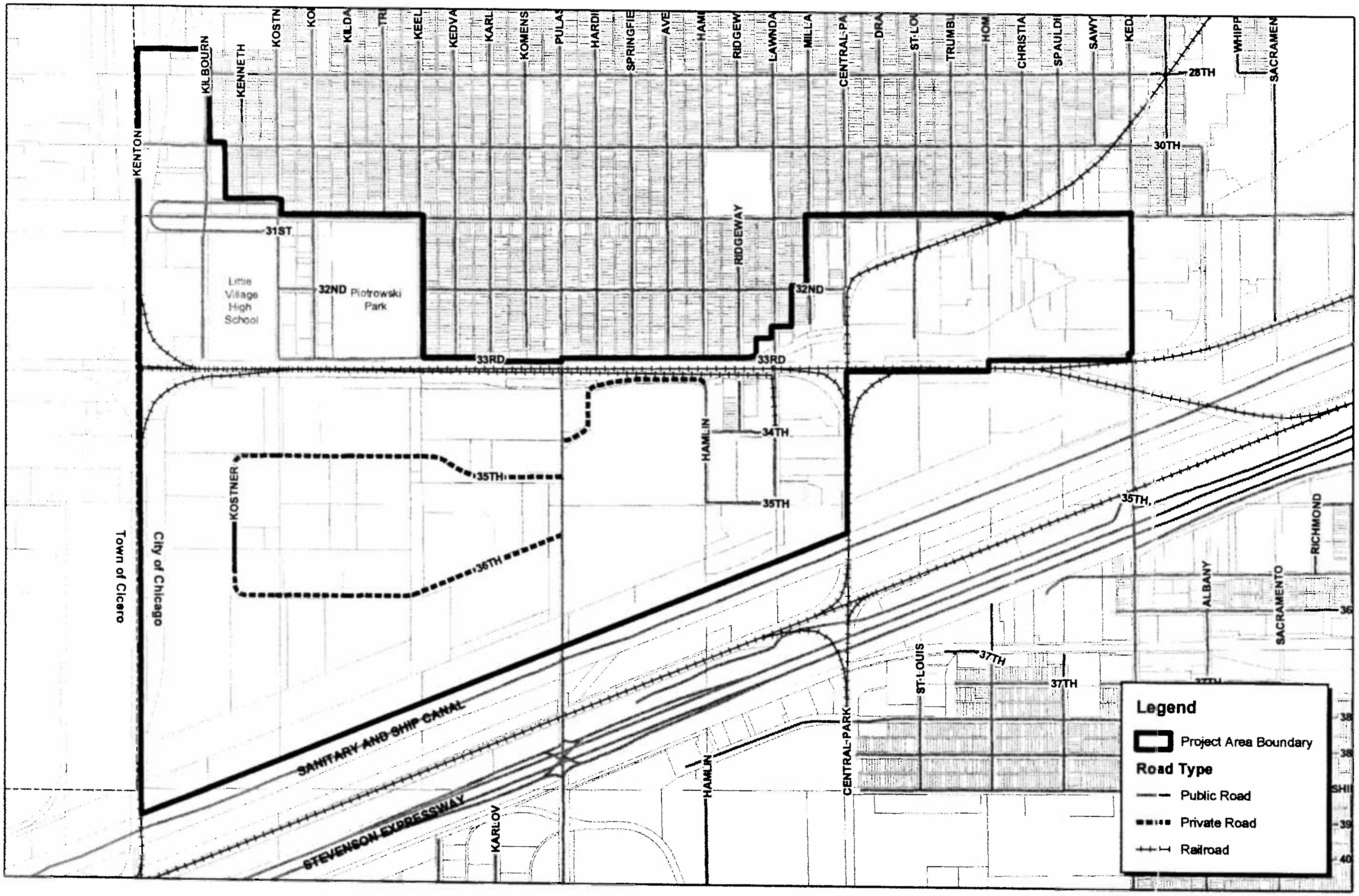


FIGURE 5: EXISTING ZONING

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

Miles
0 0.125 0.25 0.5

CAMIROS



0 0.125 0.25 0.5 Miles

FIGURE 6: TRANSPORTATION SYSTEM

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

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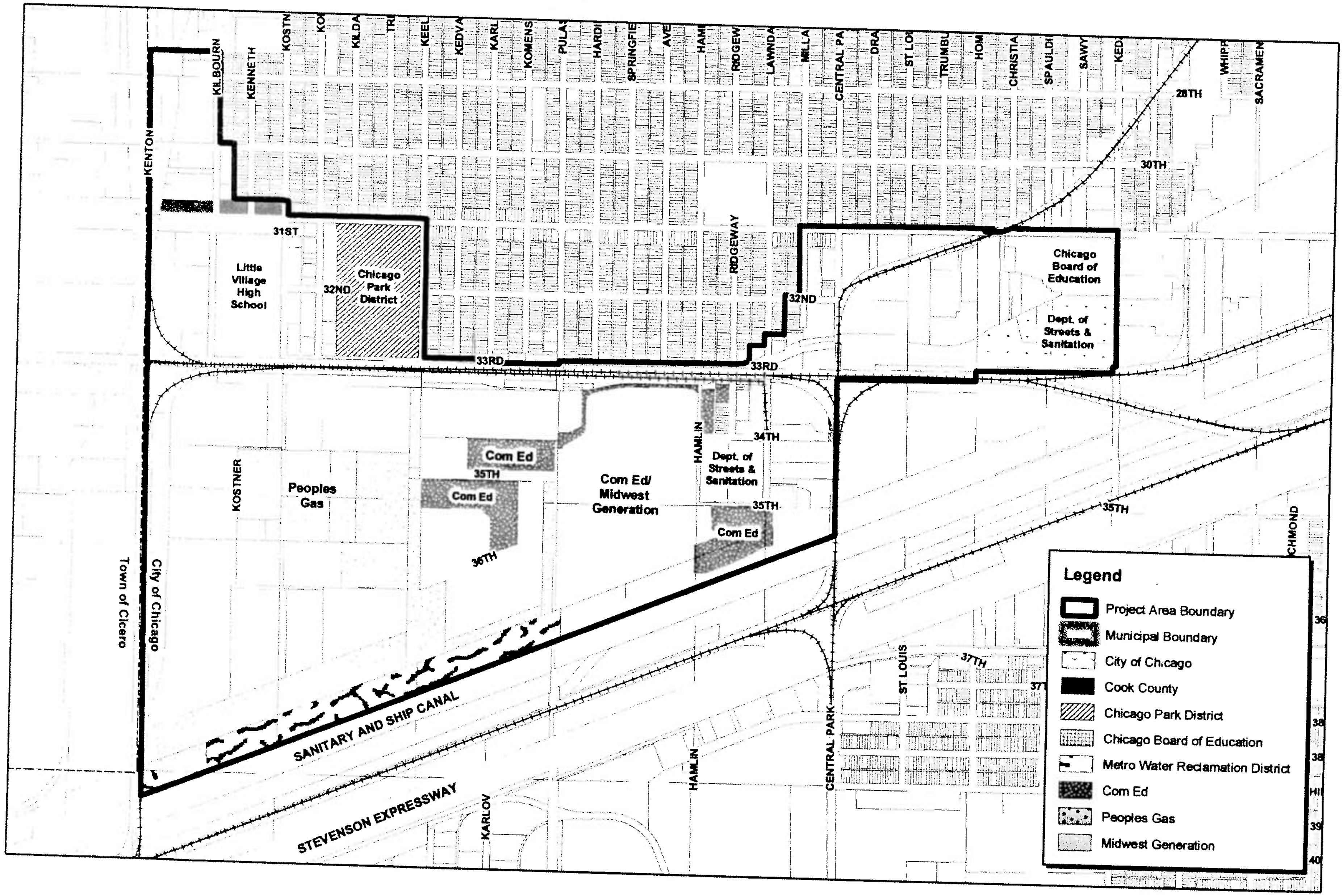

