

AMENDMENT NUMBER 1 TO PILSEN TAX INCREMENT
FINANCING REDEVELOPMENT PLAN.

The Committee on Finance submitted the following report:

CHICAGO, November 12, 2003.

To the President and Members of the City Council:

Your Committee on Finance, having had under consideration an ordinance authorizing an amendment to the Pilsen Tax Increment Financing Redevelopment Plan, having had the same under advisement, begs leave to report and recommend that Your Honorable Body *Pass* the proposed ordinance transmitted herewith.

This recommendation was concurred in by a viva voce vote of the members of the Committee.

Respectfully submitted,

(Signed) EDWARD M. BURKE,
Chairman.

On motion of Alderman Burke, the said proposed ordinance transmitted with the foregoing committee report was *Passed* by yeas and nays as follows:

Yeas -- Aldermen Flores, Haithcock, Tillman, Preckwinkle, Hairston, Lyle, Beavers, Stroger, Beale, Pope, Balcer, Cárdenas, Olivo, Burke, T. Thomas, Murphy, Rugai, Troutman, Brookins, Muñoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Carothers, Reboyras, Suarez, Matlak, Mell, Austin, Colón, Banks, Mitts, Allen, Laurino, O'Connor, Doherty, Daley, Tunney, Schulter, M. Smith, Stone -- 44.

Nays -- None.

Alderman Beavers moved to reconsider the foregoing vote. The motion was lost.

The following is said ordinance as passed:

WHEREAS, Under ordinances adopted on June 10, 1998 and published in the *Journal of the Proceedings of the City Council of the City of Chicago* for such date (the "*Journal of Proceedings*") at pages 70521 -- 70712, and under the provisions of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4.1, et seq., as amended (the "Act"), the City Council (the "Corporate Authorities") of the City of Chicago (the "City"): (i) approved a redevelopment plan and project (the "Redevelopment Plan") for a portion of the City known as the "Pilsen Redevelopment Project Area" (the "Redevelopment Project Area") (such ordinance being defined herein as the "Plan Ordinance"); (ii) designated the Redevelopment Project Area as a "redevelopment project area" within the requirements of the Act (the "Designation Ordinance"); and (iii) adopted tax increment financing for the Redevelopment Project Area (the "T.I.F. Adoption Ordinance") (the Plan Ordinance, the Designation Ordinance and the T.I.F. Adoption Ordinance are collectively referred to in this ordinance as the "T.I.F. Ordinances"); and

WHEREAS, The Redevelopment Plan established the estimated dates of completion of the redevelopment project described in the Redevelopment Plan and of the retirement of obligations issued to finance redevelopment project costs to be not more than twenty-three (23) years from the date of the adoption of the Designation Ordinance, such ultimate retirement date occurring in the year 2020, and the Corporate Authorities made a finding in the Plan Ordinance that such dates were not more than twenty-three (23) years from the date of the adoption of the Designation Ordinance in accordance with the provisions of Section 11-74.4-3(n)(3) of the Act in effect on the date of adoption of the T.I.F. Ordinances; and

WHEREAS, Public Act 91-478 (the "Amendatory Act"), which became effective November 1, 1999, amended the Act, among other things, to: (i) change the dates set forth in Section 11-74.4-3(n)(3) of the Act by which redevelopment projects must be completed and obligations issued to finance redevelopment project costs must be retired to be no later than December 31 of the year in which the payment to a municipal treasurer as provided in Section 11-74.4-8(b) of the Act is to be made with respect to ad valorem taxes levied in the twenty-third (23rd) calendar year after the year in which the ordinance approving a redevelopment project area is adopted; and (ii) provide that a municipality may amend an existing redevelopment plan to

conform such redevelopment plan to Section 11-74.4-3(n)(3) of the Act, as amended by the Amendatory Act, by an ordinance adopted without further hearing or notice and without complying with the procedures provided in the Act pertaining to an amendment to or the initial approval of a redevelopment plan and project and designation of a redevelopment project area; and

WHEREAS, Under Section 11-74.4-3(n)(9) of the Act, for redevelopment project areas designated prior to November 1, 1999, a redevelopment plan may be amended without further hearing, provided that notice is given as set forth in the Act, to authorize the municipality to expend tax increment revenues for redevelopment project costs added by the Amendatory Act, so long as such amendment does not increase the total estimated redevelopment project costs stated in a redevelopment plan by more than five percent (5%) after adjustment for inflation from the date of adoption of a redevelopment plan; and

