

**JEFFERSON - ROOSEVELT  
TAX INCREMENT FINANCING**

**REDEVELOPMENT PLAN AND PROJECT**

**Prepared for:  
The City of Chicago**

**By:  
Camiros, Ltd.**

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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 Financing Redevelopment Plan and Project (hereinafter referred to as the "Plan") pursuant to the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-1 *et seq.*) (1996 State Bar Edition), as amended (the "Act") for the Jefferson-Roosevelt Redevelopment Project Area in the City of Chicago, Illinois (the "City"). The Redevelopment Project Area (the "Area") includes land between the Dan Ryan Expressway on the west, West Harrison Street, West Arthington Street, West Taylor Street and West Polk Street on the north, the South Branch of the Chicago River, South Canal Street and South Clinton Street on the east, and West Roosevelt Road and West 15<sup>th</sup> Street on the south. The Area consists of a mix of commercial, industrial, institutional, utility, railroad and vacant properties. The Plan responds to problem conditions within the Area and reflects a commitment by the City to revitalize the Area.

This Plan presents research and analysis undertaken to document the eligibility of the Area for designation as a "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 this Plan. The results of a study documenting the eligibility of the 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 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 at 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," a "conservation area" or an "industrial park 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," "conservation area," or combination thereof, or "industrial park conservation area," 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, a Plan must meet the following conditions under 5/11-74.4-3(n):

(1) 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 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) 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, and (5) if any incremental revenues are being utilized under Section 8a(1) or 8a(2) of this 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.

Redevelopment projects are defined as any public or private development projects undertaken in furtherance of the objectives of the redevelopment plan.

The City authorized an evaluation to determine whether a portion of the City to be known as the Jefferson-Roosevelt Redevelopment Area, qualifies for designation as a "conservation area," pursuant to the provisions contained in the Act. If the Area so qualified, the City requested the preparation of a redevelopment plan for the Area in accordance with the requirements of the Act.

## **Redevelopment Project Area Overview**

The Area is irregularly shaped and centered on the Jefferson Street/Roosevelt Road intersection. The Area consists of a mix of industrial, utility and commercial properties, is approximately 147 acres in size and includes 178 contiguous parcels and public rights-of-way. The Area contains 70 buildings.

The Area has suffered from a lack of private investment in property improvement as evidenced by stagnant or declining equalized assessed valuation (EAV) and by functionally obsolete commercial and industrial buildings. This obsolescence consists of sizes and shapes of buildings and lots that are unsuitable for modern retail, office and industrial use, an inadequate supply and configuration of parking, and poor loading access.

The Area, as a whole, has not been subject to growth and development by private enterprise and is not reasonably anticipated to be developed without the adoption of the Plan. The Study, attached hereto as Appendix C, concluded that property in the Area suffers from deterioration, excessive land coverage and overcrowding of structures and community facilities, obsolescence, lack of community planning, stagnant or declining EAV, structures below minimum code standards, excessive vacancies and other negative conditions.

The purpose of this Plan is to provide the stimulus needed to revitalize the Area. To accomplish that, the Plan will create a mechanism to:

1. Promote the development of new retail, office, and industrial uses and the expansion and rehabilitation of existing retail, office and industrial facilities on underutilized land along the existing commercial corridors.
2. For land within the Area, promote land use compatibility and synergy with emerging development trends in neighborhoods and institutions surrounding the Area.
3. Provide adequate parking.
4. Improve the Area's physical environment and infrastructure.

## **Summary of Findings**

The Area is appropriate for designation as a "conservation area" in accordance with the Act, based on the following summary of findings:

- 1) The Area has not been subject to growth and development through private enterprise.
- 2) A continuing lack of growth and development will exacerbate conditions of obsolescence, causing further disinvestment and, eventually, blight.
- 3) The Area is not reasonably anticipated to be redeveloped by private enterprise without public intervention and the adoption of this Plan.
- 4) The Area meets the requirements for designation as a "conservation area" because more than 50% of the buildings in the Area are over 35 years old and three or more of the required eligibility criteria are meaningfully present and reasonably distributed in the Area. The Area contains 58 buildings (83% of all buildings) that are more than 35 years old - well above the 50% threshold for designation as a "conservation area."

Three eligibility factors are present to a major extent within the Area. These conditions are:

- Deterioration
- Excessive land coverage and overcrowding of structures and community facilities
- Stagnant or declining EAV

In addition, the following five factors are present to a minor extent:

- Obsolescence
  - Presence of structures below minimum code standards
  - Excessive vacancies
  - Deleterious land use and layout
  - Lack of community planning
- 5) The conditions outlined above are meaningfully present and reasonably distributed throughout the Area.

This Plan summarizes the analyses and findings of the consultant's work, which unless otherwise noted, is solely the responsibility of Camiros, Ltd. and its subconsultants. Camiros, Ltd. has prepared this Plan, and the related Study, with the understanding that the City would rely on (1) the findings and conclusions of the Plan and the related Study in proceeding with the designation of the Area as a redevelopment project area pursuant to the Act and the adoption and implementation of the Redevelopment Plan and Project, and (2) the fact that Camiros, Ltd. has obtained the necessary information to ensure that the Plan and the related Study comply with the Act.

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



## 2. PROJECT AREA DESCRIPTION

The Jefferson-Roosevelt Redevelopment Project Area is approximately 147 acres in size, including public rights-of-way. The land to be designated as the Area is shown in *Figure 1: Boundary Map* (Appendix A). A legal description of the Area is included as Appendix B of this document. The proposed Area includes only those contiguous parcels which are anticipated to be substantially benefited by the proposed redevelopment project improvements and qualifies for designation as a “conservation area.”

The boundaries of the Area were drawn to include deteriorating commercial and industrial property centered on the intersection of South Jefferson Street and West Roosevelt Road. The Area is generally located between the South Branch of the Chicago River, the Dan Ryan Expressway, West Harrison Street and West 15<sup>th</sup> Street.

### Development History

Portions of the Area were previously included in industrial renewal projects undertaken by the City beginning in 1951. In all, three (non-TIF) redevelopment areas were designated. However, redevelopment plans were only prepared for two of the three areas. The location of these redevelopment areas in relation to the Area is shown in *Figure 2: Redevelopment Area Designations* (Appendix A).

The first designation was the West Central Industrial District which included 43.5 acres of blighted property bounded by Polk Street on the north, Canal Street on the east, 15<sup>th</sup> Street on the south and the Dan Ryan Expressway on the west. The redevelopment plan for this area called for conversion of property within the area from a mix of residential, commercial and industrial use to industrial use. Following land acquisition and clearance, the City began offering industrial sites for sale in 1956. By 1962, all of the project sites had been sold by the Chicago Land Clearance Commission. While the West Central Industrial District was successful in attracting new development to the Area, many of the facilities that were built are now more than 35 years old and approaching the end of their useful lives. At a minimum, major building system upgrades will be required to extend the useful life of a variety of uses in the Area.

In 1955, the Chicago City Council approved the designation of the Roosevelt-Clinton Slum and Blighted Area Redevelopment Project. This area involved a 46 acre tract of land bounded by Roosevelt Road on the north, Clinton Street on the east, 15<sup>th</sup> Street on the south, and the Dan Ryan Expressway on the west.

Like the West Central Industrial District to the north, this area contained a mix of residential, commercial, industrial and vacant land. When the condition analysis was undertaken in 1955, more than 93% of the residential units in the area were in dilapidated buildings. In accordance with the Chicago Plan Commission's 1952 "A Plan for the Central Area of Chicago," industrial and commercial land uses were specified for this area. During the next few years, blighted property was acquired and cleared and the area redeveloped for industrial and commercial purposes. The UPS facility, the shopping center at the southeast corner of Roosevelt Road and Jefferson Street, and a number of light industrial facilities were constructed. As with the buildings built as part of the urban renewal efforts north of Roosevelt Road, many of the buildings included in this part of the Area are now more than 35 years old and have begun to deteriorate or suffer from varying degrees of obsolescence.

In addition to the two early urban renewal designations described above, the portion of the Area bounded by Taylor Street on the north, Canal Street on the west, Roosevelt Road on the south and the Burlington Northern rail line on the east was included in the 1986 Canal-Taylor Blighted Commercial Area designation. The blighted area designation was prepared to allow Northern Trust to take advantage of Cook County tax incentives related to the development of its facility on South Canal Street. A redevelopment plan for this blighted commercial area was not prepared by the City. However, a business planned development was filed for this site. The proposed land uses for the portion of this business planned development located within the Area include business uses, ancillary retail uses, day care facilities, physical culture facilities, earth station receiving dishes, accessory parking and related uses. A park area of at least 5,000 square feet adjoining the South Canal Street setback line is also a component of the planned development.

### **Current Area Land Use**

Existing land use within the Area consists of a mix of commercial, industrial, institutional, vacant property, railroad rights-of-way and utility uses, as shown in *Figure 3: Existing Land Use* (Appendix A) and presented in *Table 1: Existing Land Use Composition*. During the building condition and land use survey of the Area, only two residential units were identified, one of which was occupied. Current zoning, shown in *Figure 4: Existing Zoning* (Appendix A), is generally consistent with the existing land use pattern.

Commonwealth Edison facilities are located along the South Branch of the Chicago River on both sides of West Taylor Street and South Jefferson Street immediately south of West Cabrini Street.

**Table 1**  
**EXISTING LAND USE COMPOSITION**

	<b>Acreage</b>	<b>% of Total</b>
Residential	---	---
Commercial	36	24.8
Industrial	26	17.7
Public/Institutional	4	2.9
Railroad/Utility	36	24.3
Parks & Open Space	---	---
Vacant	10	6.8
<b>Subtotal</b>	<b>112</b>	<b>76.5</b>
Rights-of-way	35	23.5
<b>Total</b>	<b>147</b>	<b>100.0%</b>

The public facilities within the Area are shown in *Figure 5: Public Facilities Map* (Appendix A). The Chicago Fire Department's training facility is located in the Area as is a Chicago Police Department storage facility. The University of Illinois at Chicago's ("UIC") chemical engineering building is also located in the Area at the southwest corner of West Polk Street and South Clinton Street. Finally, there is a small IDOT facility located at 900 South Des Plaines Street. There are no public schools or parks within the Area.

The only Chicago Landmark within the Area is 1001 South Jefferson Street, the "Site of the Origin of the Chicago Fire." The original building is no longer in existence.

#### **Access**

The Area is immediately adjacent to the Dan Ryan Expressway on the west and approximately one block south of the Eisenhower Expressway. While West Harrison Street, West Taylor Street, West Roosevelt Road, and West 14<sup>th</sup> Place all provide direct access to the UIC campus, Halsted Street and residential neighborhoods to the west, access to the east is limited to West Harrison Street and West Roosevelt Road. Because of recent improvements to Roosevelt Road, this street has become a major arterial that connects Lake Shore Drive and the museum campus with the area west of the Dan Ryan Expressway. South Clinton Street and South Canal Street provide the major north-south connections between the Area and the Loop.

There are three CTA bus routes that serve the Area. These are the #37 route along Taylor Street, Clinton Street and Canal Street, the #12 route along Roosevelt Road and the #60 route along Harrison Street. The CTA train stations closest to the Area are the Roosevelt stations along the Red, Green and Orange lines located several blocks east of the Chicago River and the Clinton Street station approximately one block north of Harrison Street.

## **Area-Wide Development Trends**

The Area is located in the Near West Side community area. It is contiguous to the Roosevelt & Canal Redevelopment Project Area Amendment No. 1 and the River South TIF. The River South TIF and the Area share a common boundary along the Chicago River. The Area and the Roosevelt & Canal Redevelopment Project Area Amendment No. 1 share common boundaries along South Canal Street, West Roosevelt Road, South Clinton Street, West 15<sup>th</sup> Street and the Dan Ryan Expressway. The boundary of the Area also touches the boundary of the Canal/Congress TIF at the southwest corner of the South Clinton Street and West Harrison Street intersection.

In the past decade there have been a number of new development initiatives in the neighborhoods surrounding the Area. One of the goals of this Plan is to integrate future development in the Area with emerging development trends in surrounding neighborhoods. These trends are discussed below.

Neighborhoods surrounding the Area have experienced significant redevelopment and changes in land use, particularly to the east, north and west. Major projects in the 1980's, such as Dearborn Park, established a trend for the redevelopment of underutilized railroad yards on the east side of the Chicago River for residential use. The River City development, located directly east of the Area along the east bank of the Chicago River, represented a continuation of this trend. The Central Station project, located along Indiana Avenue eastward to include portions of the Illinois Central Railroad yard and right-of-way, represents a current project that involves the conversion of underutilized railroad property for residential redevelopment. Also, to the southeast, significant residential development is occurring on former railroad property north of Chinatown (Archer Avenue) between Wentworth Avenue and Stewart Avenue.

Such projects have helped fuel a broader trend toward residential redevelopment in the neighborhoods surrounding the Area. In the Near South area, in the area bounded by West Roosevelt Road, South State Street, the Illinois Central Railroad tracks and West Cullerton Street, widespread mixed use redevelopment activity is occurring with residential use at its core. Residential redevelopment here includes the conversion of older industrial buildings into residential lofts as well as in-fill townhouse development on vacant land. Smaller scale office and commercial rehabilitation is also taking place. The degree of change in this area is quite dramatic.

To the west of the Area, widespread redevelopment is also taking place. UIC continues to upgrade its campus. An outdoor recreation area is being developed in the area bounded by West Maxwell Street, South Newberry Avenue, South Morgan Street, and West 14th Street. The "L" shaped area immediately to the east and south, bounded by South Newberry Avenue and South Morgan Street to the west, the railroad tracks to the south, the Dan Ryan Expressway to the east and West Roosevelt Road to the north, is the subject of the Roosevelt-Union Redevelopment Project Area. The land use plan for the Roosevelt-Union TIF calls for preserving retail storefronts along South Halsted Street while developing residential/institutional uses above and around these buildings to house UIC students and facilities. This planned redevelopment project is located immediately to the west of the Area.

Further to the west, beyond South Morgan Street, significant reinvestment in both public and private housing is taking place. The rehabilitation of some of the ABLA Public Housing development in the Roosevelt-Racine Redevelopment Project Area has begun and more substantial redevelopment of these facilities is planned over the coming years. Plans call for a mix of market rate and subsidized housing. The scale of this project ensures that it will have a major impact on the residential development trend in the Near West Side Community Area. Already, private sector in-fill housing is underway adjacent to the Jane Addams Homes between West Taylor Street and West Roosevelt Road and South Ashland Avenue and South Throop Street.

The widespread residential redevelopment activity is creating demand for retail uses. The development of the South Loop Marketplace immediately adjacent to the Area is evidence of this demand. Additional land for retail use will be needed.

To the north and east of the Area, commercial and office development is the predominant trend. Land along South Canal Street from West Taylor Street to West Harrison Street has been developed largely for office and the new U. S. Post Office. Development in this area appears to be based on uses that support the needs of the Central Business District.

Significant development activity has not occurred in the neighborhood south of the Area, located south of the railroad tracks (south of 16th Street to Canalport Avenue). This area is largely residential with a mix of industrial, commercial and institutional uses. New investments in property observed in this area were mostly in the form of residential rehabilitation and in-fill residential development.

The most notable development trend in surrounding neighborhoods is the emergence of strong, livable and attractive residential-mixed use neighborhoods to the east and west of the Area. As a result, there is increasing interest in facilitating movement between these two areas and establishing new retail developments that serve these growing residential neighborhoods. The creation of the Museum Campus and planned improvements to the south lakeshore will also attract residents from the Near West Side through the Area, primarily along Roosevelt Road. Residents of the Near South Side may also be attracted to the institutions and shopping in the Near West Side.

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

The Area has declined significantly over the past decade and will not regain long-term viability without the adoption of this Plan.