FIGURE 7: PUBLIC FACILITIES AND UTILITIES

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

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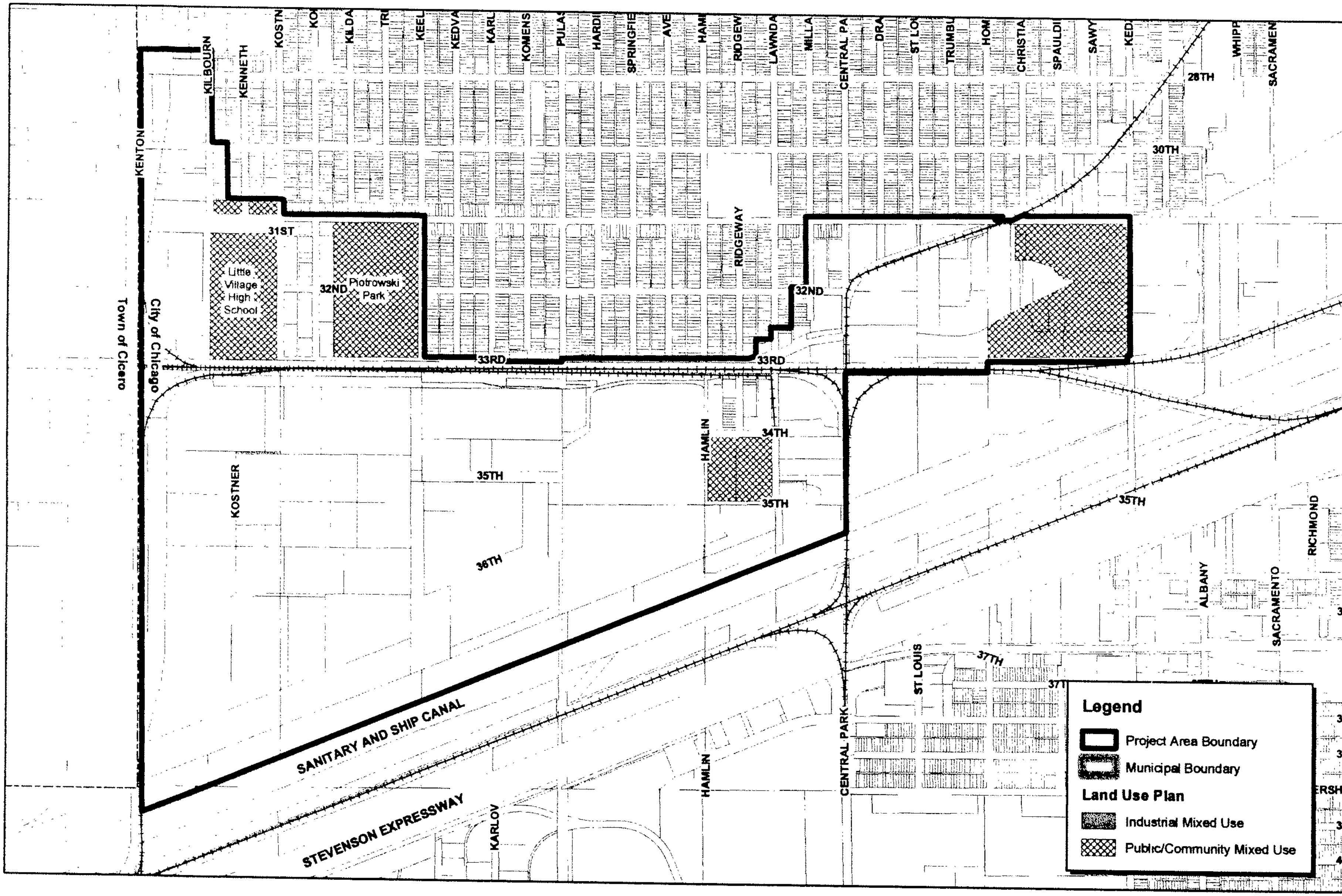

FIGURE 8: GENERAL LAND USE PLAN

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
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APPENDIX B

CITY OF CHICAGO
LITTLE VILLAGE INDUSTRIAL CORRIDOR
REDEVELOPMENT PROJECT AREA

LEGAL DESCRIPTION

That part of the east half of the northwest quarter of Section 3 Township 38 North, Range 13 East of the Third Principal Meridian, together with that part of the southwest quarter of Section 27 together with that part of the northeast quarter of Section 34 together with that part of the southeast quarter of Section 34 together with that part of the east half of the southwest quarter of Section 34 together with that part of the east half of the northwest quarter of Section 34 together with that part of the northeast quarter of Section 35 together with that part of the southwest quarter of Section 35 together with that part of the northwest quarter of Section 35 in Township 39 North, Range 13 East of the Third Principal Meridian, together with that part of various lots and blocks in various subdivisions together with that part of various roads and alleys, all taken as a tract, located in the City of Chicago, Cook County, State of Illinois, the perimeter thereof described as follows:

beginning at the point of intersection of the east line of South Kilbourn Avenue with then north line of West 30th Street; thence east along the north line of West 30th Street to its point of intersection with the east line of the first alley east of South Kilbourn Avenue; thence south to the point of intersection of the south line of West 30th Street and the east line of the first alley east of South Kilbourn Avenue; thence south along said east line of alley to the point of intersection with the north line of first alley north of West 31st Street; thence east along the north line of said alley and the easterly and westerly extensions thereof to its point of intersection with the east line of South Kostner Avenue; thence south along the east line of South Kostner Avenue to its point of intersection with the north line of West 31st Street; thence easterly along the north line of West 31st Street to the point of intersection with the east line of South Keeler Avenue; thence south along the east line of South Keeler Avenue and the Northerly and Southerly extensions thereof, to the point of intersection with the north line of West 33rd Street; thence east along the north line of West 33rd Street and the easterly and westerly extensions thereof, to the point of intersection with the east line of vacated South Karlov Avenue; thence south along the southerly extension of the east line of vacated South Karlov Avenue to the point of intersection with the south line of Lot A in Horace R. Hughes' Subdivision of the East Half of the Northeast Quarter of the Northeast Quarter of Section 34, aforesaid, recorded August 23, 1892 as document 1721844; thence east along the south line of said Lot A to the point of intersection with the center line of South Pulaski Road; thence north along the center line of South Pulaski Road to the point of intersection with the westerly extension of the north line of West 33rd Street; thence east along the north line of West 33rd Street and the easterly and westerly extensions thereof, to the bend point in the south line of Lot 18 in E. A. Cummings' Lawndale Avenue Subdivision, a resubdivision of Lots 1 to 48, inclusive, in Block 3 and Lots 1 to 46, inclusive, in Block 4 in George W. Cass' Subdivision of West Half of the East Half of the Northwest Quarter of Section 35, aforesaid, recorded June 9, 1913 as document 5205895; thence northeasterly along the southerly line of said Lot 18 to the southeast corner thereof, being also a point on the west line of an alley; thence north along the west line of said alley to its point of intersection with the westerly extension of the north line of Lot 15 in E. A. Cummings' Lawndale Avenue Subdivision, aforesaid; thence easterly along the north line of said Lot 15 and the westerly extension thereof, to the Northeast corner thereof, being also a point on the west line of South Lawndale Avenue; thence north along the west line of South Lawndale Avenue to its point of intersection with the westerly extension of the north line of Lot 15 in Gary & Jocobson's Subdivision of that part of the East Half of the East Half of the Northwest Quarter of Section 35, aforesaid, recorded November 22, 1890 as document 1376645; thence easterly along the north line of the last mentioned Lot 15 and the westerly extension thereof, to the Northeast corner thereof, being also a point on the west line of an alley; thence north along the west line of said alley and its northerly extension to its point of intersection with the north line of West 32nd Street; thence east along the north line of West 32nd Street to its point of intersection with the West line of South Millard Avenue; thence north along the West line of South Millard Avenue and the northerly extension thereof, to its point of intersection the north line of West 31st Street; thence east along the north line of West 31st Street and the easterly and westerly extensions thereof, to the point of intersection with the westerly right of way line of the I. N. Railroad; thence southwesterly along the westerly right of way line of the I. N. Railroad to its point of intersection with the south line of West 31st Street; thence east along the south line of West 31st Street to its point of intersection with the easterly right of way line of the I. N. Railroad; thence northeasterly along the easterly right of way line of the I. N. Railroad to its point of intersection with the north line of West 31st Street; thence east along the north line of West 31st Street to its point of intersection with the center line of South Kedzie Avenue; thence south along the center line of South Kedzie Avenue to its point of intersection with the northerly right of way line of the Chicago and Indiana Railroad; thence southwesterly along the northerly right of way line of the Chicago and Indiana Railroad to its point of intersection with the west line of South Kedzie Avenue; thence south along the west line of South Kedzie Avenue to its point of intersection with the southerly right of way line of the Chicago and Indiana Railroad; thence west along the southerly right of way line of the Chicago and Indiana Railroad to its point of intersection with the west line of the East Half of the Northeast Quarter of Section 35, aforesaid; thence south along the west line of the East Half of the Northeast Quarter of Section 35, aforesaid, to its point of intersection with the southerly right of way line of the Illinois Central Railroad; thence west along the southerly right of way line of the Illinois Central Railroad to its point of intersection with a line drawn 20 feet west of and parallel with the east line of the Northwest Quarter of Section 35, aforesaid; thence south along said parallel line to its point of intersection with the north line of water Lot E in the Sanitary District Trustees Subdivision, recorded March 31, 1908 as document 4180216, being also a point on the north line of the Sanitary and Ship Canal; thence southwesterly along the north line of the Sanitary and Ship Canal to its point of intersection with east line of the west 33.00 feet of the East Half of the Northwest Quarter of Section 3, aforesaid; thence north along the east line of the west 33.00 feet of the East Half of the Northwest Quarter of Section 3, aforesaid, and along the east line of west 33.00 feet of the East Half of the Southwest quarter of Section 34, aforesaid, and along the east line of west 33.00 feet of the East Half of the Northwest quarter of Section 34, aforesaid, and along the east line of west 33.00 feet of the East Half of the Southwest quarter of Section 27, aforesaid, to the northwest corner of Lot 17 in S. C. Storer's Subdivision of the south 7 acres of the Northeast Quarter of the Southwest Quarter of Section 27, aforesaid, recorded September 17, 1890 as document 1337901; thence east along the north line of S. C. Storer's Subdivision, aforesaid, to its point of intersection with the east line of South Kilbourn Avenue; thence south along the east line of South Kilbourn Avenue to the point of beginning.