WHEREAS, Since the date of the adoption of the Designation Ordinance was June 10, 1998, the Redevelopment Plan could have established the estimated dates of completion of the redevelopment project described in the Redevelopment Plan and of the retirement of obligations issued to finance redevelopment project costs to be not more than twenty-three (23) years from the date of the adoption of the Designation Ordinance, and the Corporate Authorities could have made a finding in the Plan Ordinance that such dates were not more than twenty-three (23) years from the date of the adoption of the Designation Ordinance in accordance with the provisions of Section 11-74.4-3(n)(3) of the Act in effect on the date of adoption of the T.I.F. Ordinances; and

WHEREAS, The Corporate Authorities desire to amend the Redevelopment Plan to conform the Redevelopment Plan to Section 11-74.4-3(n)(3) of the Act, as amended by the Amendatory Act, in accordance with the procedures set forth in amended Section 11-74.4-3(n)(3); and

WHEREAS, The Corporate Authorities further have determined that an amendment to the Redevelopment Plan is necessary to add redevelopment project costs that were added by the Amendatory Act to the itemized list of redevelopment project costs set forth in the Redevelopment Plan, and to make other, minor changes to update the Redevelopment Plan to reflect the City's current policies; now, therefore,

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. Recitals. The above recitals are incorporated herein and made a part hereof.

SECTION 2. Approval Of Amendment To Redevelopment Plan. The "Amendment Number 1 to The Pilsen Tax Increment Financing Redevelopment Project and Plan", a copy of which is attached hereto as Exhibit A (the "Plan Amendment Number 1")' is hereby approved. Except as amended hereby, the Redevelopment Plan shall remain in full force and effect.

SECTION 3. Finding. The Corporate Authorities hereby find that the estimated dates of completion of the redevelopment project described in the Redevelopment Plan and of the retirement of obligations issued to finance redevelopment project costs set forth in the Redevelopment Plan, as amended by the Plan Amendment, conform to the provisions of Section 11-74.4-3(n)(3) of the Act, as amended by the Amendatory Act.

SECTION 4. Invalidity Of Any Section. If any provision of this ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such provision shall not affect any of the remaining provisions of this ordinance.

SECTION 5. Superseder. All ordinances (including, without limitation, the T.I.F. Ordinances), resolutions, motions or orders in conflict with this ordinance are hereby repealed to the extent of such conflicts.

SECTION 6. Effective Date. This ordinance shall be in full force and effect immediately upon its passage and approval.

Exhibit "A" referred to in this ordinance reads as follows:

Exhibit "A".
(To Ordinance)

*Pilsen Tax Increment Financing Redevelopment
Project And Plan.*

Amendment Number 1 Dated As Of October 10, 2003.

The attached Pilsen Tax Increment Financing Redevelopment Project and Plan is hereby amended by striking out (e.g., ~~striking out~~) all text that is deleted and double-underlining (e.g., double-underlining) all text that is inserted.

The Pilsen
Tax Increment Financing
Redevelopment Project And Plan

City Of Chicago, Illinois

Introduced

March 10, 1998

City Of Chicago

Richard M. Daley, Mayor

Amendment No. 1

Dated as of October 10, 2003

Prepared by the City of Chicago

Department of Planning & Development

I. INTRODUCTION

This document is to serve as a redevelopment plan for the Pilsen Community, which includes a majority of the industrial corridor and commercial areas within the community. This area is subsequently referred to in this document as the Pilsen Tax Increment Financing Redevelopment Project Area, (the "Project Area").

As part of its strategy to encourage managed growth and stimulate private investment within the Pilsen Community, the City engaged Trkla, Pettigrew, Allen & Payne, Inc. ("TPAP") to study whether the Project Area of approximately 907 acres qualifies as a "conservation area," a "blighted area" or an "industrial park/conservation area" under the Illinois Tax Increment Allocation Redevelopment Act (65 ILCS 5/11/74.4-3), (the "Act"). The Project Area is generally bounded by Cullerton Avenue (between Ashland Avenue and Morgan Street) and 16th Street (between Morgan Street and Stewart Avenue) on the north, Stewart Avenue and the Chicago River on the east, the Stevenson Expressway and 33rd Street on the south, and Western Avenue on the west.