In October, 1999, a study was undertaken by Camiros, Ltd. and its subconsultants to determine whether the proposed Area is eligible for designation as a conservation area in accordance with the requirements of the Act. This analysis concluded that the Area so qualifies. The Act first requires that at least 50% of the buildings within the Area be at least 35 years old. *Eighty-three percent (83%) of the buildings within the Area are more than 35 years old.*

Once the age requirement has been met, the presence of three of the 13 conditions set forth in the Act is required for designation of improved property as a conservation area. These factors must be meaningfully present and reasonably distributed within the Area. *Of the 13 factors cited in the Act for improved property, eight factors are present within the Area.*

The following three factors were found to be present to a *major* extent:

- Deterioration (affecting 82% of all tax blocks)
- Excessive land coverage and overcrowding of structures and community facilities (affecting 52% of all tax blocks)
- Stagnant or declining EAV

Five additional factors are present to a *minor* extent within the Area. These are:

- Obsolescence (affecting 20% of all tax blocks)
- Presence of structures below minimum code standards (affecting 43% of all tax blocks)
- Excessive vacancies (affecting 22 % of all tax blocks)
- Deleterious land use and layout (affecting 7% of all tax blocks)
- Lack of community planning

For more detail on the basis for eligibility, refer to the Study in Appendix C.

## Need for Public Intervention

The Area, as a whole, has not been subject to significant growth and development through investment by private enterprise. Based on present conditions, the Area is not likely to be developed without the adoption of the Plan. Further decline in the Area will occur in the absence of private-sector investment, and conditions within the Area will eventually have a blighting effect on adjacent residential areas.

As part of the determination of the eligibility of the Area for designation as a "conservation area," the changes in the equalized assessed value (EAV) of the Area over the last five years were documented. The EAV of the Area grew at a slower rate between 1994 and 1998 than Chicago overall. Between 1997 and 1998, despite an increase in the State Multiplier for Cook County, the EAV of the Area actually declined by 1.2%.

An analysis of the 1997 and 1998 EAV data shows that 18 tax parcels on 13 of the 46 tax blocks in the Area experienced declining EAVs ranging from -2% to -58%. Ten of the tax parcels had at least a 10% EAV decline. These properties are found in all parts of the Area that contain taxable property.

Redevelopment of property within the Area is not expected to occur without public intervention. The analysis of conditions within the Area includes an evaluation of construction activity between January 1994 and December 1998. *Table 2: Building Permit Activity*, summarizes construction activity within the Area by year and project type.

**Table 2**  
**BUILDING PERMIT ACTIVITY (1994-1998)**

	1994	1995	1996	1997	1998	Total
<b>Construction Value</b>						
New Construction	\$ 5,000	\$ 10,000	\$ 45,000	\$ 100,000	\$ 645,000	\$ 805,000
Additions	5,000	0	0	0	1,000,000	1,005,000
Alterations/Repairs	500	0	50,000	21,200	0	71,700
Conversions	0	0	300,000	0	0	300,000
Demolition	0	0	0	0	0	0
<b>Total</b>	<b>\$ 10,500</b>	<b>\$ 10,000</b>	<b>\$ 395,000</b>	<b>\$ 121,200</b>	<b>\$ 1,645,000</b>	<b>\$ 2,181,700</b>
<b># of Permits Issued</b>						
New Construction	1	1	1	1	4	8
Additions	1	0	0	0	2	3
Alterations/Repairs	1	0	1	1	0	3
Conversions	0	0	1	0	0	1
Demolition	1	0	0	0	0	1
<b>Total</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>16</b>

During this five year period, a total of 16 building permits were issued for property within the Area. A certain level of building permit activity occurs merely to address basic maintenance needs, which appears to account for most of the construction activity within the Area. Between 1994 and 1998, only five projects were undertaken in the Area that had a construction value of \$100,000 or more. While eight of the permits were issued for new construction, none of these

represented the development of significant new buildings. Three of the eight permits were for the gas station at 1121 S. Jefferson. The remaining five permits classified as “new construction” were for improvements to existing buildings or uses. Five of these eight building permits had an estimated dollar value of less than \$60,000. Three permits were issued for building additions. The most significant of these projects was a \$1 million industrial building addition in the 500 block of West 14<sup>th</sup> Place undertaken in 1998. The remaining building permits were issued for general repairs or the correction of building code violations.

The \$2,181,700 in construction spending that has occurred in the Area over the past five years, affects a relatively small number of buildings. This minimal level of investment illustrates the fundamental problem of economic and functional obsolescence of commercial property within the Area. This problem is not being resolved through private-sector investment, and a continuation of this minimal level of private investment may eventually lead to blight. Addressing the obsolescence of the Area can only be accomplished through a combination of new building construction and significant rehabilitation of existing buildings designed to meet the needs of the Area.

Construction activity in the Area averaged approximately \$436,000 over each of the past five years. This average annual value represents approximately 1% of the total equalized assessed value of property within the Area. This investment in property is very small for either commercial or industrial property.

Despite the lack of private sector investment, equalized assessed value (EAV) within the Area grew from approximately \$44.8 million in 1993 to \$50.3 million in 1998. For this period, the EAV of the Area grew at a slower rate (16.2%) than that of the City (18.4%). This growth in EAV could be the result of one or more of several factors, including improvements to a small number of properties or natural growth due to inflation. However, the increase in EAV is not the result of widespread reinvestment in private property through construction activity. Given the obsolescence which has been documented within the Area, the overall redevelopment of the Area would not reasonably be expected to occur without public intervention and the adoption of this Plan.



#### 4. REDEVELOPMENT PLAN GOALS AND OBJECTIVES

The following redevelopment plan goals and redevelopment objectives serve as the policy framework for this Plan.

##### Redevelopment Plan Goals:

- Reduce or eliminate those conditions that qualify the Area as a conservation area.
- Strengthen the economic well-being of the Area and the City by increasing the value of property.
- Outline a framework for future land use and development that will enhance economic activity in the Area.
- Revitalize the Area to strengthen its role as an important activity center that contributes to the regional and national focus of the Central Business District.
- Assemble or encourage the assembly of land into parcels of appropriate shape and sufficient size for redevelopment in accordance with this Plan and contemporary development needs and standards.
- Encourage the retention and enhancement of sound and viable businesses and industries.
- Promote job creation and local employment.
- Establish job training and job readiness programs to provide residents of the City with the skills necessary to secure jobs in the Area.
- Provide opportunities for women- and minority-owned businesses to participate in the redevelopment of the Area.
- Improve public infrastructure within the Area.
- Enhance the visual character of the Area through design standards and guidelines for new developments, building rehabilitation, and right-of-way improvements.

##### Redevelopment Objectives:

- Promote comprehensive, area-wide redevelopment of the Area as a planned, cohesive urban neighborhood in accordance with the land use plan and land use strategies.
- Strengthen retail development along West Roosevelt Road.
- Encourage the replacement, rehabilitation or conversion of obsolete facilities into high-tech office, commercial or light industrial space.
- Encourage maintenance and expansion of viable commercial and light industrial uses.

- Promote energy efficient development.
- Encourage public infrastructure improvements that attract quality private development.
- Establish new physical links between the Area and surrounding neighborhoods.
- Build a new bridge across the Chicago River between Roosevelt Road and Polk Street.
- Improve parking to support business activity.
- Ensure that all new developments adjacent to the Chicago River enhance and respect the river corridor as a public open space amenity.
- Establish a distinctive visual identity for the Area.
- Strengthen the West Roosevelt Road corridor as the primary link between the UIC campus and the Museum Campus.
- Screen blank walls and loading docks through the use of landscaping and decorative fencing.
- Provide distinctive design features, including landscaping and signage, at major entryways into the Area.
- Enhance the appearance of the Area through streetscape improvements.
- Require new developments to respect the architectural character and scale of surrounding buildings.

## **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, Site Preparation and Environmental Remediation**

To meet the goals and objectives of this Plan, the City may acquire and assemble property throughout the Area. Land assemblage by the City may be by purchase, exchange, donation, lease, eminent domain or through the Tax Reactivation Program and may be for the 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 this 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"). Such redevelopment agreements may be needed to support the rehabilitation or construction of allowable private improvements, in accordance with the Plan; incur costs or reimburse developers for other eligible redevelopment project costs as provided in the Act in implementing the Plan; and provide public improvements and facilities which may include, but are not limited to utilities, street closures, transit improvements, streetscape enhancements, signalization, parking and surface right-of-way improvements.

Terms of redevelopment as part of this redevelopment project may be incorporated in appropriate redevelopment agreements. For example, the City may agree to reimburse a

redeveloper for incurring certain eligible redevelopment project costs under the Act. Such agreements may contain specific development controls as allowed by the Act.

The City requires that developers who receive TIF assistance for market rate housing set aside 20% of the units to meet affordability criteria established by the City's Department of Housing. Generally, this means the affordable for-sale units should be priced at a level that is affordable to persons earning no more than 120% of the area median income, and affordable rental units should be affordable to persons earning no more than 80% of the area median income.

### **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 Area and to attract additional employers to the 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 this Plan. The City expects to encourage hiring from the community that maximizes job opportunities for Chicago residents.

### **Relocation**

Relocation assistance may be provided to facilitate redevelopment of portions of the 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 or legal services to establish, implement and manage this Plan.

### **Provision of Public Improvements and Facilities**

Adequate public improvements and facilities may be provided to service the Area. Public improvements and facilities may include, but are not limited to, street closures to facilitate assembly of development sites, upgrading streets, signalization improvements, provision of streetscape amenities, river walk improvements, parking improvements and utility improvements.

**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 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 redevelopers for interest costs incurred in connection with redevelopment activities in order to enhance the redevelopment potential of the Area.

## **6. REDEVELOPMENT PROJECT DESCRIPTION**

The Plan seeks to create a strong, active and diverse business and industrial district. Physical improvements to the Area are seen as a critical component of its overall improvement.

This Plan recognizes that new investment in commercial and industrial property is needed to achieve revitalization. In certain cases, attracting new private investment may require the redevelopment of existing properties. Proposals for infrastructure improvements will stress projects that will serve and benefit the surrounding residential, commercial, industrial and institutional areas. A comprehensive program of aesthetic enhancements will include streetscape improvements, facade renovations and aesthetically compatible new development. The components will create the quality environment required to sustain the revitalization of the Area.

Based on this assessment, goals of the redevelopment projects to be undertaken in the Area are: 1) to improve the function of the Area in terms of the mix of uses, parking, and traffic circulation; and 2) to make the Area more appealing to business by improving its character and ambiance. The major physical improvement elements anticipated as a result of implementing the proposed Plan are outlined below.

### **Renovation of Existing Commercial Facades and Spaces**

Existing commercial space within the commercial corridors requires significant exterior and interior renovation to accommodate new businesses or to upgrade existing businesses. This might include expanding into space in adjacent buildings to create spaces to accommodate larger retailers.

### **Public Improvements**

Improvements to public infrastructure and facilities are needed to complement and attract private sector investment. Infrastructure improvements may include:

- Public facilities that meet the needs of the community.
- Improving east-west access by creating new links across the Dan Ryan Expressway and the Chicago River.
- Intersection improvements to improve traffic flow.
- Expanding the parking supply.
- Streetscape enhancements.

### **Retail/Commercial Development**

Retail-oriented development will be located along Roosevelt Road. New development is a typical element in any business district revitalization effort and will be needed at key locations in the Area to allow for development of retail focal points that are linked to other commercial developments just outside of the Area. Streetscape improvements will be another aspect of such development. New development will be required to incorporate an adequate supply of parking to serve new uses.

Locations of specific uses or public infrastructure improvements will be established on the basis of more detailed land planning and site design activities. Such adjustments are permitted without amendment of this Plan, as long as they are consistent with the goals and objectives and the land uses approved by the Chicago Plan Commission. Market-based redevelopment proposals should be evaluated on a case-by-case basis to determine their conformance with the established Plan goals and objectives.

### **Office/Industrial Development**

The development of high-tech office and industrial facilities is expected to occur both north and south of Roosevelt Road. Industrial facilities are expected to be located generally south of Roosevelt Road, while office uses are expected to be more common north of Roosevelt Road.

### **Residential/Commercial Mixed Use Development**

Residential development will be limited to locations along the Chicago River as part of mixed use development projects with retail or office uses on the lower levels. Specific locations should relate to residential developments on the east side of the Chicago River. Residential development projects will be required to provide adequate parking and include appropriate open space and river walk amenities.

## 7. GENERAL LAND USE PLAN

The land uses proposed in the Area are consistent with current zoning and are subject to the approval of the Chicago Plan Commission. *Figure 6: General Land Use Plan*, in Appendix A, identifies land uses expected to result from implementation of the Plan in the Area. The land use categories planned for the Area are: 1) retail/commercial-oriented mixed use, 2) office/commercial-oriented mixed-use, 3) residential/commercial-oriented mixed use, and 4) industrial/commercial/utility-oriented mixed use. Institutional uses and open space amenities may be incorporated into any of these land use categories as needs and opportunities present themselves. The General Land Use Plan is intended to provide a guide for future land use improvements and developments within the Area.

The intent of the land use policy contained in the Land Use Plan seeks to support development trends by establishing four primary land use areas. First, in the eastern portion of the Area along the Chicago River, mixed-use development (residential/commercial) is proposed. This would be accomplished through air-rights development over the existing active railroad yards along the Chicago River operated by Metra and Amtrak. This will reinforce similar development expected to occur on the eastern bank of the river and in the Near South Side in general. It is expected that this development will be of a higher intensity, responding to the increased costs of air-rights development and that open space amenities, particularly along the Chicago River would be incorporated into the design. Second, commercial (retail) use is proposed on the north and south sides of Roosevelt Road. This responds to existing retail trends in this area as evidenced by the South Loop Marketplace and proposed retail improvements along Halsted Street to the west. Third, the northern portion of the Area is proposed for commercial use to accommodate demand to support office and high-tech businesses immediately outside the Loop area. And fourth, the southern portion of the Area is proposed for industrial use to preserve existing industrial uses south of Maxwell Street. A more specific discussion of these proposed uses within the Area is outlined below.

### **Retail/Commercial-Oriented Mixed Use**

Commercial retail uses are intended to be concentrated along Roosevelt Road consistent with the current zoning and land use pattern. Roosevelt Road has traditionally served as a prime retail destination, and in view of the residential developments occurring both east of the Chicago River and west of the Dan Ryan Expressway, it is likely that the demand for additional retail space will increase in the future. A variety of nonresidential uses including institutional, commercial, light industrial, and other employment generating uses could also be accommodated within this category, with retail as the preferred ground level use.



**Office/Commercial-Oriented Mixed Use**

This land use category is intended to accommodate the development of high-tech office space and expand back-office operations that support existing facilities in the Central Business District. Such uses are expected to locate north of Roosevelt Road. This land use category also includes commercial services, institutional uses and other similar land uses.

**Residential/Commercial-Oriented Mixed Use**

This mixed use category is intended to accommodate commercial, residential and open space uses in the area between South Canal Street and the Chicago River, north of Roosevelt Road. Such development is expected to take the form of future air rights development. This category is designed to allow for residential development, with adequate parking, and open space amenities along the Chicago River that do not adversely impact industrial or commercial activity in the Area. Retail or other commercial development is expected to be located along the Roosevelt Road frontage with office or residential use restricted to the upper floors.

**Industrial/Commercial/Utility-Oriented Mixed Use**

This land use category is designed to accommodate the existing industrial, commercial, distribution, utility, and transportation uses that have long dominated the Area and allow for their expansion.

These land use strategies are intended to direct development toward the most appropriate land use pattern in each area and enhance the overall development of the 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 amending this 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. HOUSING IMPACT AND RELATED MATTERS**

The Area contains only two residential units. At the time of the eligibility analysis only one of these units was occupied.

Amendments to the Act that became effective November 1, 1999, indicate that the preparation of a housing impact study is required if the Area contains 75 or more inhabited residential units unless the City certifies in the Plan displacement will not result from the Plan or the Plan would not result in the displacement of ten or more inhabited residential units.

Over the life of the Plan, the existing residential units may be converted to other uses, either through public or private redevelopment efforts. However, because there is only one inhabited residential unit within the Area, a housing impact study is not a required element of this Plan.