APPENDIX C

LITTLE VILLAGE INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA ELIGIBILITY STUDY

The purpose of this study is to determine whether a portion of the City of Chicago (the "City") identified as the Little Village Industrial Redevelopment Project Area qualifies for designation as a tax increment financing district within the definitions set forth under 65 ILCS 5/11-74.4 contained in the "Tax Increment Allocation Redevelopment Act" (65 ILCS 5/11-74.1 et seq.), as amended (the "Act"). This legislation focuses on the elimination of blighted or rapidly deteriorating areas through the implementation of a redevelopment plan. The Act authorizes the use of tax increment revenues derived in a project area for the payment or reimbursement of eligible redevelopment project costs.

The area proposed for designation as the Little Village Industrial Redevelopment Project Area is hereinafter referred to as the "Study Area" and is shown in *Figure A: Study Area Boundary Map*. The Study Area boundaries are irregular and generally include the area bounded by the Chicago City Limits on the west, West 28th Street, West 31st Street and West 33rd Street on the north, South Kedzie Avenue and South Central Park Avenue on the east, and the Canadian National Railroad right-of-way and Chicago Sanitary and Ship Canal on the south. More specifically, boundaries begin with the Chicago City Limits on the west, continuing along the southern boundary of the 26th/Kostner TIF on the north, then continuing along South Kilbourn Avenue, the alley between South Kilbourn Avenue and South Kenneth Avenue, South Kostner Avenue, West 31st Street, South Keeler Avenue, West 33rd Street, the alley between South Ridgeway Avenue and South Lawndale Avenue, South Lawndale Avenue, the alley between South Lawndale Avenue and South Millard Avenue, West 32nd Street, South Millard Avenue, West 31st Street, South Kedzie Avenue, the Sanitary and Ship Canal TIF and the Chicago Sanitary and Ship Canal to Chicago City Limits.

The Study Area is approximately 656 acres in size and includes 238 parcels located on 40 tax blocks. Seven tax blocks are made up entirely of railroad property that is in active use. These blocks have been excluded from the eligibility analysis. Most of the railroad property is owned by the Canadian National Railway. The Study Area is generally improved, and has been evaluated using the eligibility criteria for improved property.

This report summarizes the analyses and findings of the Consultant's work, which, unless otherwise noted, is solely the responsibility of Camiros, Ltd. and its subconsultants and does not necessarily reflect the views and opinions of potential developers or the City. Camiros, Ltd. has prepared this report with the understanding that the City would rely on: 1) the findings and conclusions of this report in proceeding with the designation of the Study Area as a redevelopment project area under the Act, and 2) the fact that Camiros, Ltd. and its subconsultants have obtained the necessary information to conclude that the Study Area meets the requirements for designation as a redevelopment project area in compliance with the Act.

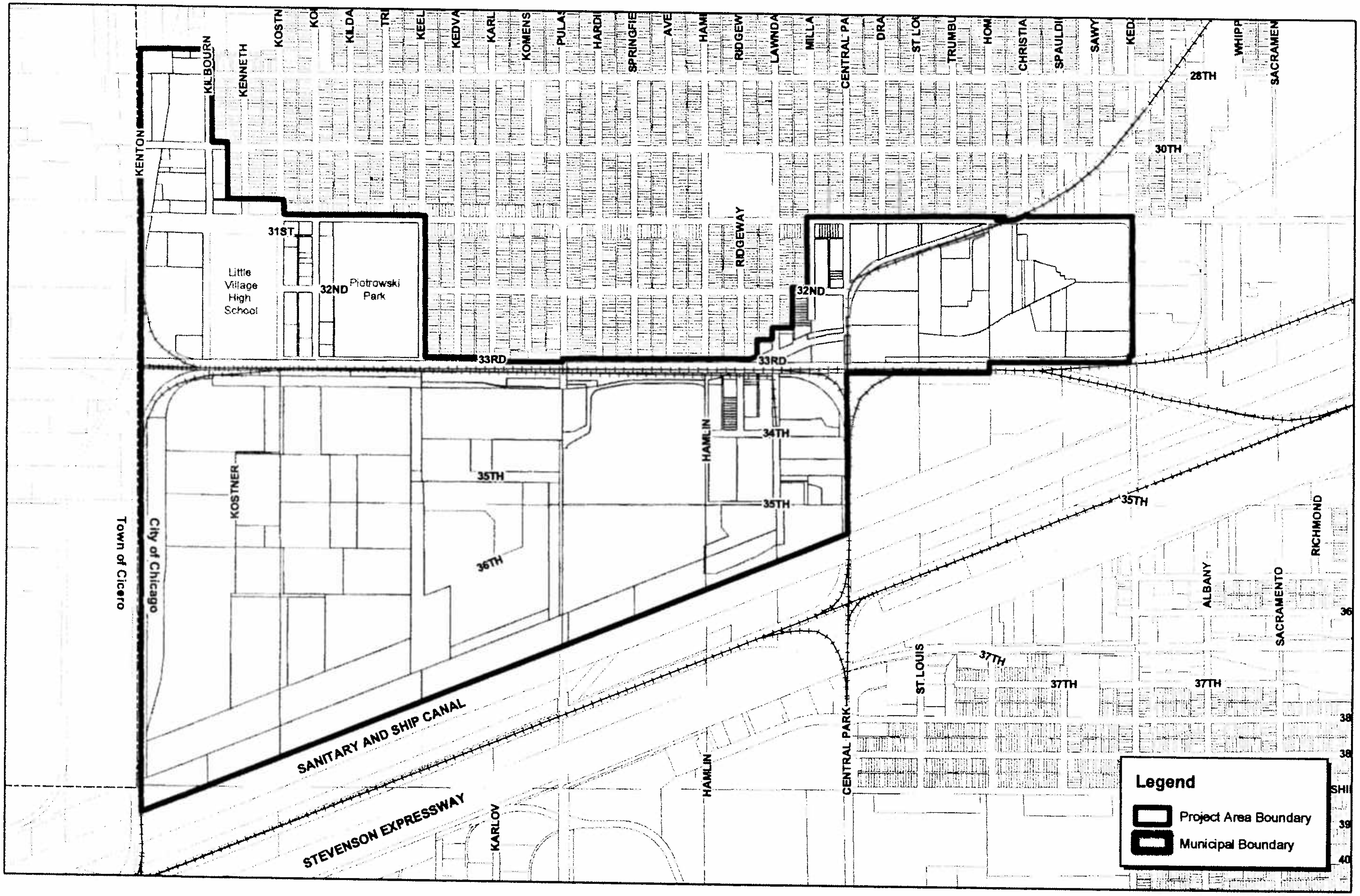

FIGURE A: STUDY AREA BOUNDARY MAP

LITTLE VILLAGE INDUSTRIAL CORRIDOR TIF
CITY OF CHICAGO
FEBRUARY 2007

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1. INTRODUCTION

The Tax Increment Allocation Redevelopment Act permits municipalities to induce redevelopment of eligible "blighted," "conservation" or "industrial park conservation areas" in accordance with an adopted redevelopment plan. The Act stipulates specific procedures, which must be adhered to, in designating a redevelopment project area. One of those procedures is the determination that the area meets the statutory eligibility requirements. At 65 Sec 5/11-74.-3(p), the Act defines a "redevelopment project area" as:

> "... 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 combination of both blighted areas and conservation areas."