The Pilsen Community is one of Chicago's oldest and most unique urban neighborhoods. The neighborhood's special character can be attributed to its continual service as an important port of entry for immigrants dating back to the late 1800's. Throughout its history, Pilsen has been home to Polish, Czechoslovakian, Lithuanian, Irish, German, and Bohemian immigrants and is now predominately populated by Hispanic families. The urban flavor of Pilsen originated from its early settlement pattern of small compact residences located very close to the growing industry along Pilsen's riverbanks. As Pilsen grew over time, this development pattern took precedence, resulting in a patchwork of various land uses within the community. Even though this type of development does not exhibit the best planning practices due to industrial activities being adjacent to residential uses, Pilsen has used it to its advantage and has remained a viable urban neighborhood to date. The community is very local by nature, utilizing the close proximity of local industrial employment opportunities, commercial activities, and residential areas.

However, despite the available local labor pool, much of Pilsen's industrial corridor is vacant or underutilized. The physical conditions of both the buildings and infrastructure have continued to deteriorate. To better assess the needs and past trends of Pilsen's industrial area, the Chicago industrial market and how it relates to the industrial activity within Pilsen has been examined. Such examination helps identify specific weaknesses and strengths within the area's market and identifies possible solutions for the Pilsen Community to remain competitive within the Chicago industrial market as a whole.

Chicago Industrial Market

The Chicago metropolitan area maintains one of the country's largest inventories of industrial space, with a mid-1997 inventory of 861.7 million square feet. The market is very active; over the last year, approximately 24.3 million square feet of industrial space have been leased in the metropolitan area, 12.1 million square feet were sold, and 11.1 million square feet of new construction were completed.¹

For purposes of industrial market analysis, real estate professionals divide the City of Chicago into two submarkets: Chicago North and Chicago South, with Roosevelt Road (1200 south) as the dividing line. The make-up of the City's inventory is significantly different from that of the suburban inventory. Seventy-three percent of the City's inventory is manufacturing space and 27% is warehouse and distribution space; less than 1% is office/service center. In contrast, 52% of the suburban inventory is manufacturing space, 44% is warehouse and distribution space, and 4% is office/service center. These proportions reflect the fact that the City has an older inventory of industrial space that was typically developed for large manufacturers.¹

The Chicago South submarket is where the Project Area is located. This South submarket, with 11.2 million square feet available and a vacancy rate of 8.3%, represents 17.0% of the available industrial space in the Chicago metropolitan area. Chicago South has 11% of the Chicago metropolitan area's inventory of warehouse/distribution space and 18.5% of the entire Chicago metropolitan market's available space in that category. Much of this space is obsolete in its current condition and requires substantial renovation to attract modern industries.¹

Industrial development occurred from the late 1800s through the early 1970s in the Chicago South submarket, taking advantage of the shipping opportunities provided by the south branch of the Chicago River, the Illinois and Michigan Canal, Lake Michigan ports, and the confluence of multiple railroad lines. Construction of the Dan Ryan and Stevenson expressways (Interstate Routes 90/94 and 55, respectively), two of the earliest sections of the federal highway system, further strengthened the South Chicago industrial market. However, more recently, the region's expanding expressway system has made suburban markets more accessible, unfortunately facilitating the development of attractive suburban markets. Also, the changing industrial needs and obsolete facilities have led to the abandonment of many industrial properties in the Chicago South submarket. But despite these current trends of industrial development in the suburban markets, the Chicago South submarket retains its strong locational advantages for many types of industrial users.

¹ Goodman Williams Group - Cushman & Wakefield of Illinois Research Service.

When analyzed as a whole, the Chicago metropolitan area has a healthy and active industrial real estate market. Yet the City's South Side, representing 15.6% of the metropolitan area's inventory of industrial space, is not fully participating in this strong market. The South Side has a higher vacancy rate, achieves lower rents, and is not capturing any of the metropolitan area's considerable new construction activity.

The nature of industrial employment in Chicago has been affected by two major national factors.