## 9. 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. 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 Area throughout its twenty-three 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.

### 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 this Plan. Some of the costs listed below became eligible costs under the Act pursuant to an amendment to the Act which became effective November 1, 1999. Eligible costs may include, without limitation, the following:

1. Professional services including: 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, 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 do not extend beyond a period of three years. Redevelopment project costs may not include general overhead or administrative costs of the City that would still have been incurred if the City had not designated a redevelopment project area or approved a redevelopment plan.
2. The cost of marketing sites within the 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, but not including the cost of constructing a new municipal public building principally used to provide offices, storage space, or conference facilities or vehicle storage, maintenance, or repair for administrative, public safety, or public works personnel and that is not intended to replace an existing public building unless the City makes a reasonable determination, supported by information that provides the basis for that determination, that the new municipal building is required to meet an increase in the need for public safety purposes anticipated to result from the implementation of the Plan.
6. Costs of job training and retraining projects including the cost of "welfare-to-work" programs implemented by businesses located within the Area, 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 as provided in the Act.
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 under the Act, including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and not exceeding 36 months thereafter and including reasonable reserves related thereto.
8. 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 Plan, to the extent the City, by written agreement, accepts and approves such costs.
9. An elementary, secondary or unit school district's increased costs attributable to assisted housing units will be reimbursed as provided for in the Act.
10. 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 of the Act.
11. Payment in lieu of taxes.
12. Interest costs incurred by a developer related to the construction, renovation or rehabilitation of a redevelopment project provided that:
  - such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;
  - such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

- 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;
  - 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
  - up to 75 percent of the interest cost 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. 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.
  14. Up to 75% of the interest 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.
  15. The cost of day care services for children of employees from low-income families working for businesses located within the Area and all or a portion of the cost of operation of day care centers established by Area businesses to serve employees from low-income families working in businesses located in the Area. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed 80% of the City, county or regional median income as determined from time to time by the United States Department of Housing and Urban Development.

The cost of constructing new privately-owned buildings is not an eligible redevelopment project cost, unless specifically authorized 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 Area are briefly described below and also shown in *Table 3: Estimated Redevelopment Project Costs*.

1. Professional services including planning, legal, surveys, fees and other related development costs. This budget element provides for studies and survey costs for planning and implementation of the project, including planning and legal fees, architectural and engineering, development site marketing, financial and special service costs. *(Estimated cost: \$10,000,000)*
2. The cost of marketing sites within the Area to prospective businesses, developers and investors. *(Estimated cost: \$5,000,000)*

3. 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 this 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: \$50,000,000)*
4. Rehabilitation, reconstruction, repair or remodeling of existing public or private buildings and fixtures; and up to 50% of the cost of construction of low-income and very-low-income housing units. *(Estimated cost: \$25,000,000)*
5. Construction of public improvements, infrastructure and facilities. These improvements are intended to improve access within the 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 Area in accordance with the requirements of the Act. *(Estimated cost: \$141,000,000)*
6. Costs of job training and retraining projects, advanced vocational education or career education, as provided for in the Act. *(Estimated cost: \$10,000,000)*
7. Relocation costs, as judged by the City to be appropriate or required to further implementation of the Plan. *(Estimated cost: \$5,000,000)*
8. Financing costs pursuant to the provisions of the Act. *(Estimated cost: \$10,000,000)*
9. Interest costs associated with redevelopment project financing, pursuant to the provisions of the Act. *(Estimated cost: \$30,000,000)*
10. Provision of day care services as provided in the Act. *(Estimated cost: \$10,000,000)*

The estimated gross eligible project cost over the life of the Area is \$296 million. All project cost estimates are in 2000 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 this Plan.

**Table 3**  
**ESTIMATED REDEVELOPMENT PROJECT COSTS**

<b>Program Action/Improvement</b>	<b>Budget</b>
Planning, Legal, Surveys and Related Development Costs	\$10,000,000
Redevelopment Site Marketing Costs	\$5,000,000 (1)
Property Assembly, Site Preparation and Environmental Remediation	\$50,000,000
Rehabilitation (may include up to 50% of the cost of construction of low and very low-income housing units)	\$25,000,000
Public Improvements	\$141,000,000 (1)
Job Training and Retraining	\$10,000,000
Relocation	\$5,000,000
Financing Costs	\$10,000,000
Interest Costs	\$30,000,000
Day Care	\$10,000,000
<b>TOTAL</b>	<b>\$296,000,000 (2) (3)</b>

- (1) This category may also include reimbursing capital costs of taxing districts impacted by the redevelopment of the Area and school district costs pursuant to the Act. As permitted by the Act, the City may pay, or reimburse all, or a portion of a taxing district's costs resulting from the Redevelopment Project pursuant to a written agreement by the City accepting and approving such costs.
- (2) The total Estimated 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 Project Costs. The amount of the Total Redevelopment Costs that can be incurred in the Area will be reduced by the amount of redevelopment project costs incurred in contiguous redevelopment project areas, or those separated from the Area only by a public right-of-way, that are permitted under the Act to be paid, and are paid, from incremental property taxes generated in the Area, but will not be reduced by the amount of redevelopment project costs incurred in the Area which are paid from incremental taxes generated from contiguous redevelopment project areas.
- (3) The total Estimated Redevelopment Project Costs provides an upper limit on expenditures and adjustments may be made in line items without amendment to this Plan.

### Sources of Funds

Funds necessary to pay for redevelopment project costs and municipal obligations, which have been issued to pay for such costs, are to be derived principally from tax increment revenues and proceeds from municipal obligations, which have as their source of payment tax increment revenue. To secure the issuance of these obligations, the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers.

The tax increment revenue, which will be used to fund tax increment obligations and redevelopment project costs, shall be the incremental real property taxes. Incremental real property tax revenue is attributable to the increase in the current equalized assessed value of each taxable lot, block, tract or parcel of real property in the Area over and above the initial equalized assessed value of each such property in the Area. Other sources of funds, which may be used to pay for redevelopment costs and obligations issued, the proceeds of which are used to pay for

such costs, are land disposition proceeds, state and federal grants, investment income, and such other sources of funds and revenues as the City may, from time to time, deem appropriate. The City may incur Redevelopment Project Costs which are paid for from funds of the City other than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes.

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

The Area may become contiguous to, or be separated only by a public right-of-way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.61-1 *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 Area, the City may determine that it is in the best interests of the City, and in furtherance of the purposes of the Plan, that net revenues from the Area be made available to support any such redevelopment project areas and vice versa. The City therefore proposes to utilize net incremental revenues received from the Area to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas, and vice versa. Such revenues may be transferred or loaned between the Area and such areas. The amount of revenue from the Area made available, when added to all amounts used to pay eligible Redevelopment Project Costs within the Area, or other areas described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in Table 3.

Development of the Area would not be reasonably expected to occur without the use of the incremental revenues provided by the Act. Redevelopment project costs include those eligible project costs set forth 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.

### **Nature and Term of Obligations to be Issued**

The City may issue obligations secured by the tax increment special tax allocation fund established for the Area pursuant to the Act or such other funds or security as are available to the City by virtue of its powers, available under the Act, pursuant to the Illinois State Constitution.

All obligations issued by the City in order to implement this Plan shall be retired not 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. The final maturity date of any such obligations which are issued may not be later than twenty



(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 this Plan. The City may also issue obligations to a developer as reimbursement for project costs incurred by the developer on behalf of the City.

Revenues shall be used for the scheduled and/or early retirement of obligations, and for reserves, bond sinking funds and redevelopment project costs, and, to the extent that the real property tax increment is not used for such purposes, shall be declared surplus and shall then become available for distribution annually to taxing districts in the Area in the manner provided by the Act.

### **Most Recent Equalized Assessed Valuation**

The purpose of identifying the most recent equalized assessed valuation ("EAV") of the Area is to provide an estimate of the initial EAV, which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Area. The 1998 EAV of all taxable parcels in the Area is \$50,300,525. This total EAV amount by PIN is summarized in Appendix D. The EAV is subject to verification by the Cook County Clerk. After verification, the final figure shall be certified by the Cook County Clerk, and shall become the Certified Initial EAV from which all incremental property taxes in the Area will be calculated by Cook County.

This Plan has utilized EAV values for the 1998 tax year. If the 1999 EAV shall become available prior to the date of the adoption of this Plan by the City Council, the City may update the Plan by replacing the 1998 EAV with the 1999 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 Area is estimated at \$583 million. This estimate has been calculated assuming that the Area will be developed in accordance with *Figure 6: General Land Use Plan*, of this Plan.

The estimated EAV assumes that the assessed value of property within Area will increase substantially as a result of new development and public improvements within the Area.

Calculation of the estimated EAV is based on several assumptions, including: 1) redevelopment of the Area will occur in a timely manner; 2) the application of a State Multiplier of 2.1437 to the projected assessed value of property within the Redevelopment Project Area; and 3) an annual inflation factor of 2.5%. The projected State Multiplier was calculated by averaging the State Multipliers for Cook County for the most recent five year period (1994-1998).

## **Financial Impact on Taxing Districts**

The Act requires an assessment of any financial impact of the 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 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 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 waste water 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 Area is not expected to create significant new residential development that would increase demand for schools, parks and other population-based services. Similarly, commercial and industrial redevelopment is expected to result in the replacement of obsolete buildings rather than an increase in commercial floor area. Thus, no new demand on services provided by the City or the Metropolitan Water Reclamation District is anticipated.

Redevelopment of the Area may result in changes to the level of required public services. The required level of these public services will depend upon the uses that are ultimately included within the Area. Although the specific nature and timing of the private investment expected to be attracted to the 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.

When completed, developments in the 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. The costs of some services such as water and sewer service, building inspections, etc. are typically covered by user charges. However, others are not and should be subtracted from the estimate of property tax revenues to assess the net financial impact of the Plan on the affected taxing districts.

For the taxing districts levying taxes on property within the Area, increased service demands are expected to be negligible because they are already serving the Area. Upon completion of the Plan, all taxing districts are expected to share the benefits of a substantially improved tax base. However, prior to the completion of the Plan, certain taxing districts may experience an increased demand for services.

It is expected that any increase in demand for the services and programs of the aforementioned taxing districts, associated with the Area, can be adequately handled by the existing services and programs maintained by these taxing districts. Therefore, at this time, no special programs are proposed for these taxing districts. Should demand increase so that it exceeds existing service and program capabilities, the City will work with the affected taxing districts to determine what, if any, program is necessary to provide adequate services.

Real estate tax revenues resulting from increases in the EAV, over and above the certified initial EAV established with the adoption of this Plan, will be used to pay eligible redevelopment costs in the Area. Following termination of the 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 Area. Successful implementation of this Plan is expected to result in new development and private investment on a scale sufficient to overcome blighted conditions and substantially improve the long-term economic value of the Area.

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

This 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 this Plan is adopted (By December 31, 2024).

## **10. PROVISIONS FOR AMENDING THE REDEVELOPMENT PLAN**

This Plan may be amended pursuant to the provisions of the Act.

## **11. CITY OF CHICAGO COMMITMENT TO FAIR EMPLOYMENT PRACTICES, AFFORDABLE HOUSING AND AFFIRMATIVE ACTION**

The City is committed to and will affirmatively implement the following principles in redevelopment agreements 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, including, but not limited to: hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed or ancestry.
2. Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in redevelopment agreements.
3. This commitment to affirmative action will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.
4. The City requires that developers who receive TIF assistance for market rate housing set aside 20% of the units to meet affordability criteria established by the City's Department of Housing. Generally, this means the affordable for-sale units should be priced at a level that is affordable to persons earning no more than 120% of the area median income, and affordable rental units should be affordable to persons earning no more than 80% of the area median income.

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

**APPENDIX A**

**JEFFERSON-ROOSEVELT  
REDEVELOPMENT PROJECT AREA**

**FIGURES 1 - 6**

# LEGEND

 AREA BOUNDARY

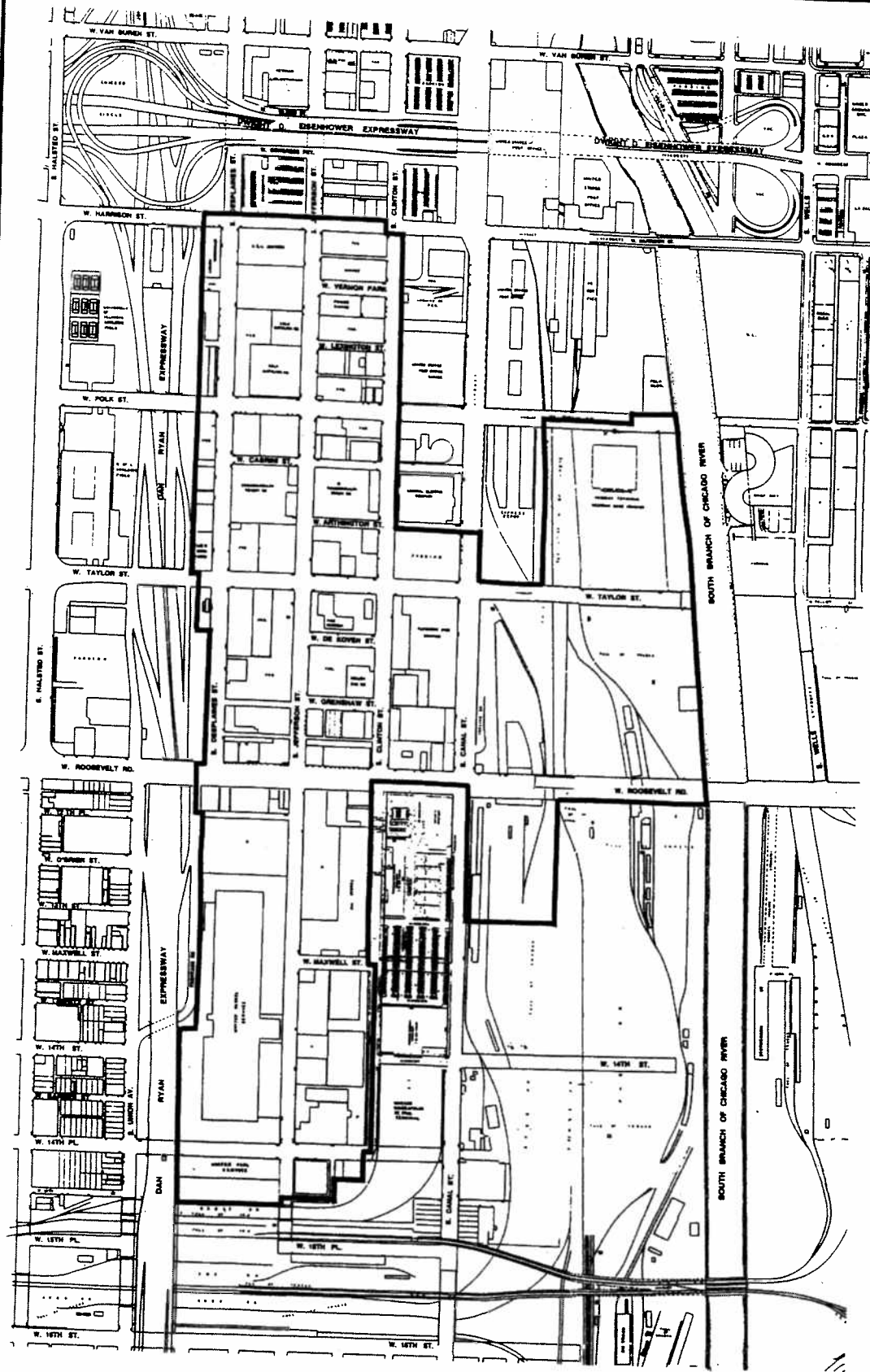
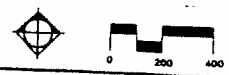