In adopting this legislation, the Illinois General Assembly found that:

1. (at 65 Sec 5/11-74.4-2(a)) …there exists in many municipalities within the State blighted, conservation and industrial park conservation areas…; and
2. (at 65 Sec 5/11-74.4-2(b)) …the eradication of blighted areas and the treatment and improvement of conservation areas by redevelopment projects is hereby declared to be essential to the public interest.

The legislative findings were made on the basis that the presence of blight, or conditions that lead to blight, is detrimental to the safety, health, welfare and morals of the public. The Act specifies certain requirements which must be met before a municipality may proceed with implementing a redevelopment project in order to ensure that the exercise of these powers is proper and in the public interest.

Before the tax increment financing technique can be used, the municipality must first determine that the proposed redevelopment area qualifies for designation as a "blighted area," "conservation area," or an "industrial park conservation area." Based on the conditions present, this Eligibility Study finds that the Study Area qualifies for designation as a conservation area.

Conservation Areas

A "conservation area" is an improved area located within the territorial limits of the municipality in which 50% or more of the structures have an age of 35 years or more. Such areas are not yet blighted but, because of a combination of three or more of the following conditions that are detrimental to the public safety, health, morals or welfare, may become a blighted area:

1. Dilapidation
2. Obsolescence
3. Deterioration

4. Presence of structures below minimum code standards
5. Illegal use of individual structures
6. Excessive vacancies
7. Lack of ventilation, light or sanitary facilities
8. Inadequate utilities
9. Excessive land coverage and overcrowding of structures and community facilities
10. Deleterious land use or layout
11. Environmental clean-up requirements
12. Lack of community planning
13. Lagging or declining equalized assessed value as set forth in the Act.

The Act defines blighted and conservation areas and amendments to the Act also provide guidance as to when the conditions present qualify an area for such designation. Eligibility was evaluated using the conservation area criteria because of the City's desire to retain and enhance existing industrial uses. Where any of the conditions defined in the Act are found to be present in the Study Area, they must be: 1) documented to be present to a meaningful extent so that the municipality may reasonably find that the condition is clearly present within the intent of the Act, and 2) reasonably distributed throughout the Study Area.

The test of eligibility of the Study Area is based on the conditions of the area as a whole. The Act does not require that eligibility be established for each and every property in the Study Area.

2. ELIGIBILITY STUDIES AND ANALYSIS

An analysis was undertaken to determine whether any or all of the eligibility conditions listed in the Act are present in the Project Area, and if so, to what extent and in which locations. In order to accomplish this evaluation the following tasks were undertaken:

1. Exterior survey of the condition and use of each building;
2. Field survey of environmental conditions involving parking facilities, public infrastructure, site access, fences and general property maintenance;
3. Analysis of existing land uses and their relationships;
4. Comparison of surveyed buildings to zoning regulations;
5. Analysis of the current platting, building size and layout;
6. Analysis of building floor area and site coverage;
7. Review of previously prepared plans, studies, inspection reports and other data;
8. Analysis of real estate assessment data;
9. Review of available building permit records to determine the level of development activity in the area; and
10. Review of building code violations.

The exterior building condition survey and site conditions survey of the Study Area were undertaken between May and August 2006. The analysis of site conditions was organized by tax block as shown in *Figure B: Tax Blocks*. The seven tax blocks that are made up entirely of active railroad property were excluded as analysis blocks.

Building Condition Evaluation

This section summarizes the process used for assessing building conditions in the Study Area. These standards and criteria were used to evaluate the existence of dilapidation or deterioration of structures.

The building condition analysis is based on a thorough exterior inspection of the buildings and sites conducted by Ernest R. Sawyer Enterprises between May and August 2006 and additional field verification conducted by Camiros, Ltd. in July and August 2006. Structural deficiencies in building components and related environmental deficiencies in the Study Area were noted during the surveys conducted by both firms.

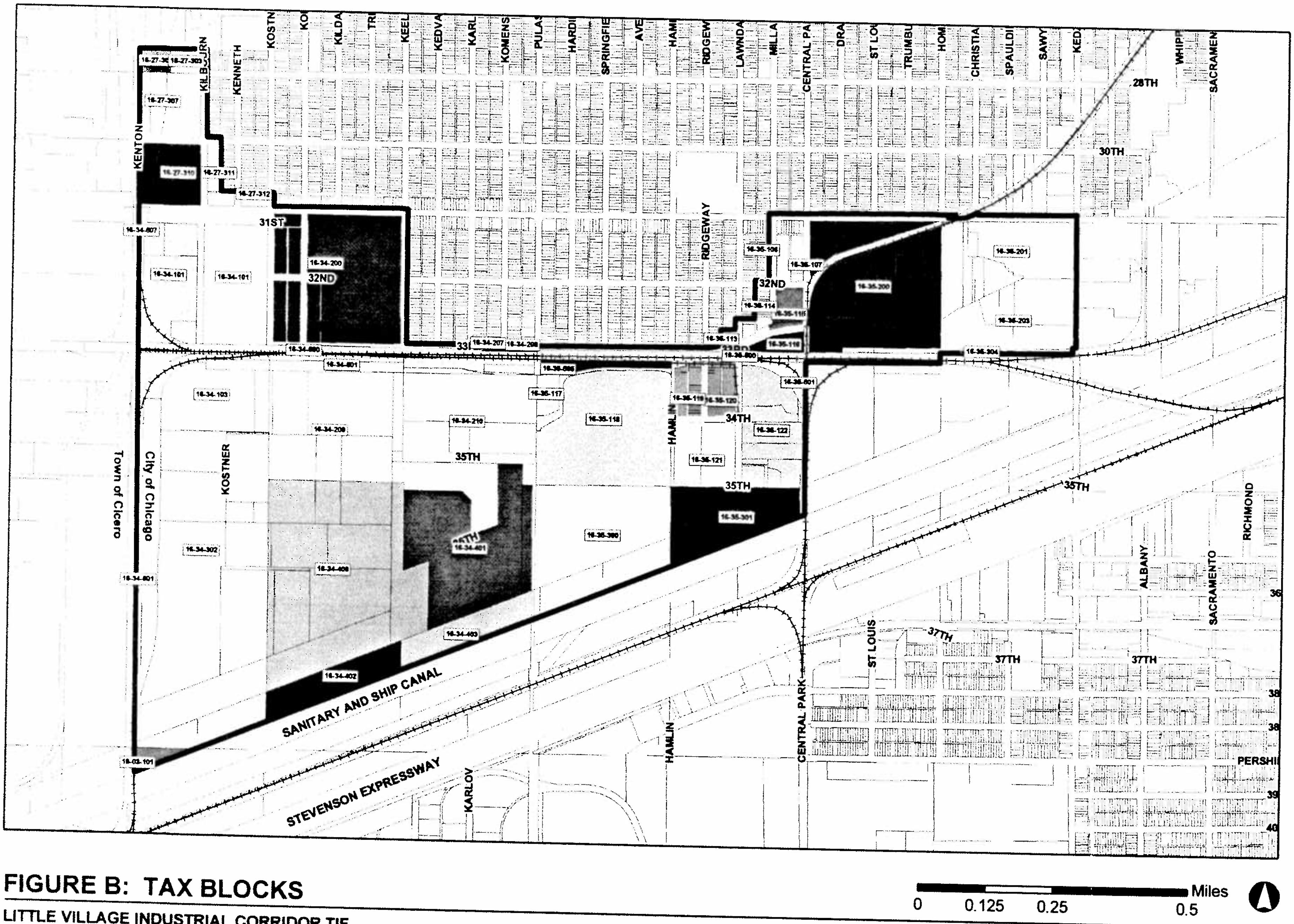

FIGURE B: TAX BLOCKS

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Building Components Evaluated

During the field survey, each component of the buildings in the Study Area was examined to determine whether it was in sound condition or had minor, major, or critical defects. Building components examined were of two types:

Primary Structural Components
These include the basic elements of any building: foundation walls, load-bearing walls and columns, roof, roof structures and facades.