- Starting in the 1970s and continuing through the 1980s, the job base shifted away from manufacturing toward a service-oriented economy. In 1985, industrial employment represented 52% of all private-sector employment in the six-county Chicago metropolitan area, and 46% of the City's total. In 1995, those figures had fallen to 39% and 27%, respectively.
- Industrial jobs continued to move out of central urban areas to suburban communities. In 1985, 43% of all jobs in the Chicago metropolitan area were located within the City; by 1995, the City's share had fallen to 34%. The City's share of the industrial employment in the metropolitan area fell from 39% in 1985 to 26% in 1995.²

Despite these shifts in employment for the City and for the Metropolitan area as a whole, industrial employment remains very important to the job base of the Project Area. Within the zip code that covers the majority of the Project Area, half (49.7%) of the private-sector employment in zip code 60608 is in manufacturing and wholesale trade. In comparison, only 21% of the City's private-sector employment is in the industrial categories, as reported by the Illinois Department of Employment Security. The entire Project Area west of Halsted Street is covered by the Zip code 60608 and approximately 75% of the industrial district is within this zip code.

The employment data show that while industrial employment within the Project Area continues to remain overwhelmingly industrial in nature, many jobs are leaving the Project Area. In the face of structural economic changes and the City's loss of jobs to the suburban areas, the City as a whole has an industrial job base that has remained relatively stable. The maintenance of this industrial job base is critical to the economic well being of the area and to the City.

² Illinois Department of Employment Security data

The Project Area

The Project Area has roughly the same boundaries as the Pilsen Industrial Corridor, which is among eight corridors defined by the City in its report, *Corridors of Industrial Opportunity: A Plan for Industry in Chicago's West Side*. The designation by the City indicates that the corridor is already home to industrial companies as well as a resource of space for industrial development.

The Pilsen Industrial Corridor is one of the City's oldest industrial areas and one of the closest to the City's central area. The original industrial development of this corridor area occurred along the south branch of the Chicago River; and development expanded with the completion of the Illinois and Michigan Canal in 1848. Lumberyards, brickyards, and a limestone quarry were among the original industries.

The considerable physical assets of the Project Area include the following features:

- The Stevenson Expressway (Interstate Route 55) roughly parallels the southern boundary of the proposed Pilsen TIF District.
- The Dan Ryan Expressway (I-90/94) intersects the eastern portion of the subject area, east of Halsted.
- Five rail lines are Burlington Northern, Santa Fe, Illinois Central Gulf, CONRAIL, and Union Pacific.
- The South Branch of the Chicago River provides a navigable waterway.
- The CTA provides Rapid Transit service with stations located outside the boundaries of the proposed district. Stations along the Douglas (Blue) Line are at 18th Street west of Ashland and at Hoyne and Western. The Midway (Orange) Line, which runs south of and parallel to I-55, stops at near Halsted, Ashland, and Western.
- Major north-south arterials serving the area are Western Avenue, Ashland Avenue, and Halsted.
- A portion of the Project Area is within the City's Empowerment Zone.

The major physical constraint of the Project Area is the lack of east-west streets south of Cermak Road and Blue Island Avenue.

The Project Area enjoys strong locational assets, particularly its excellent highway, water, and rail access, and is a key resource of the City's industrial market. However, without reinvestment, the Project Area is likely to continue to erode as existing companies choose to relocate and prospective businesses find more attractive environments. With a modern industrial infrastructure and competitive buildings, the Project Area could successfully compete in the Chicago area.

The Project Area also includes a limited commercial district along Blue Island Avenue, Ashland Avenue, and Oakley Avenue. See Figure 1: *Boundary Map* for the boundaries of the commercial district. This commercial district contains some of the oldest and distinct commercial areas in the City. The conditions of both the buildings and infrastructure are quite old and require extensive repair. Due to the poor physical condition, it is important that the commercial district be included in the Project Area so that it will have the ability to be maintained and improved, having the means to support the Pilsen Community.

Recognizing the Project Area's continuing potential as a vital industrial and commercial corridor, the City of Chicago is taking a proactive step toward the economic renaissance of the Project Area. The City wishes to complement previous efforts to stabilize industrial land uses, such as the Model Industrial Corridors Program, and support industrial and business expansion and to encourage private investment and development activity through the use of Tax Increment Financing.

The Project Area, described in more detail below as well as in the accompanying Eligibility Study, has not been subject to growth and development through investment by private enterprise and is not reasonably expected to be developed without the efforts and leadership of the City.

A. Pilsen Tax Increment Financing Redevelopment Project Area

The Project Area contains 510 buildings and encompasses a total of approximately 907 acres and is located one mile southwest of downtown Chicago. All areas of the Project Area are improved with buildings. For a map depicting the boundaries and legal description of the Project Area, see Section II, *Legal Description*.