FIGURE 1  
BOUNDARY MAP





## JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA

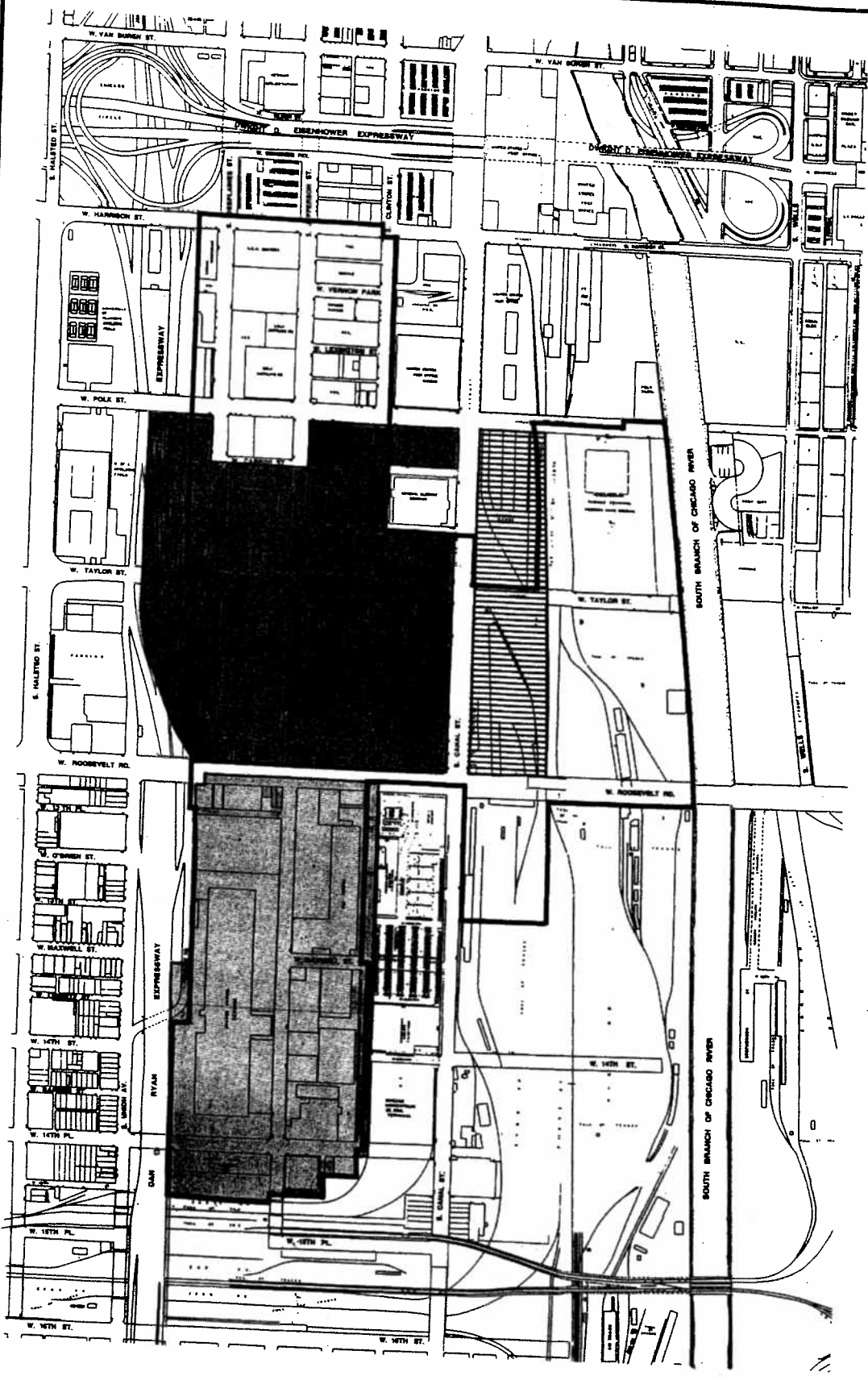
APRIL, 2000



CAMIROS


# LEGEND

-  TIF BOUNDARY
-  WEST CENTRAL INDUSTRIAL DISTRICT (1951)
-  ROOSEVELT-CLINTON SLUM AND BLIGHTED AREA (1955)
-  CANAL-TAYLOR BLIGHTED COMMERCIAL AREA (1986)



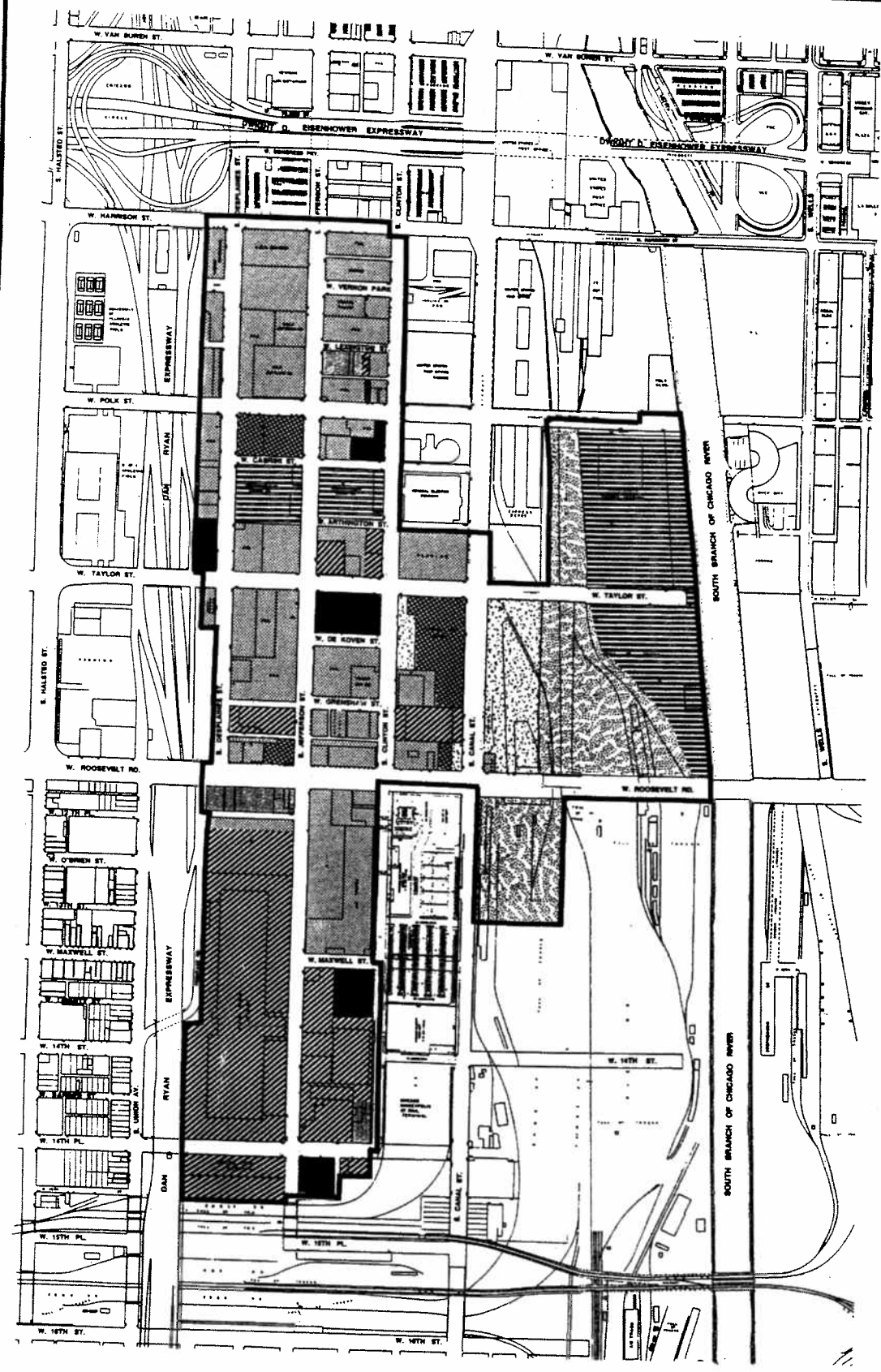
**FIGURE 2**  
**REDEVELOPMENT AREA DESIGNATIONS**  
**JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA**









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CAMIROS

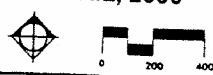




- ### LEGEND
-  COMMERCIAL
  -  MIXED USE  
COMMERCIAL/RESIDENTIAL
  -  INSTITUTIONAL
  -  INDUSTRIAL
  -  UTILITY
  -  VACANT BUILDING
  -  VACANT LOT
  -  RAIL ROAD

**FIGURE 3**  
**EXISTING LAND USE**  
**JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA**

APRIL, 2000



**CAMIROS**

# LEGEND

 ZONING DISTRICT BOUNDARIES

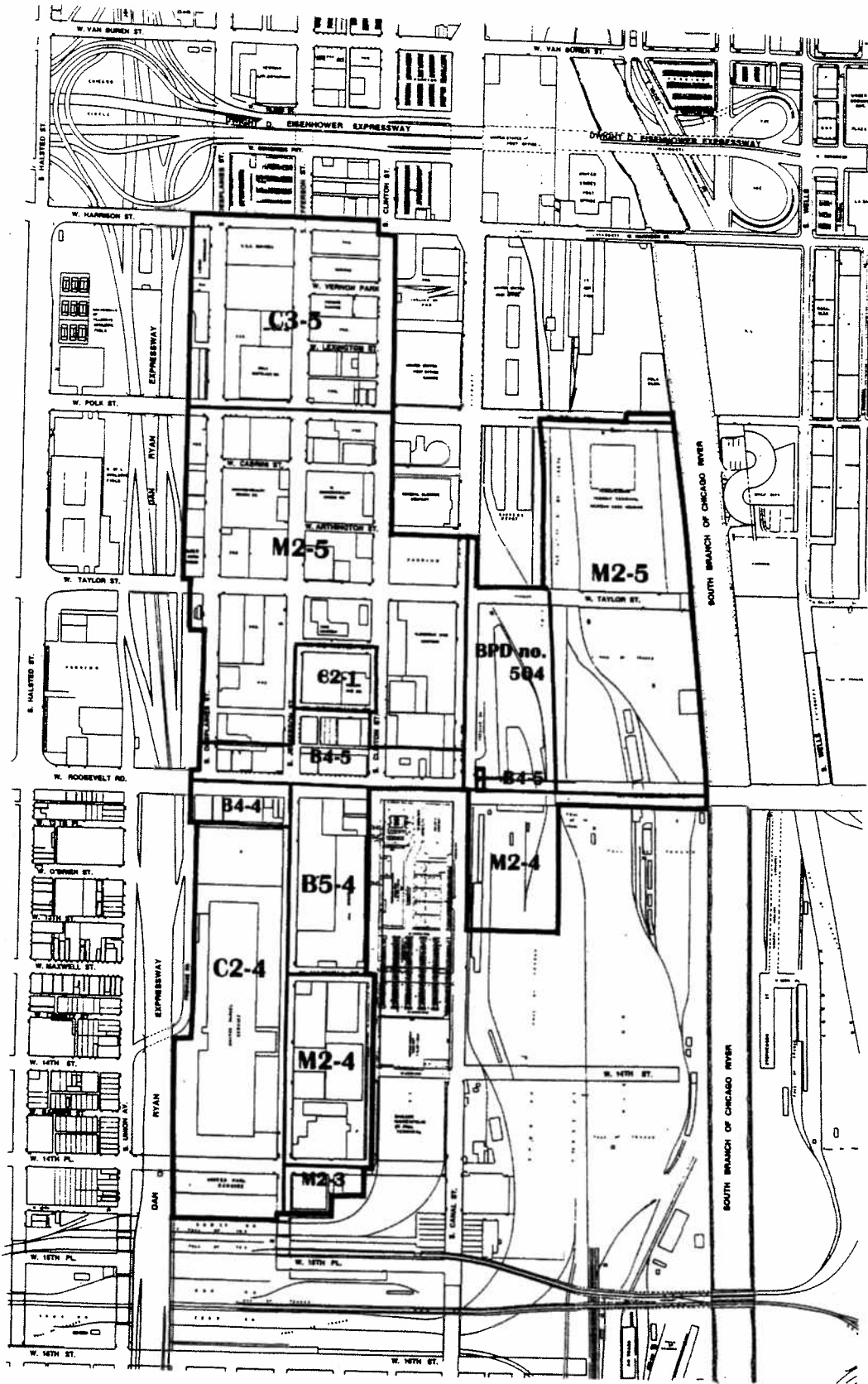


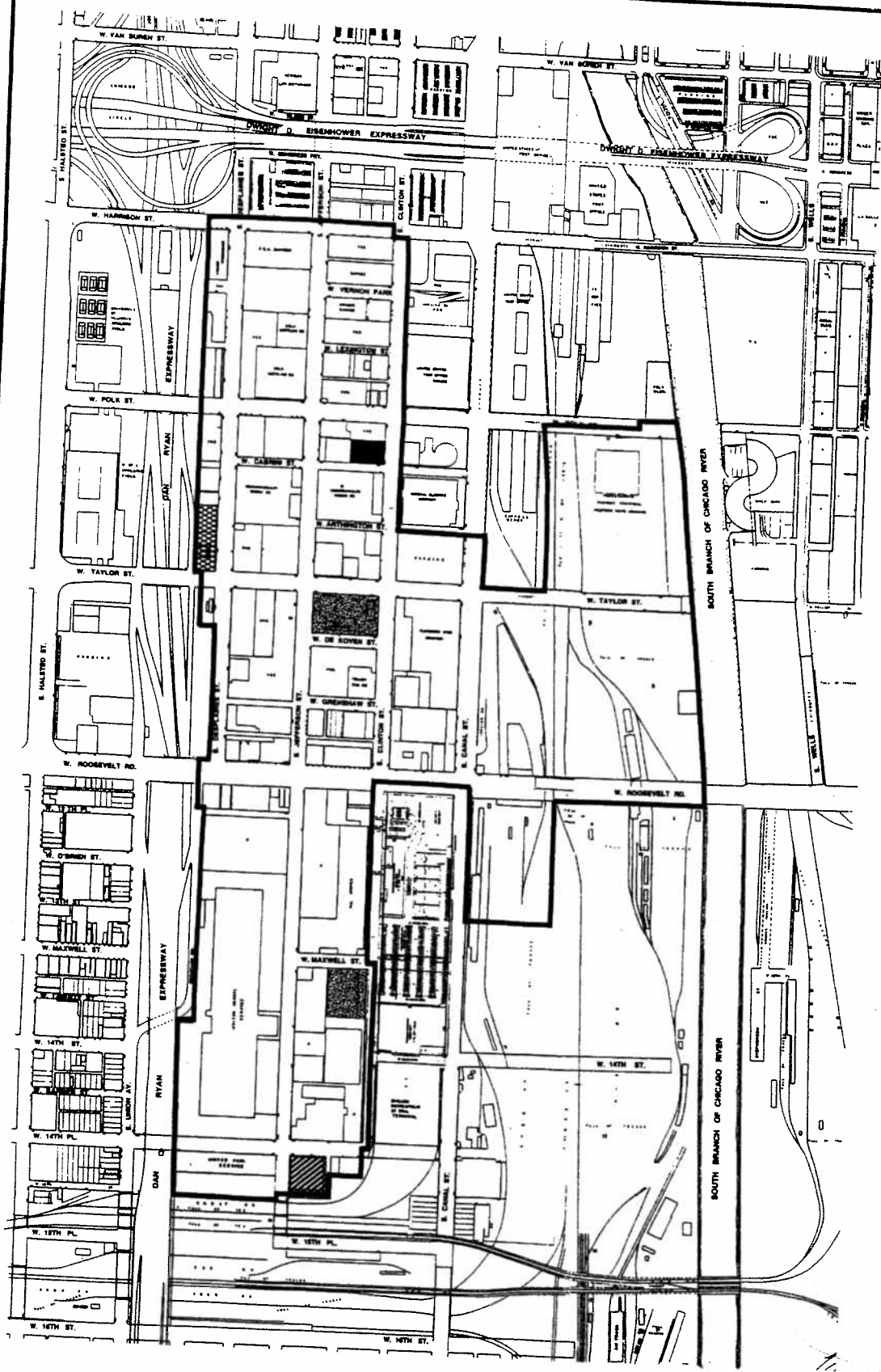
FIGURE 4  
EXISTING ZONING

JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA



APRIL, 2000



CAMIROS



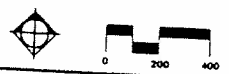
**LEGEND**

-  UIC.
-  IDOT
-  FIRE DEPT.
-  POLICE DEPT.