Secondary Components
These are components generally added to the primary structural components and are necessary parts of the building, including exterior and interior stairs, windows and window units, doors and door units, interior walls, chimney, and gutters and downspouts.

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

Building Component Classification

The four categories used in classifying building components and systems and the criteria used in evaluating structural deficiencies are described below.

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

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

Deficient – Requiring Major Repair
Building components that contain major defects over a widespread area that would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of components by people skilled in the building trades.

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

Final Building Rating

After completion of the exterior building condition survey, each structure was placed in one of three categories based on the combination of defects found in various primary and secondary building components. Each final rating is described below:

Sound
Sound buildings can be kept in a standard condition with normal maintenance. Buildings so classified have no minor defects.

Deficient
Deficient buildings contain defects that collectively are not easily correctable and cannot be accomplished in the course of normal maintenance. The classification of major or minor reflects the degree or extent of defects found during the survey of the building.

- Deficient-Minor
  Buildings classified as "deficient – requiring minor repairs" have more than one minor defect, but no major defects.

- Deficient-Major
  Buildings classified as "deficient – requiring major repairs" have at least one major defect in one of the primary components or in the combined secondary components, but less that one critical defect.

Substandard
Structurally substandard buildings contain defects that are so serious and so extensive that the building must be removed. Buildings classified as structurally substandard have two or more major defects.

Minor deficient and major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Act. Substandard buildings are the same as dilapidated buildings.

Eligibility Determination

Where a condition is described as being present to a *meaningful* extent, the condition is present with respect to a majority of analysis blocks to which the condition pertains and is reasonably distributed in the Study Area. The presence of such conditions has a major adverse impact or influence on adjacent and nearby property. A condition described as being present to a *limited extent* indicates that the condition is present, but that the distribution of impact of the condition is more limited, affecting fewer than 50% of applicable analysis blocks. A statement that the condition is *not present* indicates that either no information was available or that no evidence was documented as a result of the various surveys and analyses. Conditions whose presence could not be determined with certainty were not considered in establishing eligibility.

In order to establish the eligibility of a redevelopment project area under the improved "conservation area" criteria established in the Act, at least 50% of buildings must be 35 years of age or older and at least three of 13 eligibility conditions must be meaningfully present and reasonably distributed throughout the Study Area with respect to improved property.

Each condition identified in the Act for determining whether an area qualifies as a conservation area is discussed in this next section of this *Eligibility Study* and a conclusion is presented as to whether or not the condition is present to a degree sufficient to warrant its use in establishing the eligibility of the Study Area for designation as a redevelopment project area under the Act. These findings describe the conditions that exist and the extent to which each condition is present.

3. PRESENCE AND DISTRIBUTION OF ELIGIBILITY CONDITIONS

This *Eligibility Study* finds that the Study Area qualifies for designation as a conservation area under the criteria contained in the Act. The required age threshold is satisfied with 71% of buildings being at least 35 years of age. Five of the conditions cited in the Act are meaningfully present and reasonably distributed within the Study Area. Five other conditions are present in the area to a more limited degree and support the overall conclusions reached in this *Eligibility Study*. These conditions and whether they are present to a major or limited extent within the Study Area are as follows:

1. Dilapidation (limited)
2. Obsolescence (limited)
3. Deterioration (major)
4. Structures below minimum code standards (limited)
5. Excessive vacancies (limited)
6. Inadequate utilities (major)
7. Excessive land coverage or overcrowding of community facilities (major)
8. Deleterious land use or layout (major)
9. Environmental clean-up requirements (limited)
10. Lack of community planning (major)

The presence and distribution of eligibility conditions related to the qualification of the Study Area for designation as a conservation area presented below. The distribution of these conditions within the Study Area is presented in *Table C: Distribution of Conservation Area Eligibility Conditions* at page C-19.

In order to establish the eligibility of improved property of a redevelopment project area under the "conservation area" criteria established in the Act, 50% or more of the buildings must be 35 years of age or older and at least three of 13 eligibility conditions must be meaningfully present and reasonably distributed throughout the Study Area.

Improved property includes parcels that contain buildings, structures, parking or other physical improvements. Improved property may include single parcels or multiple parcels under single or common ownership. Landscaped yards, open space or other ancillary functions may also be classified as improved property for the purposes of the eligibility analysis if they are obviously accessory to an adjacent building (primary use).

Age

The Study Area contains 104 structures, with 74 of these buildings identified as having been built in 1972 or earlier. Thus, the required age threshold is met with 71% of buildings being 35 years of age or older.

Conservation Area Eligibility Conditions

The presence and distribution of eligibility conditions related to the qualification of the Study Area for designation as a conservation area are discussed below.

1. Dilapidation

As defined in the Act, "dilapidation" refers to an advanced state of disrepair or neglect of necessary repairs to the primary structural components of buildings or improvement in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.

Only three dilapidated structures were identified during the building condition survey. Two are located on the same tax block at the southeast corner of South Kedzie Avenue and West 31st Street. The largest of these is the former Washburne Trade School building owned by the Chicago Board of Education.

Conclusion: Dilapidated buildings contribute to the overall image of the Study Area as an area that is in need of significant improvement. However, because this condition affects only two tax blocks, this condition was found to be present to a limited extent and not used to qualify the area for designation as a conservation area.

2. Obsolescence

As defined in the Act, "obsolescence" refers to the condition or process of falling into disuse. Structures have become ill suited for the original use. In making findings with respect to buildings, it is important to distinguish between *functional obsolescence* which relates to the physical utility of a structure, and *economic obsolescence* which relates to a property's ability to compete in the marketplace.

Functional Obsolescence
Historically, structures have been built for specific uses or purposes. The design, location, height, and space arrangement are intended for a specific occupant at a given time. Buildings become obsolete when they contain characteristics or deficiencies which limit their use and marketability after the original use ceases. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, the improper orientation of the building on its site and similar conditions which detracts from the overall usefulness or desirability of a property.

Economic Obsolescence
Economic obsolescence is normally a result of adverse conditions which cause some degree of market rejection and depreciation in market values.

If functionally obsolete properties are not periodically improved or rehabilitated, or economically obsolete properties are not converted to higher and better uses, the income and value of the property erodes over time. This value erosion leads to deferred maintenance, deterioration, and excessive vacancies. These manifestations of obsolescence then begin to have an overall blighting influence on surrounding properties and detract from the economic vitality of the overall area.

Obsolescence as an eligibility condition should be based upon the documented presence and reasonable distribution of buildings evidencing such obsolescence. Obsolete buildings contain characteristics or deficiencies that limit their long-term sound use or reuse. Obsolescence in such buildings is typically difficult and expensive to correct. Obsolete building types have an adverse affect on nearby and surrounding development and detract from the physical, functional and economic vitality of the area.

Buildings within the Study Area are both functionally and economically obsolete. As noted previously, 71% of buildings are more than 35 years old. Many of these buildings are of metal construction, which are generally not designed for long term use. The age of a structure is often a key indicator of its relative usefulness. Older structures frequently require extensive maintenance in order to maintain mechanical systems or structural integrity. The costs involved in maintaining and upgrading older buildings often create adverse impacts on existing users and create impediments to the marketability and reuse of industrial or commercial structures.

Age is a particular issue for industrial buildings because of rapidly changing technologies and transportation and distribution techniques. Obsolescence was identified as a factor with respect to 60 properties in the Study Area, located on 10 tax blocks. These blocks are reasonably distributed within the Project Area, but do not constitute a majority of the analysis blocks.

Conclusion: Because this factor affects only 31% of the analysis blocks it was not used to establish eligibility of the Study Area as a conservation area under the Act.

3. ***Deterioration***

As defined in the Act, "deterioration" refers to, with respect to buildings, defects including but not limited to major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. With respect to surface improvements, the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas evidence deterioration, including but not limited to surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces.

Based on the definition given by the Act, deterioration refers to any physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. The vast majority of improved property in the Study Area (142 or 60% of all tax parcels) exhibit deterioration with respect to site improvements, structures and buildings. In addition, public infrastructure in the Study Area including alleys, sidewalks, public parking and curbs and gutters is also deteriorated. The physical condition of approximately 30 tax parcels could not be evaluated because they are not accessible or visible from public or private rights-of-way. Thus, the presence of deterioration as a factor may be understated.