In general, the Project Area can be divided into two parts: a) the "industrial district," which is generally bounded by 16th Street on the north, Stewart Avenue and the Chicago River on the east, the Stevenson Expressway and 33rd Street on the south, and Western Avenue on the west; and b) the "commercial district," which is generally located along Ashland Avenue between Cermak and 21st Street, Blue Island Avenue between Western Avenue and Laflin Street, and along Oakley Avenue between 23rd Place and 25th Street.

The Pilsen Industrial District

The majority of the Project Area is encompassed by the Pilsen Industrial Corridor. In March of 1995, *The Model Industrial Corridor Initiative: Pilsen Industrial Corridor Final Plan* (the "Strategic Plan") was completed as a precursor to this Redevelopment Plan. The Strategic Plan forms the basis for many of the recommendations contained in this Redevelopment Plan.

The industrial district encompasses approximately 860 acres which contains mostly industrial uses with scattered commercial and residential properties. The industrial properties located north of Cermak Road are generally small in size and are interspersed with residential and commercial properties. The majority of the industrial properties located south of Cermak Road include much larger sites not broken up by east/west cross streets.

The industrial district contains approximately 150 businesses employing a total of approximately 7,800 people. Major employers include: Carmichael Leasing Co., Inc., Triple A Services, Inc., Brandenburg Industrial Services, East Balt Commissary Inc., V & V Food Products Inc., Rubin Manufacturing Inc., Jefferson Smurfit Corporation, Premium Plastics Inc., Cozzi Iron & Metal, Inc., Kramer & Co., Inc., Allied Metal Co., Tool & Engineering Co., Pines Trailer L.P., Illinois Recycling Services Inc., Dearborn Wholesale Grocers, and Coca-Cola Bottling Company.

The industrial district contains a mix of industrial buildings with 82 percent of the 343 buildings being over 35 years old. The area is characterized by aging infrastructure, safety concerns, fly dumping, vacant land and buildings, deteriorated site development, poor image and appearance, and the lack of cooperation among area businesses and owners. Also, many of the older industrial buildings have become functionally obsolete for contemporary industrial operations.

The Commercial Redevelopment District

The commercial district along Ashland Avenue, Blue Island Avenue, and Oakley Avenue contains approximately 47 acres. This area is compact and dense with no undeveloped land. The majority of the buildings are commercial use with residential on the upper floors. Single family homes are scattered throughout the commercial district. Ninety one percent of the 167 buildings are over 35 years old and require major repair or maintenance. Since 1994 the City of Chicago Building Department has issued building code violations for over 50 different buildings in the commercial area, indicating that many of the buildings in the area are in need of major repair. In addition, infrastructure improvements are needed in the area.

The Project Area as a Whole

The Project Area on the whole has not been subject to growth and development through investment by private enterprise. Evidence of this lack of growth and development is detailed in *Section VI* and summarized below.

- Numerous buildings show signs of obsolescence, deterioration, building code violations, excessive vacancies, and an overall depreciation of physical maintenance.
- The majority of the Project Area's infrastructure needs to be repaired or replaced. There are several viaducts that need to be reconstructed to enable passage of tractor trailers through the Project Area. The street conditions are quite poor, requiring rebuilding or resurfacing. Most of the Project Area's curbs, gutters, and sidewalks need replacement. Vaulted sidewalks are present in select areas of the Project Area. The replacement of these vaulted sidewalks are more difficult and costly as compared to the "non-vaulted" sidewalks. The retaining walls along the river are very old and may require maintenance and repair.
- Between 1/4/93 to 2/20/98, 121 building permits were issued for new construction, additions, and alterations, which totaled approximately \$8,100,000. Over half of these permits were for smaller scale projects requiring less than \$25,000 worth of work, indicating no major developments or renovations in the area. Only 6% (\$488,500) of this work was for industrial type buildings and 5.4% (\$437,000) of the construction was for commercial/retail/office type buildings. About 52.5% (\$4,146,750) of the construction activity was for miscellaneous structures such as pumps, elevators, garages, and A/C units. Overall, the investment is very scattered having little to no impact on the area.
- There have been over 25 demolition permits issued between 1/4/93 to 2/20/98 years for the Project Area. This indicates a decline in business activity in the Project Area since these demolitions have not been replaced with new construction.
- Between 1991 and 1996, the assessed valuation (the "AV") of the Project Area decreased by 0.01 percent, while the AV of the City as a whole increased by 7.10 percent between 1991 and 1996.
- Between 1990 and 1995 there was a 25% decrease in durable goods manufacturing jobs, a 9% decrease in non-durable goods manufacturing jobs, and a 11% decrease in wholesale trade jobs within the area covered by Zip code 60608, according to the Illinois Department of Employment Security. This area is bounded by Roosevelt Road on the north, Halsted Street on the east, 35th Street on the south, and California Avenue on the west. The entire Project Area west of Halsted Street is covered by the Zip code, 60608 and approximately 75% of the industrial district is within this zip code.
- The industrial district is part of the Chicago South industrial submarket which has significantly lower rents than the Chicago North industrial submarket and the Metropolitan area. The dividing line between the North and South submarkets is Roosevelt Road (1200 south). The average weighted rental rate for manufacturing in the south submar-