**FIGURE 5  
PUBLIC FACILITIES MAP**

**JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA**

APRIL, 2000



**CAMIROS**

# LEGEND

- RETAIL/COMMERCIAL - ORIENTED MIXED USE
- OFFICE/COMMERCIAL - ORIENTED MIXED USE
- RESIDENTIAL/COMMERCIAL - ORIENTED MIXED USE
- INDUSTRIAL/COMMERCIAL/ UTILITY - ORIENTED MIXED USE

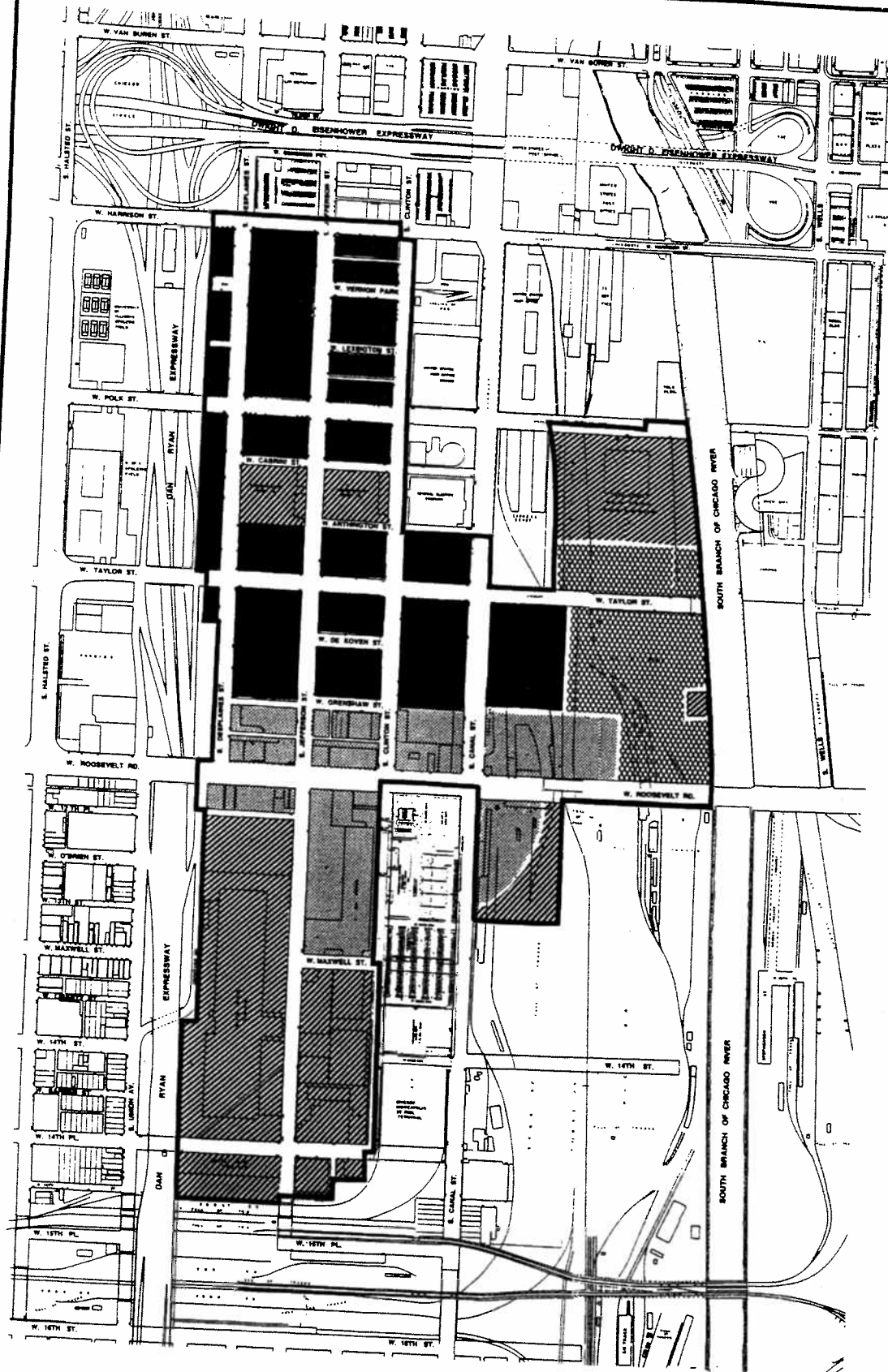
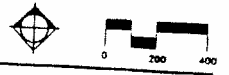


FIGURE 6  
GENERAL LAND USE PLAN

## JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA

APRIL, 2000



CAMIROS

**APPENDIX B**

**JEFFERSON-ROOSEVELT  
REDEVELOPMENT PROJECT AREA**

**LEGAL DESCRIPTION**

A TRACT OF LAND IN THE SOUTH HALF OF SECTION 16 AND THE NORTH HALF OF SECTION 21 ALL IN TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE AT THE POINT OF INTERSECTION OF THE SOUTH LINE OF WEST HARRISON STREET WITH THE EAST LINE OF SOUTH CLINTON STREET;

THENCE SOUTH ALONG SAID EAST LINE OF SOUTH CLINTON STREET TO THE NORTH LINE OF LOT 14 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63, & 64 IN SCHOOL SECTION ADDITION TO CHICAGO IN SECTION 16, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 14 BEING ALSO THE SOUTH LINE OF VACATED WEST ARTHINGTON STREET;

THENCE EAST ALONG SAID SOUTH LINE OF VACATED WEST ARTHINGTON STREET AND ALONG THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF SOUTH CANAL STREET;

THENCE SOUTH ALONG SAID EAST LINE OF SOUTH CANAL STREET TO THE NORTH LINE OF WEST TAYLOR STREET;

THENCE EAST ALONG SAID NORTH LINE OF WEST TAYLOR STREET TO THE SOUTHEAST CORNER OF THE PARCEL OF LAND BEARING PIN 17-16-321-003;

THENCE NORTH ALONG THE EAST LINE OF SAID PARCEL OF LAND BEARING PIN 17-16-321-003 AND ALONG SAID EAST LINE EXTENDED NORTH TO THE CENTER LINE OF WEST POLK STREET;

THENCE EAST ALONG SAID CENTER LINE OF WEST POLK STREET TO THE POINT OF INTERSECTION OF SAID CENTER LINE OF WEST POLK STREET WITH THE SOUTHERLY EXTENSION OF A LINE 20 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 16 IN THE RAILROAD COMPANIES RESUBDIVISION, SAID POINT OF INTERSECTION BEING ALSO THE SOUTHEAST CORNER OF THE PARCEL OF LAND BEARING PIN 17-16-400-006;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION OF A LINE 20 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 16 IN THE RAILROAD COMPANIES RESUBDIVISION TO THE NORTH LINE OF WEST POLK STREET;

THENCE EAST ALONG SAID NORTH LINE OF WEST POLK STREET TO THE WEST DOCK LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER;

THENCE SOUTH ALONG SAID WEST DOCK LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER TO THE SOUTH LINE OF WEST ROOSEVELT ROAD;

THENCE WEST ALONG SAID SOUTH LINE OF WEST ROOSEVELT ROAD TO THE WEST LINE OF SOUTH STEWART AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF SOUTH STEWART AVENUE TO THE SOUTH LINE OF VACATED 13<sup>TH</sup> STREET, SAID SOUTH LINE OF VACATED 13<sup>TH</sup> STREET BEING ALSO THE NORTH LINE OF EVANS' & BRAINARD'S RESUBDIVISION OF BLOCK 7 IN BRAINARD & EVANS' ADDITION TO CHICAGO, A SUBDIVISION OF BLOCKS 57 AND 58 OF ORIGINAL CANAL TRUSTEES' SUBDIVISION IN THE WEST HALF OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID SOUTH LINE OF VACATED 13<sup>TH</sup> STREET TO THE EAST LINE OF SOUTH CANAL STREET;

THENCE NORTH ALONG SAID EAST LINE OF SOUTH CANAL STREET AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE BEING ALSO THE ORIGINAL CENTER LINE OF ROOSEVELT ROAD;

THENCE WEST ALONG SAID NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 21 TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 1 IN BLOCK 3 IN BRAINARD & EVANS' ADDITION TO CHICAGO, A SUBDIVISION OF BLOCKS 57 AND 58 OF ORIGINAL CANAL TRUSTEES' SUBDIVISION IN THE WEST HALF OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF SOUTH CLINTON STREET;

THENCE SOUTH ALONG SAID WEST LINE OF SOUTH CLINTON STREET TO THE CENTERLINE OF WEST MAXWELL STREET;

THENCE EAST ALONG SAID CENTER LINE OF WEST MAXWELL STREET TO THE ORIGINAL CENTER LINE OF SOUTH CLINTON STREET, SAID ORIGINAL CENTER LINE OF SOUTH CLINTON STREET BEING A LINE 25 FEET WEST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 2 IN THE CENTRAL TERMINAL RAILWAY COMPANY'S SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID ORIGINAL CENTER LINE OF SOUTH CLINTON STREET TO THE CENTERLINE OF WEST 14<sup>TH</sup> PLACE;

THENCE WEST ALONG SAID CENTER LINE OF WEST 14<sup>TH</sup> PLACE TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 3 IN JOHN NUTT'S SUBDIVISION OF LOTS 4, 5 AND 6 IN BLOCK 52 OF THE CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF LOT 3 IN JOHN NUTT'S SUBDIVISION AND ALONG THE SOUTHERLY EXTENSION OF SAID EAST LINE OF LOT 3 TO THE SOUTH LINE OF THE VACATED 10 FOOT ALLEY SOUTH OF AND ADJOINING THE SOUTH LINE OF SAID LOT 3 AND LOTS 4 THROUGH 8, INCLUSIVE IN SAID JOHN NUTT'S SUBDIVISION, SAID SOUTH LINE OF THE VACATED 10 FOOT ALLEY BEING ALSO A NORTH LINE OF THE CENTRAL TERMINAL RAILWAY COMPANY'S SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF THE CENTRAL TERMINAL RAILWAY COMPANY'S SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 21 TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 8 IN SAID JOHN NUTT'S SUBDIVISION, SAID SOUTHERLY EXTENSION BEING ALSO A WEST LINE OF AFORESAID CENTRAL TERMINAL RAILWAY COMPANY'S SUBDIVISION;

THENCE SOUTH ALONG SAID WEST LINE OF CENTRAL TERMINAL RAILWAY COMPANY'S SUBDIVISION TO THE NORTH LINE OF WEST 15<sup>TH</sup> STREET;

THENCE WEST ALONG SAID NORTH LINE OF WEST 15<sup>TH</sup> STREET AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF SOUTH JEFFERSON STREET;

THENCE SOUTH ALONG SAID WEST LINE OF SOUTH JEFFERSON STREET TO THE SOUTH LINE OF THE NORTH 23 FEET OF THAT PART OF VACATED 15<sup>TH</sup> STREET LYING SOUTH OF AND ADJOINING THE SOUTH LINE LOT 8 IN W. S. SOUTHWORTH'S SUBDIVISION OF LOT 1 IN BLOCK 53 OF CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE WEST ALONG THE SOUTH LINE OF THE NORTH 23 FEET OF VACATED 15<sup>TH</sup> STREET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 21.15 FEET OF LOT 7 IN THE ASSESSOR'S DIVISION OF LOT 6 OF BLOCK 53 OF THE CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF THE WEST 21.15 FEET OF LOT 7 IN THE ASSESSOR'S DIVISION OF LOT 6 OF

BLOCK 53 OF THE CANAL TRUSTEES' NEW SUBDIVISION AND ALONG THE EAST LINE OF THE WEST 21.15 FEET OF LOT 2 IN SAID ASSESSOR'S DIVISION TO THE SOUTH LINE OF WEST 14<sup>TH</sup> PLACE;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING WEST 14<sup>TH</sup> PLACE, TO THE SOUTHWEST CORNER OF LOT 12 IN O. J. ROSE'S SUBDIVISION OF LOTS 8 AND 9 OF BLOCK 56 IN CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 12 AND ALONG THE NORTHERLY EXTENSION THEREOF AND ALONG THE WEST LINE OF LOT 13 IN SAID O. J. ROSE'S SUBDIVISION TO THE SOUTH LINE OF WEST BARBER STREET;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING WEST BARBER STREET, TO THE SOUTHEAST CORNER OF THE WEST 72.55 FEET OF ORIGINAL LOT 6 IN BLOCK 56 IN CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE NORTH ALONG THE EAST LINE OF THE WEST 72.55 FEET OF ORIGINAL LOT 6 IN BLOCK 56 IN CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58 AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE CENTER LINE OF WEST 14<sup>TH</sup> STREET;

THENCE EAST ALONG SAID CENTER LINE OF WEST 14<sup>TH</sup> STREET TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 4 IN THE ASSESSOR'S DIVISION OF THE EAST HALF OF LOT 9 IN BLOCK 63 OF CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 4 IN THE ASSESSOR'S DIVISION OF THE EAST HALF OF LOT 9 IN BLOCK 63 OF CANAL TRUSTEES' NEW SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE CENTERLINE OF THE VACATED ALLEY LYING NORTH OF AND ADJOINING SAID LOT 4;

THENCE EAST ALONG SAID CENTERLINE OF THE VACATED ALLEY LYING NORTH OF AND ADJOINING LOT 4 IN THE ASSESSOR'S DIVISION OF THE EAST HALF OF LOT 9 IN BLOCK 63 OF CANAL TRUSTEES' NEW SUBDIVISION TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 10 IN J. NUTT'S SUBDIVISION OF LOTS 10, 11 AND 12 IN BLOCK 63 OF CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;



THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 10 IN J. NUTT'S SUBDIVISION OF LOTS 10, 11 AND 12 IN BLOCK 63 OF CANAL TRUSTEES' NEW SUBDIVISION TO THE NORTHWEST CORNER OF SAID LOT 10;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING LIBERTY STREET, TO THE SOUTHWEST CORNER OF LOT 7 IN G. R. CLARKE'S SUBDIVISION OF LOT 5 OF BLOCK 63 OF CANAL TRUSTEES' NEW SUBDIVISION;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 7 AND ALONG THE WEST LINE OF LOT 2 IN SAID G. R. CLARKE'S SUBDIVISION TO THE SOUTH LINE OF WEST MAXWELL STREET;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING WEST MAXWELL STREET, TO THE SOUTHWEST CORNER OF LOT 22 IN ROSE'S SUBDIVISION OF LOTS 5 TO 10 IN BLOCK 66 OF CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 22 AND ALONG THE NORTHERLY EXTENSION THEREOF AND ALONG THE WEST LINE OF LOT 25 IN SAID ROSE'S SUBDIVISION TO THE SOUTH LINE OF WEST 13<sup>TH</sup> STREET;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING WEST 13<sup>TH</sup> STREET TO THE SOUTHWEST CORNER OF LOT 40 IN SAID ROSE'S SUBDIVISION;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 40 IN ROSE'S SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF AND ALONG THE WEST LINE OF LOT 43 IN SAID ROSE'S SUBDIVISION TO THE SOUTH LINE OF WEST O'BRIEN STREET;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING WEST O'BRIEN STREET, TO THE SOUTHEAST CORNER OF THE WEST 51 FEET OF LOT 10 IN BLOCK 67 OF CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE NORTH ALONG THE EAST LINE OF SAID WEST 51 FEET OF LOT 10 IN BLOCK 67 OF CANAL TRUSTEES' NEW SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF WEST 12<sup>TH</sup> PLACE;

THENCE WEST ALONG SAID NORTH LINE OF WEST 12<sup>TH</sup> PLACE TO THE WEST LINE OF LOT 5 IN BLOCK 67 OF CANAL TRUSTEES' NEW SUBDIVISION OF BLOCKS IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT BLOCKS 57 AND 58;