Conclusion: Deterioration is meaningfully present and reasonably distributed within the Study Area, affecting 78% of the Study Area's tax blocks.

4. *Presence of Structures Below Minimum Code Standards*

As defined in the Act, the "presence of structures below minimum code standards" refers to all structures that do not meet the standards of zoning, subdivision, building, fire, and other governmental codes applicable to property, but not including housing and property maintenance codes.

As referenced in the definition above, the principal purposes of governmental codes applicable to properties are to require buildings to be constructed in such a way as to sustain safety of loads expected from the type of occupancy; to be safe for occupancy against fire and similar hazards; and/or to establish minimum standards essential for safe and sanitary habitation. Structures below minimum code standards are characterized by defects or deficiencies that threaten health and safety.

The presence of this condition within the Study Area was evaluated based on available building inspection reports. Existing land uses were also compared to uses allowed as either permitted or special uses within the applicable zoning district. Structures below minimum code standards were identified on 12 tax blocks. In most cases buildings were cited for multiple code violations, sometimes going back for a period of several years. However, structures below minimum code standards did not constitute a majority of buildings on any tax block.

Conclusion: This condition was documented as being present to a limited extent in the Study Area and was not used to establish eligibility as a conservation area under the Act.

5. *Illegal Use of Structures*

There is an illegal use of a structure when structures are used in violation of federal, state or local laws. It does not appear that any uses exist within the Study Area that are not permitted by zoning or other applicable regulations.

Conclusion: This condition was not identified as being present within the Study Area and was not used to establish eligibility as a conservation area under the Act.

6. *Excessive Vacancies*

As defined in the Act, "excessive vacancies" refers to the presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent, or duration of the vacancies.

The Study Area contains only two vacant buildings and twelve parcels that are classified as vacant land. There are several vacant and landlocked parcels that are configured to suggest former rail spurs and utility rights-of-way.

Conclusion: This condition is present to a limited extent affecting 22% of analysis blocks and was not used to establish eligibility of the Study Area as a conservation area under the Act.

7. *Lack of Ventilation, Light, or Sanitary Facilities*

As defined in the Act, "lack of ventilation, light, or sanitary facilities" refers to the absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke, or other noxious airborne materials. Inadequate natural light and ventilation means the absence or inadequacy of skylights or windows for interior spaces or rooms and improper window sizes and amounts by room area to window area ratios. Inadequate sanitary facilities refer to the absence or inadequacy of garbage storage and enclosure, bathroom facilities, hot water and kitchens, and structural inadequacies preventing ingress and egress to and from all rooms and units within a building.

No buildings were identified that are affected by this condition other than the vacant and boarded up Washburne Trade School property.

Conclusion: This condition was not identified as being present within the Study Area to the degree needed to establish eligibility as a conservation area under the Act.

8. *Inadequate Utilities*

As defined in the Act, "inadequate utilities" refers to underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone, and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the redevelopment project area, (ii) deteriorated, antiquated, obsolete, or in disrepair, or (iii) lacking within the redevelopment project area.

Midwest Generation and Commonwealth Edison have major power generation and distribution facilities within the Study Area that can provide electric service to industrial users as well as other customers. Peoples Gas also has facilities in the Study Area. The City has upgraded water and sewer service in some parts of the Study Area, most notably along Lawndale Avenue south of West 33rd Street. However, given the age of the area it is likely that utilities in other parts of the Study Area are antiquated and in need of replacement. One of the issues related to utility improvements in the portion of the Study Area located south of the West 33rd Street right-of-way and west of South Pulaski Road is the fact that existing water and sewer service is not located in public right-of-way but rather through easements on private property.

While most streets appear to have provision for storm water drainage, standing water was observed along South Kolin Avenue as well as in several locations along the private industrial road that serves businesses west of South Pulaski Road. Information needed to fully document the condition of water and sewer utilities within the Study Area was not available. Thus, the presence of this condition within the Study Area is likely understated.

Another increasingly important utility consideration for industrial users is the need for fiber optic cable for high speed internet and computer operations. The lack of public right-of-way which can be used to bring such technology to businesses is among the key utility deficiencies present in the entire Study Area.

Conclusion: This condition is meaningfully present and reasonably distributed within the Study Area, affecting 60% of analysis blocks.

9. Excessive Land Coverage or Overcrowding of Community Facilities

As defined in the Act, "excessive land coverage or overcrowding of community facilities" refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as one exhibiting excessive land coverage are: (i) the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and (ii) the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking, or inadequate provision for loading and service.

This condition is present to a major extent within the Study Area. More than one-third of the tax parcels in the Study Area lack direct access to public right-of-way. While there are relatively few buildings in the Study Area given its size, parcels are heavily used with sites crowded with truck and other types of open storage. There is inadequate provision for off-street employee parking especially along South Kilbourn Avenue, South Kolin Avenue and South Millard Avenue. The industrial buildings located between Little Village High School and Piotrowski Park occupy the majority of their sites, with little land available for off-street parking and loading. The portion of South Kilbourn Avenue adjacent to the Unilever/Best Foods facility is heavily parked and the West 32nd Street right-of-way is almost exclusively devoted to the storage of tractor trailers. The portion of South Millard Avenue that is included within the Study Area boundaries is heavily parked and dead ends into the Meyer Steel Drum property without provision for visitors or residents on the west side of the street to turn around.

Conclusion: This condition is meaningfully present and reasonably distributed within the Study Area, affecting 60% of the analysis blocks.

10. Deleterious Land Use or Layout

As defined in the Act, "deleterious land-use or layout" refers to the existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses considered to be noxious, offensive, or unsuitable for the surrounding area.

Examples of incompatible land use relationships include junk and salvage yards immediately adjacent to manufacturing businesses, Little Village High School and Piotrowski Park. Such uses detract from the image and stability of the Study Area as a modern industrial district. Elsewhere in the Study Area, a medical office use is located on the same tax parcel as several industrial uses. The proximity of residential and heavy industrial uses on a dead end street without appropriate buffering to protect the residential neighborhood from adverse impact is also representative of an incompatible land use relationship. The industrial land use that has evolved over time lacks the organization needed to allow the Study Area to function as a strong and identifiable industrial district that can attract new industrial users and investment.

Conclusion: This condition is meaningfully present and reasonably present in the Study Area, affecting 60% of analysis blocks.

11. Environmental Clean-Up Requirements

As defined in the Act, "environmental clean-up" means that the area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for, the clean-up of hazardous waste, hazardous substances, or underground storage tanks required by State or Federal law, provided that the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.

Known sites with environmental clean-up requirements include Midwest Generation's Crawford Station, the Washburne Trade School property and several other industrial properties. Given the industrial nature of current and prior uses, additional properties with environmental remediation requirements are likely to be identified as properties are sold for redevelopment or reuse.

Conclusion: The degree to which this condition is present within the Study Area was evaluated using publicly available information. Thus, the extent to which this condition may be present in the Study Area may be significantly understated. For the purposes of this eligibility analysis this condition was found to be present to a limited extent within the Study Area.

12. Lack of Community Planning

As defined in the Act, "lack of community planning" means that the proposed redevelopment project area was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community plan or that the plan was not followed at the time of the area's development. This condition must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary development standards, or other evidence demonstrating an absence of effective community planning.

Lack of community planning is evident throughout the Study Area. More than one-third of the tax parcels in the Study Area lack direct access to a publicly dedicated street. While some uses are served by private industrial roads, others rely on an undefined, ad hoc pattern of cross access through private property. Approximately 18% of the buildings in the Study Area are located on multiple tax parcels, which is an example of the failure to follow proper planning by consolidating parcels into a single building lot. Examples of tax parcels of irregular shape and inadequate size to accommodate modern industrial development are found throughout the Study Area. Some of these parcels appear to have been platted to accommodate rail spurs which are no longer present.

Conclusion: This condition is meaningfully present and reasonably distributed affecting the entire Study Area.

13. Lagging or Declining Equalized Assessed Value

As defined in the Act, this condition is present when the Study Area can be described by one of the following three conditions: 1) the total equalized assessed value ("EAV") has declined in three of the last five years; 2) the total EAV is increasing at an annual rate that is less than the balance of the municipality for three of the last five years; or 3) the total EAV is increasing at an annual rate that is less than the Consumer Price Index for all Urban Consumers for three of the last five years.