THENCE NORTH ALONG SAID WEST LINE OF LOT 5 IN BLOCK 67 OF CANAL TRUSTEES' NEW SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF WEST ROOSEVELT ROAD;

THENCE EAST ALONG SAID NORTH LINE OF WEST ROOSEVELT ROAD TO THE WEST LINE OF SOUTH DESPLAINES STREET;

THENCE NORTH ALONG SAID WEST LINE OF SOUTH DESPLAINES STREET TO THE NORTH LINE OF WEST DE KOVEN STREET;

THENCE WEST ALONG SAID NORTH LINE OF WEST DE KOVEN STREET TO THE EAST LINE OF THE WEST 10.8 FEET OF LOT 10 IN BLOCK 14 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION IN SECTION 16, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID EAST LINE OF THE WEST 10.8 FEET OF LOT 10 IN BLOCK 14 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF LOT 7 IN SAID BLOCK 14 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION, SAID SOUTH LINE OF LOT 7 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF WEST DE KOVEN STREET;

THENCE WEST ALONG SAID THE NORTH LINE OF THE ALLEY NORTH OF WEST DE KOVEN STREET TO THE WEST LINE OF SAID LOT 7 IN BLOCK 14 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION;

THENCE NORTH ALONG SAID WEST LINE OF LOT 7 IN BLOCK 14 AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF WEST TAYLOR STREET;

THENCE WEST ALONG SAID NORTH LINE OF WEST TAYLOR STREET TO THE WEST LINE OF LOT 22 IN BLOCK 15 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION;

THENCE NORTH ALONG SAID WEST LINE OF LOT 22 IN BLOCK 15 AND ALONG THE NORTHERLY EXTENSION THEREOF AND ALONG THE WEST LINE OF LOT 11 IN SAID BLOCK 15 TO THE SOUTH LINE OF VACATED WEST ARTHINGTON STREET;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING VACATED WEST ARTHINGTON STREET, TO THE SOUTHWEST CORNER OF LOT 6 IN SAID BLOCK 15 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 6 AND ALONG THE WEST LINE OF LOT 22 IN BLOCK 16 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION TO THE SOUTH LINE OF WEST CABRINI STREET;

THENCE NORTH ALONG A STRAIGHT LINE, CROSSING WEST CABRINI STREET, TO THE SOUTHWEST CORNER OF LOT 11 IN SAID BLOCK 16 IN THE SUBDIVISION OF BLOCKS 14, 15, 16, 28, 33, 34, 35, 38, 39, 40, 54, 57, 58, 59, 62, 63 AND 64 IN THE SCHOOL SECTION ADDITION;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 11 IN BLOCK 16 AND ALONG THE WEST LINE OF LOT 6 IN SAID BLOCK 16 AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF WEST POLK STREET;

THENCE EAST ALONG SAID NORTH LINE OF WEST POLK STREET TO THE WEST LINE OF LOT 36 IN S. W. RAWSON'S SUBDIVISION OF BLOCK 17 IN THE SCHOOL SECTION ADDITION IN SECTION 16, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID WEST LINE OF LOT 36 IN S. W. RAWSON'S SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH LINE OF LOT 27A IN SAID S. W. RAWSON'S SUBDIVISION, SAID POINT BEING 3.74 FEET WEST OF THE SOUTHEAST CORNER OF SAID LOT 27A;

THENCE CONTINUING NORTH ALONG THE WEST LINE OF THE EAST 3.74 FEET OF LOT 27A IN SAID S. W. RAWSON'S SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF AND ALONG THE EAST LINE OF THE WEST 6.62 FEET OF LOT 5A IN SAID S. W. RAWSON'S SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF AND ALONG THE WEST LINE OF LOT 46 IN J. W. HEDENBERG'S SUBDIVISION OF BLOCK 18 OF THE SCHOOL SECTION ADDITION IN SECTION 16, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN AND ALONG THE NORTHERLY EXTENSION OF SAID WEST LINE OF LOT 46 TO THE CENTERLINE OF WEST VERNON PLACE;

THENCE EAST ALONG SAID CENTERLINE OF WEST VERNON PLACE TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF THE WEST 11 FEET OF LOT 23 IN SAID J. W. HEDENBERG'S SUBDIVISION OF BLOCK 18 OF THE SCHOOL SECTION ADDITION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF THE WEST 11 FEET OF LOT 23 IN SAID J. W. HEDENBERG'S SUBDIVISION OF BLOCK 18 OF THE SCHOOL SECTION ADDITION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE CENTERLINE OF THE ALLEY LYING NORTH OF AND ADJOINING SAID LOT 23;

THENCE WEST ALONG SAID CENTERLINE OF THE ALLEY LYING NORTH OF AND ADJOINING LOT 23 IN J. W. HEDENBERG'S SUBDIVISION TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF THE EAST 5.00 FEET OF LOT 11 IN SAID J. W. HEDENBERG'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE EAST 5.00 FEET OF LOT 11 IN SAID J. W. HEDENBERG'S SUBDIVISION AND ALONG THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF WEST HARRISON STREET;

THENCE EAST ALONG SAID NORTH LINE OF WEST HARRISON STREET TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 1 IN ALVAH S. GREEN'S SUBDIVISION OF BLOCK 42 IN THE SCHOOL SECTION ADDITION IN SECTION 16, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 1 BEING ALSO THE WEST LINE OF SOUTH CLINTON STREET;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION TO THE SOUTH LINE OF WEST HARRISON STREET;

THENCE EAST ALONG SAID SOUTH LINE OF WEST HARRISON STREET TO THE POINT OF BEGINNING.

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

## APPENDIX C

### JEFFERSON - ROOSEVELT REDEVELOPMENT PROJECT AREA

#### ELIGIBILITY STUDY

The purpose of this analysis is to determine whether a portion of the City identified as the Jefferson-Roosevelt Redevelopment Project Area qualifies for designation as a tax increment financing district pursuant to the "Tax Increment Allocation Redevelopment Act" (65 ILCS 5/11-74.4-1 *et seq.*) (1996 State Bar Edition), as amended (the "Act"). This legislation focuses on the elimination of blight or rapid deterioration through the implementation of a redevelopment plan. The Act authorizes the use of tax increment revenues derived in a redevelopment project area for the payment or reimbursement of eligible redevelopment project costs.

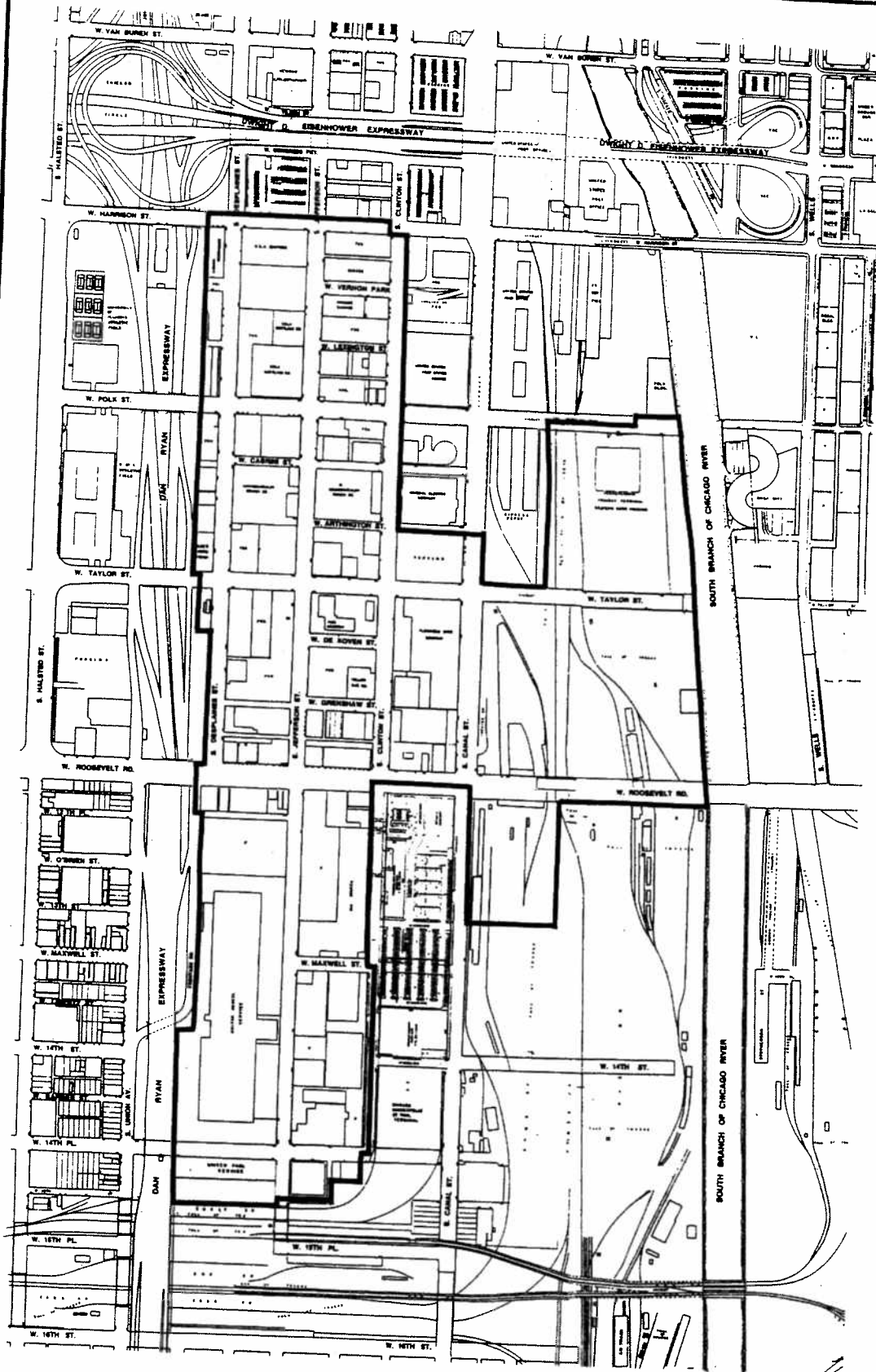
The area proposed for designation as the Jefferson-Roosevelt Redevelopment Project Area is hereinafter referred to as the "Study Area" and is shown in Figure A.

The Study Area is approximately 147 acres in size, with approximately 35 acres in street/alley rights-of-way and 112 acres in net usable property. The Study Area consists of 178 tax parcels located on 46 tax blocks. Fifty parcels are improved with parking or other surface improvements, but do not have buildings. Thirteen parcels are vacant land or railroad property. The remaining 115 parcels contain 70 buildings. The Study Area includes only contiguous parcels and street rights-of way.

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. However, the City is entitled to rely on the findings and conclusions of this report in designating the Study Area as a redevelopment project area under the Act.

**LEGEND**

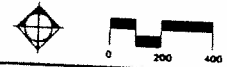
 STUDY AREA BOUNDARY



**FIGURE A  
BOUNDARY MAP**

**JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA**

APRIL, 2000



**CAMIROS**

## 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 5/11-74.4-3(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 the Act, the Illinois General Assembly found:

1. (at 65 Sec 5/11-74.4-2(a)) That there exists in many municipalities within the State blighted and conservation areas...; and
2. (at 65 Sec 5/11-74.4-2(b)) That 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 which 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 report finds that the Study Area qualifies for designation as a conservation area.

### Conservation Areas

Conservation areas are areas which are rapidly deteriorating and declining. Such areas are not yet blighted, but may soon become blighted areas if their decline is not checked. Establishing an area as a "conservation area" under the Act requires that *50% or more* of the structures in the area must be 35 years of age or older, and the presence of *three or more* of the following 13 factors:

- Dilapidation
- Obsolescence
- Deterioration
- Presence of structures below minimum code standards

- Illegal use of individual structures
- Excessive vacancies
- Lack of ventilation, light or sanitary facilities
- Inadequate utilities
- Excessive land coverage and overcrowding of structures and community facilities
- Deleterious land use or layout
- Lack of community planning
- Environmental contamination
- Declining or stagnant equalized assessed value

The Act defines conservation areas and recent amendments to the Act also provide guidance as to when the factors present qualify an area for such designation. Where any of the factors identified above are found to be present in a Study Area, they must be 1) documented to be present to a meaningful extent so that a municipality may reasonably find that the factor 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 STUDY AND ANALYSIS

An analysis was undertaken to determine whether any or all of the blighting factors listed in the Act are present in the Study Area and, if so, to what extent and in which locations.


In order to accomplish this evaluation the following tasks were undertaken:

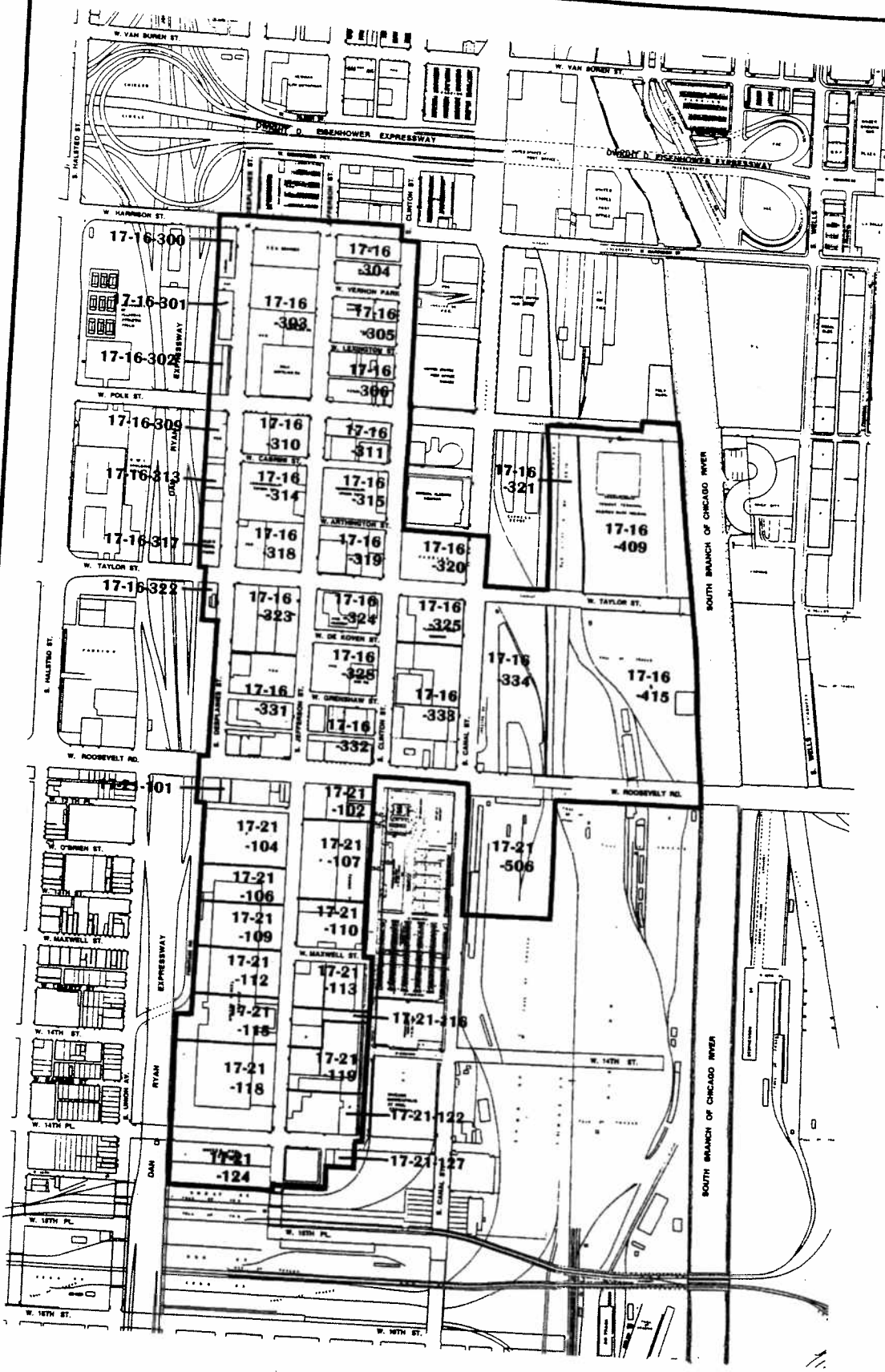
1. Exterior survey of the condition and use of each building.
2. Field survey of environmental conditions involving parking facilities, public infrastructure, site access, fences and general property maintenance.
3. Analysis of existing land uses and their relationships.
4. Comparison of surveyed buildings 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.
10. Review of building code violations.