Table A: Comparative Increase in Equalized Assessed Value (EAV) compares the annual change in EAV for improved property within the Study Area with the balance of the City. As shown in *Table A*, the total equalized assessed value of property within the Study Area grew at a slower rate than that of the balance of the City in only two of the last five years. The Cook County Assessor adjusts the assessed value of property to reflect occupancy status which partly explains why the EAV of the Study Area has grown at a faster rate than Chicago in certain years, despite the lack of construction activity. As noted in the discussion of Excessive Vacancies, there are only a few vacant buildings in the Study Area at present. Another factor is the transfer of City-owned land and other assistance to allow MRC Polymers to build an industrial facility in the Study Area. In this case approximately 15 tax parcels went from tax exempt with an EAV of $0 to property that is on the tax rolls. There was a significant lag in the most recent reassessment year. However, because the EAV of the Study Area grew at a faster rate than the balance of the City for three remaining analysis years, the statutory test used to establish this factor has not been met.

Table A:
COMPARATIVE INCREASE IN EQUALIZED ASSESSED VALUE (EAV) – IMPROVED PROPERTY

	2005	2004	2003*	2002	2001
Study Area – EAV and % Change over Prior Year	$88,055,168	$83,031,376	$76,951,636	$74,089,915	$64,808,777
	6.05%	7.90%	3.86%	14.32%	5.89%
Balance of City of Chicago - % Change over Prior Year	7.28%	3.96%	17.29%	7.98%	3.71%

*Reassessment year
Source: Cook County Tax Extension Office

Conclusion: Lagging or declining equalized assessed value in accordance with the definition contained in the Act is not present in the Study Area.

Eligibility Analysis Summary

On the basis of the above review of current conditions, the Study Area meets the criteria for qualification as a conservation area.

More than 50% of the buildings within the Study Area are 35 years of age or older. The Study Area exhibits the presence of nine of the 13 conservation area eligibility conditions defined by the Act. Five of these conditions are meaningfully present and reasonably distributed within the Study Area affecting at least 50% of the 33 analysis blocks. Five other conditions were found to be present to a limited extent and help to support the conclusion that the Study Area meets the eligibility requirements for designation as a conservation area under the Act. Only three conditions are required to qualify as a conservation area under the Act, once the age threshold is met. *Table C: Distribution of Conservation Area Eligibility Conditions* summarizes the presence and distribution of the conditions applicable to eligibility of the Study Area as conservation area. This summary demonstrates the degree to which these conditions are meaningfully present and reasonably distributed within the Study Area.

Table B:
DISTRIBUTION OF CONSERVATION AREA ELIGIBILITY CONDITIONS

M = Present to a Major Extent L = Present to a Limited Extent	
	Legend of Eligibility Conditions- Improved Property
1	Dilapidation
2	Obsolescence
3	Deterioration
4	Presence of structures below minimum code standards
5	Illegal use of structures
6	Excessive vacancies
7	Lack of ventilation, light or sanitary facilities
8	Inadequate utilities
9	Excessive land coverage or overcrowding of community facilities
10	Deleterious land use or layout
11	Environmental clean-up requirements
12	Lack of community planning
13	Lagging or declining EAV

Tax Blocks	Conservation Area Eligibility Conditions												
	1	2	3	4	5	6	7	8	9	10	11	12	13
16-27-302		L						L	M	M		M	
16-27-303			M					L	M	M		M	
16-27-307		L	M					L	M	M		M	
16-27-310		M	M					L	L	M		M	
16-27-311			M					L	M			M	
16-27-312			M									M	
16-34-101		M	M	L				L	M	L		M	
16-34-103			M					L	M	L		M	
16-34-200	L	M	M	L		L		M	M	L		M	
16-34-209			M			L		L	L	L		M	
16-34-210		L	M			L		M	L	L		M	
16-34-302			M	L		L		L	L	L		M	
16-34-400			M					M	M	L		M	
16-34-401			M									M	
16-34-402			M									M	
16-34-403			M									M	
16-34-500	RAILROAD PROPERTY												
16-34-501	RAILROAD PROPERTY												
16-34-507	RAILROAD PROPERTY												
16-35-107		L	M			M						M	
16-35-113			M							M		M	
16-35-114		L	M	L		M				L		M	
16-35-115			M	L				L	M			M	
16-35-116								L	M			M	

Table B: (Continued)
DISTRIBUTION OF CONSERVATION AREA ELIGIBILITY CONDITIONS

	Conservation Area Eligibility Conditions												
Tax Blocks	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
16-35-117		M				M				L		M	
16-35-118			M									M	
16-35-119		M	M			L		L	M			M	
16-35-120		M	M	L				L	L	M		M	
16-35-121				L					M			M	
16-35-122		L	M	L				L	M	L	M	M	
16-35-200		L	M	L		L		L	L	M	M	M	
16-35-201	L	M	M	L		L		L	L	M	M	M	
16-35-203				L								M	
16-35-300			M							M	M	M	
16-35-301										M	M	M	
16-35-500	RAILROAD PROPERTY												
16-35-501	RAILROAD PROPERTY												
16-35-504	RAILROAD PROPERTY												
16-35-505	RAILROAD PROPERTY												
19-03-101						M		M				M	
Present to a Major Extent	0	7	26	0		4		4	13	10	5	33	
Present to a Limited Extent	2	7	0	12		7		16	7	16	0	0	
Total Affected Tax Blocks	2	14	26	12		11		20	20	20	5	33	
% of Blocks Affected	6%	42%	78%	36%		33%		60%	60%	60%	15%	100%	

APPENDIX D

INITIAL EQUALIZED ASSESSED VALUE (EAV) OF PROPERTY WITHIN THE LITTLE VILLAGE INDUSTRIAL REDEVELOPMENT PROJECT AREA

#	PIN	2005 EAV
1	16-27-302-005-0000	Railroad
2	16-27-302-008-0000	$386,742
3	16-27-303-018-0000	$197,237
4	16-27-303-019-0000	$17,441
5	16-27-303-020-0000	$43,901
6	16-27-307-002-0000	$529,959
7	16-27-307-004-0000	$627,628
8	16-27-307-005-0000	$179,613
9	16-27-307-006-0000	Railroad
10	16-27-310-005-0000	$66,502
11	16-27-310-006-0000	$95,003
12	16-27-310-008-0000	Exempt
13	16-27-310-010-0000	Exempt
14	16-27-310-011-0000	$11,933
15	16-27-310-013-0000	$37,937
16	16-27-310-016-0000	$13,463
17	16-27-310-018-0000	Railroad
18	16-27-310-019-0000	$151,290
19	16-27-310-020-0000	Exempt
20	16-27-310-021-0000	$617,943
21	16-27-311-039-0000	Exempt
22	16-27-311-041-0000	$580,662
23	16-27-311-042-0000	$43,398
24	16-27-312-042-0000	Exempt
25	16-34-101-006-0000	$187,402
26	16-34-101-011-0000	$3,075,724
27	16-34-101-012-0000	$97,229
28	16-34-101-013-0000	$607,987
29	16-34-101-014-0000	Exempt
30	16-34-103-005-0000	Railroad
31	16-34-103-010-0000	$1,745,740
32	16-34-103-011-0000	$214,170
33	16-34-200-008-0000	$312,511
34	16-34-200-009-0000	$100,090
35	16-34-200-012-0000	$221,281
36	16-34-200-015-0000	$332,572
37	16-34-200-016-0000	$314,726
38	16-34-200-017-0000	$317,863
39	16-34-200-018-0000	$36,967
40	16-34-200-019-0000	Exempt
41	16-34-200-022-0000	$35,262
42	16-34-200-024-0000	$118,563
43	16-34-200-025-0000	$40,098
44	16-34-200-028-0000	$225,245
45	16-34-200-029-0000	$211,588