An exterior building conditions survey and a site conditions survey of the area were undertaken in October, 1999. The analysis of conditions is organized by tax block. The Study Area contains 46 tax blocks, as shown in Figure B, with the corresponding existing land use in Figure C.

Where a factor is described as being present to a *major extent*, the factor is present throughout significant portions of the Study Area. The presence of such conditions have a major adverse impact or influence on adjacent and nearby property. A factor described as being present to a *minor extent* indicates that the factor is present, but that the distribution or impact of the condition is more limited. A statement that a factor 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. Factors whose presence could not be determined with certainty were not considered in establishing eligibility.


# LEGEND

-  STUDY AREA BOUNDARY
- XX - XX- COOK COUNTY TAX BLOCK
- XXX - TAX BLOCK

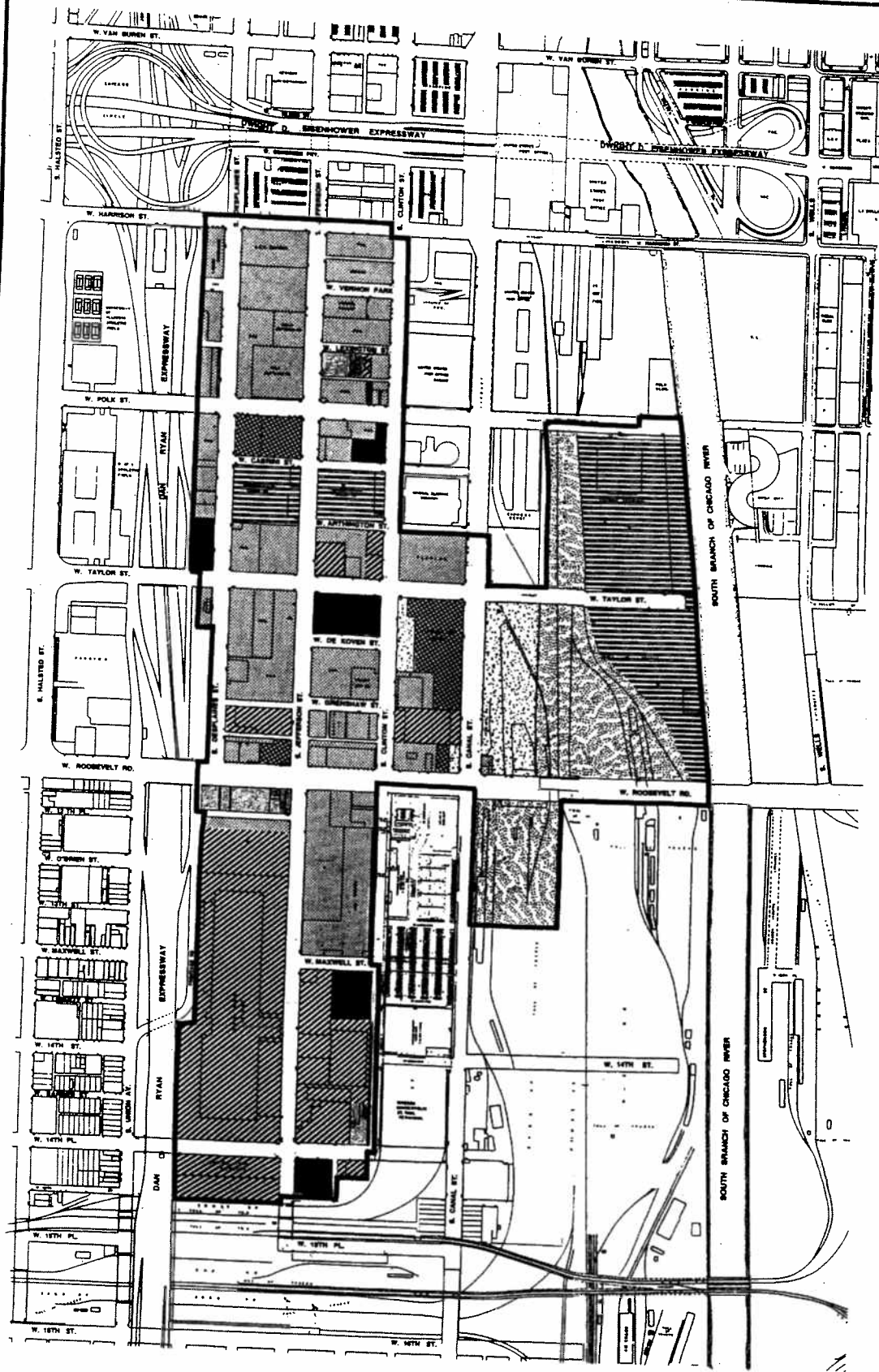


**FIGURE B**  
**TAX BLOCKS**  
**JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA**









APRIL, 2000



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**LEGEND**

-  COMMERCIAL
-  MIXED USE  
COMMERCIAL/RESIDENTIAL
-  INSTITUTIONAL
-  INDUSTRIAL
-  UTILITY
-  VACANT BUILDING
-  VACANT LOT
-  RAILROAD

**FIGURE C  
EXISTING LAND USE**

**JEFFERSON-ROOSEVELT REDEVELOPMENT PROJECT AREA**

APRIL, 2000



**CAMIROS**

Each factor identified in the Act for determining whether an area qualifies as a conservation area is discussed below and a conclusion is presented as to whether or not the factor is present in the Study Area to a degree sufficient to warrant its inclusion in establishing the eligibility of the area as a “conservation area” under the Act. These findings describe the conditions that exist and the extent to which each factor is present.

### 3. PRESENCE AND DISTRIBUTION OF ELIGIBILITY FACTORS

The Act establishes different eligibility factors for improved property versus vacant land. Property within the Study Area consists primarily of developed property. Consequently, the character of property within the Study Area is predominantly improved. For this reason, the analysis of eligibility was based on factors for improved property. 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.

In order to establish the eligibility of a redevelopment project area under the "conservation area" criteria established in the Act, at least 50% of buildings within the Study Area must be 35 years of age or older. In addition, three of 13 eligibility factors must be meaningfully present and reasonably distributed throughout the Study Area. This eligibility study finds that the Study Area qualifies for designation as a "conservation area." Eighty-three percent (83%) of all buildings within the Study Area are at least 35 years of age. This is substantially more than the minimum of 50% required by the Act for designation. Additionally, eight of the conditions cited in the Act are meaningfully present within the Study Area. The three conditions present to a *major* extent are: deterioration, excessive land coverage and overcrowding of structures and community facilities and stagnant or declining EAV. The five conditions present to a *minor* extent are: excessive vacancies, obsolescence, presence of structures below minimum code standards, and deleterious land use and layout and lack of community planning. All of these factors are well distributed throughout the Study Area.

The presence and distribution of all eligibility factors are discussed below. Following the discussion of age, the thirteen additional conditions that were analyzed are presented in four sections: factors present to a major extent; factors present to a minor extent; factors not found to be present; and factors whose presence could not be determined.

#### Age

The age of a structure is often a key indicator of the relative usefulness of a piece of property. Older structures frequently require extensive maintenance in order to maintain mechanical systems or structural integrity. The costs involved in maintaining and upgrading aging buildings often create adverse impacts on existing users and create impediments to the marketability and reuse of industrial or commercial structures.

In establishing a conservation area under the Act, 35 years is used as an indication of the point at which age becomes a potentially blighting factor with respect to structures within a study area. For buildings intended for long-term occupancy, this is the point at which building systems can be expected to begin to fail and building types may become obsolete as a result of changing technology or use requirements. For buildings that are designed for a shorter life span, age can become a blighting factor even in relatively new buildings.

*Within the Study Area, 58 out of 70 buildings, or 83%, are more than 35 years old, substantially more than the 50% required under the Act for designation of a conservation area. Of the 46 tax blocks in the Study Area, older buildings are present to a major extent on 26 blocks and are present to a minor extent on 1 block.*

The following discussion describes the extent to which each of the 13 eligibility factors for designation of a conservation area are present within the Study Area.

### **Factors Present to a Major Extent**

#### ***Deterioration***

This condition is present when there are physical deficiencies in buildings or surface improvements requiring treatment or repair. Any deficiency beyond normal maintenance qualifies as deterioration. Moderate levels of deterioration may be present in basically sound buildings that contain defects that can be corrected. More advanced deterioration that is not easily correctable and cannot be accomplished during the course of normal maintenance may also be evident. Advanced deterioration is clearly a greater blighting influence. Consequently, the incidence of advanced deterioration need not be widespread to qualify this condition as being present to a major extent. Examples of conditions that indicate deterioration include buildings that are not weather-tight, loose or missing materials, defects in exterior walls, rusted support beams and columns, and deteriorated roofs requiring replacement or major repair. Such defects may involve either primary building components (foundations, walls, roofs) or major defects in secondary building components (doors, windows, porches, fascia materials, gutters and downspouts). In terms of surface improvements, including sidewalks, off-street parking and surface storage areas, deterioration may take the form of surface cracking, loose paving material, depressions, streets with pitted pavement/potholes, crumbling curbs, crumbled or heaved sidewalks and pavement, and weeds protruding through paved surfaces.

*Deterioration was found to be present within the Study Area to a major extent with respect to buildings. With respect to building deterioration, 25 out of 70 buildings, or 36%, were found to be deteriorated. Evidence of deterioration included major cracks in masonry walls, window frames, doors and door frames requiring major repair or replacement, missing mortar requiring tuckpointing, and rusted gutters and downspouts.*

Of the 46 tax blocks in the Study Area, this factor was present to a major extent on 15 blocks and to a minor extent on 22 blocks. Building deterioration is considered to be present to a major extent if deteriorated buildings account for at least 20% of the total number of buildings on the block. The 22 blocks affected to a minor extent are evenly distributed within the Study Area. With respect to deterioration of surface improvements, 5 tax blocks contained parking or loading

facilities that were deteriorated and covered a significant portion of the block. Also, deterioration of rights-of-way was also present, with 10 tax blocks affected by deteriorated rights-of-way on at least one side of the block.

### ***Excessive Land Coverage and Overcrowding of Structures and Community Facilities***

This factor refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. This condition is present when buildings occupy all, or most, of the lot, leaving little or no space for off-street parking, off-street loading and open space amenities. Problem conditions include buildings that are improperly situated on the parcel, the presence of multiple buildings on a single parcel, or buildings that are located on parcels of inadequate size and shape in relation to contemporary standards of development for health or safety. For there to be a finding of excessive land coverage, parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of the spread of fires due to the close proximity of nearby 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. Excessive land coverage frequently has an adverse or blighting influence on nearby development.

*This condition is present to a major extent throughout the Study Area. Overall, 34% of all structures (24 of 70 buildings) were found to exhibit this condition. Of the 46 tax blocks in the Study Area, this factor was present to a major extent on 21 blocks, affecting at least 50% of the buildings on the block, and to a minor extent on 3 blocks. Most commercial/industrial buildings occupy all, or most, of their sites, leaving little opportunity to provide on-site parking and loading facilities. In some portions of the Study Area, particularly the area south of Roosevelt Road, site observations revealed that streets were congested with parking by employees, indicating that area businesses do not have adequate on-site parking. It was also observed, in a number of locations in the Study Area, that trucks clogged public streets because area businesses lacked adequate on-site loading facilities to accommodate waiting trucks. Also, many buildings have been built from lot line to lot line and lack necessary separations to minimize the threat of the spread of fire. These characteristics clearly indicate the presence of excessive land coverage.*

### ***Declining or Stagnant Equalized Assessed Value***

This factor is present when one of three conditions is met within the study area: 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.

Declining or stagnant equalized assessed values are indicative of economic and functional obsolescence. This condition relates to the lack of growth and private investment in an area resulting in economic and physical decline. Table A shows that the EAV for the Study Area has either declined or grown at a slightly lower rate than Chicago as a whole in four of the last five years.

**Table A**  
**COMPARATIVE INCREASES IN EAV - IMPROVED PROPERTY**

	Annual Increases in Equalized Assessed Value				
	1998	1997	1996	1995	1994
Improved Property within Study Area	\$50,300,526 -1.2%	\$50,894,657 7.6%	\$47,307,532 1.3%	\$46,715,611 0.1%	\$46,649,870 4.0%
City of Chicago	1.8%	8.4%	1.2%	1.0%	5.0%

Source: Cook County Tax Extension Office

**Factors Present to a Minor Extent**

***Obsolescence***

Obsolescence refers to the condition, or process, of falling into disuse as evidenced by structures that have become ill-suited for their original use. Functional obsolescence is characterized by buildings designed for a single, or specific, purpose or use, buildings of inadequate size to accommodate alternative uses, or buildings using a type of construction which limits long term use and marketability. Site improvements such as water and sewer lines, public utility lines, roadways, parking areas, parking structures, sidewalks, curbs and gutters, and lighting may be inadequate or obsolete in relation to contemporary standards for such improvements. Functional obsolescence includes poor design or layout, improper orientation of the building on the site, inadequate loading facilities, height or other factors which detract from the overall usefulness or desirability of the property. As an inherent deficiency, functional obsolescence results in a loss of property value.

Economic obsolescence may be evidenced by a variety of factors including deterioration of the physical environment, streets of inadequate width, or parcels of inadequate size or irregular shape which prevent reasonable development. This condition is often a result of adverse conditions, which cause some degree of market rejection and, therefore, a depreciation of market values.

*Obsolescence was found to be present to a minor extent within the Study Area, affecting 14 out of 70 buildings, or 20%. Obsolescence is considered present to a major extent when more than 25% of the buildings on a block meet the definitions described in the preceding paragraph. Of the 46 tax blocks in the Study Area, this factor was present to a major extent on 9 blocks. Many of the industrial, warehouse and commercial buildings within the Study Area are quite old and development standards have changed significantly since the buildings in the Study Area were constructed. Within the Study Area, obsolescence was evidenced by buildings falling into disuse and buildings that were no longer well suited to their original use. Most obsolete buildings were outdated industrial and warehouse buildings in which the size and shape of the building, along with a lack of adequate parking and loading space, have resulted in obsolescence.*

***Presence of Structures Below Minimum Code Standards***

This factor is present when structures do not conform with local standards of building, fire, zoning, subdivision or other applicable governmental codes, but not including housing and



property maintenance codes. Structures below minimum code standards include all buildings which do not meet the standards of zoning, subdivision, building, housing, fire, property maintenance or other governmental codes applicable to the property. The principal purposes of such codes are to require that buildings be constructed in such a way that they can sustain the loads expected from the type of occupancy and are safe for occupancy against fire and similar hazards, and/or to establish minimum standards for safe and sanitary habitation. Buildings below minimum code are characterized by defects or deficiencies which threaten health and safety.

*Presence of structures below minimum code standards was found to be present within the Study Area to a minor extent. Between July of 1994 to 1999 there were 35 code violations issued to property owners within the Study Area. Of the 46 tax blocks in the Study Area, this factor was present to major extent on 13 blocks (affecting more than 35% of the buildings on the block) and to a minor extent on 7 blocks.*

### ***Excessive Vacancies***

This condition is present when buildings are vacant, or partially vacant, such that they are underutilized and represent an adverse influence on the Study Area because of the frequency, extent or duration of the vacancies. Excessive vacancies can also be evidenced by vacant lots. The presence of buildings or sites which are unoccupied or underutilized generally signifies a lack of economic viability of the property and, by extension, of the surrounding area. Excessive vacancies include abandoned properties which evidence no apparent effort directed toward their occupancy or utilization. A relatively small amount of vacant/abandoned property can affect the value and perceived viability of the surrounding area. Consequently, the presence of this condition would represent a significant blighting influence.

*Excessive vacancies were found to be present within the Study Area to a minor extent. Eleven (11) buildings (or 16%) were identified as vacant, partially vacant or underutilized. Of the 46 tax blocks in the Study Area, this factor was present to major extent on 8 blocks (affecting more than 30% of the property on the block) and to a minor extent on 2 blocks. The presence of this factor within the Study Area is just below the threshold for being present to a major extent.*

The Study Area contains one (1) significant area of vacant land located just north of West Roosevelt Road and east of South Canal Street. The site is below street grade and is part of the Canal-Taylor Blighted Commercial Area. At the time of its designation, this parcel contained an abandoned and dilapidated Railway Express Agency ("REA") building, which has since been demolished. The railroad tracks that once served the REA facility have been removed. Using the eligibility criteria contained in the Act with respect to vacant land, this site would qualify for designation as a "blighted area" because the area qualified as a blighted improved area immediately prior to becoming vacant and there has not been substantial private investment in the immediately surrounding area. The development that has occurred has required the use of TIF, Cook County tax incentives, or other public assistance.

### ***Deleterious Land Use or Layout***

This factor is characterized by inappropriate or incompatible land use relationships, inappropriate mixed uses within buildings or uses which are considered to be noxious, offensive, or unsuitable for the surrounding area.

*Deleterious land use or layout was found to be present within the Study Area to a minor extent. This factor was found to be present on 3 of the 46 tax blocks. The eastern portion of the Study Area adjacent to the Chicago River contains a large parcel of land used for industrial and railroad uses, along with vacant land. These uses are quite intensive and produce significant noise, smoke, dust and other noxious characteristics which negatively affect residential uses across the river to the east. These uses may limit development options for vacant property east of the river and may also negatively affect redevelopment within the Study Area.*

### ***Lack of Community Planning***

This factor is present if the proposed redevelopment project area developed prior to, or without the benefit and guidance of, a community plan. This means that the area was developed prior to the adoption of a comprehensive or other community plan by the municipality or that the plan was not followed at the time of the area's development. The presence of 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 modern development standards, or other evidence demonstrating an absence of effective community planning.

This factor is also indicated when there are inadequate public utilities, or plans for utility improvements, that would allow the property to be developed in accordance with the intensity of use identified in the municipality's comprehensive plan or zoning ordinance, or other economic development plans for the area. This factor is also present if public improvements serving the site, including streets, streetlights and other utility systems, do not meet current municipal standards. Similarly, lack of community planning is indicated if private improvements, including parking lots, screening and organization of buildings within the site, do not meet accepted community development standards.

*This condition is present to a minor extent throughout the Study Area. While the existing development pattern generally reflects two comprehensive industrial development plans for the Area, these past planning efforts have proven to be inadequate to guide further development of the Study Area in a manner that enhances the tax base of the Study Area.*

Historically, the Study Area has been dominated by transportation (railroad) and industrial uses. Land within the Study Area was largely developed under the provisions of two urban renewal plans during the 1950s. These plans allowed the replacement of deteriorated residential areas with then-modern industrial uses adjacent to the newly constructed Dan Ryan Expressway. However, during the more than 40 years since redevelopment plans were established for most of the Study Area, no additional comprehensive planning for the Study Area has occurred.

The age and obsolescence of older commercial and industrial properties located within Study Area has created a need for widespread redevelopment. The subdivision of land within the Study

Area into lots and blocks for 1950-era industrial uses is inadequate for industrial and warehouse development consistent with modern standards. Additionally, the shift from traditional industrial districts to "high-tech" production facilities necessitates new comprehensive planning policies that have not yet been addressed by the City within the Study Area.

### **Factors Found Not To Be Present**

#### ***Dilapidation***

Dilapidation exists when buildings are in an advanced state of disrepair and neglect of necessary repairs to the primary structural components of buildings result in the necessity of major repairs or demolition.

Exterior building surveys revealed no buildings of such an advanced state of disrepair to make a finding of dilapidation.

#### ***Illegal Use of Individual Structures***

This factor is present when structures are used in violation of federal, state or local laws. Exterior building and land use surveys of the Study Area revealed no illegal land uses.

### **Factors Whose Presence Could Not Be Determined**

#### ***Lack of Ventilation, Light, or Sanitary Facilities***

Conditions, such as lack of indoor plumbing or lack of adequate windows or other means of providing ventilation or light, can negatively influence the health and welfare of a building's residents or users. Typical requirements for ventilation, light, and sanitary facilities include:

- Adequate mechanical ventilation for air circulation in rooms without windows, such as bathrooms, and dust, odor, or smoke producing activity areas.
- Adequate natural light and ventilation by means of skylights or windows for interior rooms with proper window sizes and amounts by room area to window area ratios.
- Adequate sanitary facilities, including garbage storage, bathroom facilities, hot water and kitchens.

The presence of this factor could not be assessed through the exterior building condition survey and other available information to a degree sufficient to warrant its inclusion as a blighting factor present within the Study Area.

#### ***Inadequate Utilities***

This factor exists in the absence of one or more of the following utilities serving the site: gas, electricity, telephone, water, sanitary sewer, storm sewer or storm drainage. This factor is also present when the existing utilities are inadequate to accommodate the level of development permitted under current zoning or envisioned under the comprehensive plan, or adopted redevelopment plan, for the area.

This factor does not appear to be present within the Study Area since all property is presently served by the appropriate utilities, and nearly all properties are in active use. As it could not be determined with certainty, it is not considered to be a blighting factor present within the Study Area.

***Environmental Contamination***

This factor is considered present when property has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for the clean-up of hazardous waste, hazardous substances or underground storage tanks required by state or federal law, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for such clean-up. In order for this eligibility factor to apply, the remediation costs must constitute a material impediment to the development, or redevelopment, of the redevelopment project area.

Significant industrial activity which may warrant environmental remediation has occurred within the Study Area. However, no information regarding current or needed environmental remediation was found during the course of this analysis.

#### 4. DETERMINATION OF STUDY AREA ELIGIBILITY

The Study Area qualifies for designation as a "conservation area." Eighty-three percent (83%) of all buildings within the Study Area are at least 35 years of age. This is substantially more than the minimum of 50% required by the Act for designation.

Once the age requirement has been met, the meaningful presence of three of 13 conditions is required for designation of improved property as a "conservation area." Of the conditions cited in the Act, eight are present to a meaningful extent, with that presence documented and reasonably distributed within the Study Area.

The conditions present to a *major* extent are:

- Deterioration
- Excessive land coverage and overcrowding of structures and community facilities
- Stagnant or declining EAV

The conditions present to a *minor* extent are:

- Obsolescence
- Presence of structures below minimum code standards
- Excessive vacancies
- Deleterious land use or layout
- Lack of community planning

Based on the conditions present, the area is not likely to be effectively developed without the designation of all or part of the Study Area as a "conservation area" and the adoption of a tax increment redevelopment plan and project. The distribution of factors within the Study Area is presented in Table B on the following page.

**Table B**  
**DISTRIBUTION OF BLIGHTING FACTORS**

Block	Blighting Factors													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
17-16-300	x			x	x									
17-16-301	x		x	x									•	x
17-16-302	x			•	x								•	x
17-16-303	x			•	x								•	x
17-16-304	x		x	x	x		x			•			•	x
17-16-305	x			x	•								•	x
17-16-306	x		x	x	x		•			x			•	x
17-16-309	x			•						•			•	x
17-16-310	x		x	x	x		x			x			•	x
17-16-311	x			•	•					x			•	x
17-16-313				•									•	x
17-16-314				•	x								•	x
17-16-315				•									•	x
17-16-317	x			•	x					x			•	x
17-16-318	x			•						x			•	x
17-16-319	x		x	x	•		x			x			•	x
17-16-320				•									•	x
17-16-321				x									•	x
17-16-322				•									•	x
17-16-323	x			x									•	x
17-16-324	x				x								•	x
17-16-325	x		x	x			x			x			•	x
17-16-328	x			x	x								•	x
17-16-331	x			•	x		x			•			•	x
17-16-332	x			•	•					x			•	x
17-16-333	x		x	x	•		x						•	x
17-16-334	x			•			x						•	x
17-16-409				•						x			•	x
17-16-415	x			x						x			•	x
17-21-101	x			x	•		•						•	x
17-21-102	•			•	•								•	x
17-21-104				•									•	x
17-21-106									x				•	x
17-21-107									x				•	x
17-21-109				•					x				•	x
17-21-110					•				x				•	x
17-21-112													•	x
17-21-113	x			•					x				•	x
17-21-115									x				•	x
17-21-116	x			•					x				•	x
17-21-118									x				•	x
17-21-119			x	x	x		x		x				•	x

- Blighting Factors Legend**
1. Age
  2. Dilapidation
  3. Obsolescence
  4. Deterioration
  5. Presence of structures below code standards
  6. Illegal use of structures
  7. Excessive vacancies
  8. Lack of ventilation, light or sanitary facilities
  9. Inadequate utilities
  10. Excessive land coverage or overcrowding of community facilities
  11. Deleterious land use or layout
  12. Environmental contamination
  13. Lack of community planning
  14. Declining or stagnant EAV
- x -present to a major extent  
• -present to a minor extent

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
17-21-122					x									
17-21-124										x			•	x
17-21-127	x		x	•						x			•	x
17-21-506				x						x			•	x
													•	x
<b>TOTAL- •</b>	1		0	22	7			2		3	0		46	0
<b>TOTAL- x</b>	26		9	16	13			8		21	3		0	46
<b>GRAND</b>														
<b>TOTAL</b>	27		9	38	20		10			24	3		46	46

**APPENDIX D:  
INITIAL EQUALIZED ASSESSED VALUE (EAV) OF PROPERTY WITHIN THE  
JEFFERSON - ROOSEVELT REDEVELOPMENT PROJECT AREA**

PIN	1998 EAV
17-16-300-010	\$ 223,220
17-16-300-011	58,184
17-16-300-016	5,227
17-16-300-018	380,092
17-16-300-020	exempt
17-16-301-006	144,410
17-16-301-012	156,526
17-16-301-018	219,832
17-16-301-024	156,970
17-16-301-025	6,753
17-16-301-026	58,968
17-16-301-027	exempt
17-16-302-015	230,701
17-16-302-022	51,705
17-16-302-033	22,717
17-16-302-036	133,549
17-16-302-037	119,489
17-16-303-003	2,562,095
17-16-303-005	1,535,624
17-16-303-004	2,129,084
17-16-304-013	676,525
17-16-304-014	546,658
17-16-305-011	727,903
17-16-305-012	8,754
17-16-305-013	12,401
17-16-305-014	21,156
17-16-305-015	70,526
17-16-305-016	35,262
17-16-305-017	39,088
17-16-305-018	34,874
17-16-305-019	49,233
17-16-305-020	49,233
17-16-305-021	49,233
17-16-305-022	98,466
17-16-305-023	58,689
17-16-305-024	304,227
17-16-306-005	40,906
17-16-306-006	40,906
17-16-306-007	63,688



PIN	1998 EAV
17-16-306-008	\$ 63,688
17-16-306-009	186,541
17-16-306-018	45,791
17-16-306-019	266,506
17-16-306-020	exempt
17-16-306-021	218,698
17-16-306-022	50,249
17-16-306-023	285,885
17-16-309-048	exempt
17-16-310-001	564,104
17-16-311-001	340,439
17-16-311-002	16,068
17-16-311-003	16,068
17-16-311-020	44,878
17-16-311-021	exempt
17-16-311-022	375,732
17-16-313-041	exempt
17-16-313-042	exempt
17-16-313-043	exempt
17-16-314-022	1,025,929
17-16-314-023	54,389
17-16-315-027	1,969,226
17-16-317-053	exempt
17-16-318-021	874,452
17-16-319-020	441,717
17-16-319-021	306,056
17-16-319-022	568,954
17-16-320-020	644,838
17-16-321-002	railroad
17-16-321-004	railroad
17-16-322-062	261,588
17-16-323-026	756,569
17-16-323-027	329,328
17-16-324-029	exempt
17-16-325-019	1,558,975
17-16-328-026	499,688
17-16-328-027	285,083
17-16-331-015	143,642
17-16-331-016	143,642
17-16-331-017	155,170
17-16-331-023	339,628
17-16-331-024	344,424
17-16-331-025	242,274
17-16-331-026	406,580

PIN	1998 EAV
17-16-331-028	\$ 210,369
17-16-331-029	200,703
17-16-331-030	127,583
17-16-331-031	156,240
17-16-332-032	170,747
17-16-332-033	91,052
17-16-332-034	540,312
17-16-332-035	323,820
17-16-332-036	244,267
17-16-333-028	344,806
17-16-333-029	149,526
17-16-333-031	497,617
17-16-333-033	164,290
17-16-333-034	151,885
17-16-333-035	667,049
17-16-333-036	449,596
17-16-334-001	67,594
17-16-334-004	railroad
17-16-334-006	128,843
17-16-334-007	902,250
17-16-409-001	railroad
17-16-409-003	3,825,727
17-16-409-005	railroad
17-16-409-006	6,594
17-16-409-007	exempt
17-16-415-001	railroad
17-16-415-002	railroad
17-16-415-003	railroad
17-16-415-006	railroad
17-16-415-007	railroad
17-16-415-008	railroad
17-16-415-009	744,798
17-21-101-010	153,644
17-21-101-011	29,019
17-21-101-012	38,301
17-21-101-013	68,292
17-21-101-014	29,019
17-21-101-015	38,301
17-21-101-016	93,882
17-21-101-017	400,746
17-21-101-018	400,746
17-21-101-030	exempt

PIN	1998 EAV
17-21-101-031	exempt
17-21-101-032	exempt
17-21-101-033	exempt
17-21-101-034	exempt
17-21-101-036	\$ 164,920
17-21-101-037	221,822
17-21-101-038	101,060
17-21-102-001	37,183
17-21-102-002	50,554
17-21-102-003	170,255
17-21-102-004	65,776
17-21-102-005	74,029
17-21-102-006	74,029
17-21-102-010	14,780
17-21-102-011	13,398
17-21-102-012	13,398
17-21-102-013	26,693
17-21-102-014	73,559
17-21-102-016	exempt
17-21-102-017	27,698
17-21-102-018	474,353
17-21-102-019	248,864
17-21-104-048	107,354
17-21-104-049	12,005
17-21-104-050	24,158
17-21-104-051	24,158
17-21-104-052	24,158
17-21-104-053	24,323
17-21-104-054	23,545
17-21-104-055	47,267
17-21-104-056	47,267
17-21-104-057	47,267
17-21-104-058	47,694
17-21-106-062	693,947
17-21-107-026	858,469
17-21-109-054	769,461
17-21-110-018	1,038,232
17-21-112-050	318,575
17-21-112-051	448,916
17-21-113-006	144,187
17-21-113-028	259,299
17-21-113-025	exempt
17-21-113-026	exempt
17-21-113-027	exempt

<b>PIN</b>	<b>1998 EAV</b>
17-21-115-055	\$ 1,610,257
17-21-116-001	231,741
17-21-116-021	exempt
17-21-116-022	exempt
17-21-116-023	exempt
17-21-116-024	178,887
17-21-118-027	1,387,042
17-21-119-024	exempt
17-21-119-031	280,078
17-21-119-032	663,836
17-21-119-033	329,381
17-21-122-016	exempt
17-21-122-020	815,577
17-21-122-021	15,562
17-21-124-052	997,984
17-21-127-022	4,419
17-21-127-019	155,100
17-21-127-001	278,225
17-21-127-017	exempt
17-21-127-018	exempt
17-21-127-020	172,495
17-21-131-001	exempt
17-21-131-002	exempt
17-21-506-042	railroad
17-21-506-043	railroad
<b>Total</b>	<b>\$50,300,525</b>