#	PIN	2005 EAV
46	16-34-200-030-0000	$210,364
47	16-34-200-031-0000	$63,259
48	16-34-200-032-0000	$109,236
49	16-34-200-034-0000	$216,765
50	16-34-200-035-0000	$261,682
51	16-34-200-036-0000	$46,654
52	16-34-209-008-0000	$147,785
53	16-34-209-009-0000	$19,037
54	16-34-209-011-0000	$38,204
55	16-34-209-012-0000	$1,209,011
56	16-34-209-013-0000	$2,268,298
57	16-34-209-014-0000	$43,275
58	16-34-209-015-0000	$119,511
59	16-34-209-016-0000	$495,369
60	16-34-209-017-0000	$171,100
61	16-34-210-002-0000	$3,548,087
62	16-34-210-005-0000	$138,002
63	16-34-210-006-0000	$997,453
64	16-34-210-007-0000	$21,572
65	16-34-210-008-0000	$3,811
66	16-34-210-009-0000	$498,784
67	16-34-210-012-0000	$15,026
68	16-34-210-013-0000	$55,394
69	16-34-210-014-0000	$628,846
70	16-34-302-009-0000	$420,796
71	16-34-302-010-0000	$4,639,291
72	16-34-302-011-0000	$760,635
73	16-34-302-014-0000	$2,065,173
74	16-34-302-018-0000	$41,759
75	16-34-302-021-0000	Exempt
76	16-34-302-022-8001	Exempt
77	16-34-302-022-8002	$18,881
78	16-34-302-023-0000	$571,597
79	16-34-302-024-0000	$217,063
80	16-34-302-025-0000	$26,066
81	16-34-302-027-0000	$17,520
82	16-34-302-028-0000	$17,520
83	16-34-302-031-0000	$165,223
84	16-34-302-032-0000	$4,223,748
85	16-34-302-033-0000	$3,400,641
86	16-34-400-005-0000	$2,234,519
87	16-34-400-006-0000	$1,298,869
88	16-34-400-007-0000	$280,126
89	16-34-400-009-0000	$365,733
90	16-34-400-011-0000	$584,110

#	PIN	2005 EAV
91	16-34-400-012-0000	$820,706
92	16-34-400-013-0000	$95,044
93	16-34-400-014-0000	$44,414
94	16-34-400-015-0000	$424,651
95	16-34-400-016-0000	$241,369
96	16-34-400-017-0000	$17,187
97	16-34-400-018-0000	$23,804
98	16-34-401-004-0000	$186,462
99	16-34-401-005-0000	$82,039
100	16-34-401-006-0000	$2,766,308
101	16-34-402-008-8001	Exempt
102	16-34-402-008-8002	$5
103	16-34-403-013-8001	Exempt
104	16-34-403-013-8002	$5
105	16-34-500-002-0000	Railroad
106	16-34-501-001-0000	Railroad
107	16-34-501-002-0000	Railroad
108	16-34-501-003-0000	Railroad
109	16-34-501-007-0000	Railroad
110	16-34-501-008-0000	Railroad
111	16-34-501-009-0000	Railroad
112	16-34-501-010-0000	Railroad
113	16-34-501-011-0000	Railroad
114	16-34-501-015-0000	Railroad
115	16-34-501-016-0000	Railroad
116	16-34-501-017-0000	Railroad
117	16-34-507-001-0000	Railroad
118	16-35-107-001-0000	$19,435
119	16-35-107-002-0000	$10,018
120	16-35-107-003-0000	$10,018
121	16-35-107-004-0000	$10,018
122	16-35-107-005-0000	$10,018
123	16-35-107-006-0000	$10,018
124	16-35-107-007-0000	$10,018
125	16-35-107-008-0000	$10,018
126	16-35-107-009-0000	$19,433
127	16-35-107-040-0000	Exempt
128	16-35-107-041-0000	$2,344
129	16-35-107-042-0000	Exempt
130	16-35-107-046-0000	$74,018
131	16-35-107-047-0000	$7,778
132	16-35-107-048-0000	$49,343
133	16-35-113-031-0000	$19,608
134	16-35-113-032-0000	$130,658
135	16-35-113-033-0000	$34,754
136	16-35-114-013-0000	$8,639
137	16-35-114-014-0000	$8,639
138	16-35-114-015-0000	$24,670
139	16-35-114-016-0000	$44,592
140	16-35-114-017-0000	$34,590
141	16-35-114-018-0000	$31,244
142	16-35-114-019-0000	$6,284
143	16-35-114-020-0000	$8,639
144	16-35-114-021-0000	$8,450
145	16-35-114-022-0000	$6,284
146	16-35-114-023-0000	$8,639

#	PIN	2005 EAV
148	16-35-114-025-0000	$27,664
149	16-35-114-026-0000	$20,146
150	16-35-114-027-0000	$61,760
151	16-35-115-001-0000	$2,363,989
152	16-35-115-002-0000	$40,712
153	16-35-116-001-0000	$70,535
154	16-35-116-002-0000	$101,606
155	16-35-117-001-0000	$104,463
156	16-35-117-003-0000	$14,059
157	16-35-118-002-0000	$2,763,402
158	16-35-118-003-0000	$94,959
159	16-35-119-001-0000	Railroad
160	16-35-119-002-0000	$96,287
161	16-35-119-003-0000	Railroad
162	16-35-119-007-0000	$7,551
163	16-35-119-008-0000	$7,551
164	16-35-119-009-0000	$7,551
165	16-35-119-010-0000	$7,551
166	16-35-119-011-0000	$7,551
167	16-35-119-012-0000	$7,551
168	16-35-119-013-0000	$7,551
169	16-35-119-014-0000	$7,551
170	16-35-119-015-0000	$7,551
171	16-35-119-016-0000	$7,551
172	16-35-119-017-0000	$7,551
173	16-35-119-018-0000	$7,551
174	16-35-119-019-0000	$52,864
175	16-35-120-001-0000	$7,551
176	16-35-120-002-0000	$5,997
177	16-35-120-003-0000	$79,796
178	16-35-120-004-0000	Railroad
179	16-35-120-005-0000	$545,307
180	16-35-120-006-0000	$17,190
181	16-35-121-001-0000	Exempt
182	16-35-121-002-0000	Exempt
183	16-35-122-014-0000	$318,122
184	16-35-122-016-0000	Railroad
185	16-35-122-017-0000	$142,649
186	16-35-122-018-0000	$8,018
187	16-35-122-019-0000	$285,967
188	16-35-122-020-0000	$167,786
189	16-35-122-023-0000	$254,234
190	16-35-122-024-0000	$202,438
191	16-35-122-026-0000	$238,105
192	16-35-122-027-0000	$4,882
193	16-35-122-028-0000	$564,849
194	16-35-200-001-0000	$1,257,545
195	16-35-200-002-0000	$173,572
196	16-35-200-005-0000	$1,057,158
197	16-35-200-007-0000	$75,135
198	16-35-200-009-0000	$718,969
199	16-35-200-010-0000	$366,596
200	16-35-200-011-0000	$842,593
201	16-35-200-018-0000	$664,633
202	16-35-200-019-0000	$305,386
203	16-35-200-020-0000	$241,954

#	PIN	2005 EAV
204	16-35-200-021-0000	$14,786
205	16-35-200-022-0000	$150,331
206	16-35-200-023-0000	$257,761
207	16-35-200-024-0000	$331,678
208	16-35-201-004-0000	$1,247,887
209	16-35-201-007-0000	$103,685
210	16-35-201-008-0000	$150,219
211	16-35-201-009-0000	$119,653
212	16-35-201-010-0000	$26,959
213	16-35-201-011-0000	$101,527
214	16-35-201-012-0000	Exempt
215	16-35-203-002-0000	$1,538,662
216	16-35-203-004-0000	$96,981
217	16-35-203-006-0000	$1,149,410
218	16-35-203-007-0000	$505,144
219	16-35-203-008-0000	$150,268
220	16-35-300-017-0000	Exempt
221	16-35-300-039-0000	$14,597,068
222	16-35-300-040-0000	$415,029
223	16-35-300-041-0000	$437,593
224	16-35-300-042-0000	$2,557
225	16-35-300-043-0000	$2,814
226	16-35-301-020-0000	$516,302
227	16-35-301-021-0000	$220,672
228	16-35-301-022-0000	$847,499
229	16-35-301-023-0000	$99,942
230	16-35-301-024-0000	$251,210
231	16-35-301-025-0000	$398,995
232	16-35-500-001-0000	Railroad
233	16-35-500-002-0000	Railroad
234	16-35-501-001-0000	Railroad
235	16-35-501-002-0000	Railroad
236	16-35-504-001-0000	Railroad
237	16-35-504-002-0000	Railroad
238	16-35-504-003-0000	Railroad
239	16-35-505-003-0000	$31,656
240	16-35-505-004-0000	Railroad
241	19-03-101-010-8001	Exempt
242	19-03-101-010-8002	$10,390
Total Project Area EAV		**$88,055,168**