ket is \$2.53 per square foot, as compared to \$3.67/sq. ft. and \$3.55/sq. ft. in the north submarket and metropolitan area (Source: *Goodman Williams Group/Cushman and Wakefield*).

- The Chicago South industrial submarket has a significantly higher vacancy rate as compared to the Chicago North submarket and the metropolitan area. The vacancy rates are as follows: Chicago South submarket - 8.3%, Chicago North submarket - 5.6%, and the metropolitan area - 7.7%. (Source: *Goodman Williams Group/Cushman and Wakefield*).

Without a comprehensive and area-wide effort by the City to promote investment, the Project Area will not likely be subject to sound growth and development through private investment. Additionally, the Project Area would likely continue to be characterized by dilapidation, obsolescence, deterioration, structures below minimum code standards, excessive vacancies, the depreciation of physical maintenance and an overall lack of community planning.

While small-scale, piecemeal development might occur in limited portions of the Project Area, the City believes that the Project Area should be revitalized on a coordinated, comprehensive and planned basis to ensure continuity with the planning efforts of the surrounding industrial corridors and neighborhoods. A coordinated and comprehensive redevelopment effort will allow the City and other taxing districts to work cooperatively to prepare for the increased service demands that may arise from the conversion of underutilized land and buildings to more intensive uses. Such a comprehensive redevelopment plan will also encourage job training to assist in putting residents of the surrounding neighborhoods to work in the newly created jobs within the Project Area.

B. Tax Increment Financing

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

To finance redevelopment project costs, a municipality may issue obligations secured by Incremental Property Taxes to be generated within the project area. In addition, a municipality may pledge towards payment of such obligations any part or any combination of the following: (a) net revenues of all or part of any redevelopment project; (b) taxes levied and collected on any or

all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the redevelopment project; or (e) any other taxes or anticipated receipts that the municipality may lawfully pledge.

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

C. The Redevelopment Plan for the Pilsen Tax Increment Financing Redevelopment Project Area

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

Trkla, Pettigrew, Allen, & Payne Inc. has prepared this Redevelopment Plan and the related eligibility study with the understanding that the City would rely on (i) the findings and conclusions of the Redevelopment Plan and the related eligibility study in proceeding with the designation of the Redevelopment Plan, and (ii) the fact that Trkla, Pettigrew, Allen & Payne, Inc. has obtained the necessary information so that the Redevelopment Plan and the related eligibility study will comply with the Act.

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

1. On a coordinated rather than piecemeal basis to ensure that land use, access and circula-

tion, parking, public services and urban design are functionally integrated and meet present-day principles and standards; and

2. On a reasonable, comprehensive and integrated basis to ensure that the factors of blight and conservation are eliminated; and
3. Within a reasonable and defined time period so that the Project Area may contribute productively to the economic vitality of the City.

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

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

This Redevelopment Plan specifically describes the Project Area and summarizes the conservation area factors which qualify a portion of the Project Area as a "conservation area" and the blight factors which qualify a portion of the Project Area as a "blighted area" as defined in the Act.

Successful implementation of this Redevelopment Plan requires that the City utilize Incremental Property Taxes and other resources in accordance with the Act to stimulate the comprehensive and coordinated development of the Project Area. Only through the utilization of TIF will the Project Area develop on a comprehensive and coordinated basis, thereby eliminating the existing and threatened blight and conservation area conditions which have precluded development of the Project Area by the private sector.

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

- An increased property tax base arising from new industrial development and the rehabilitation of existing buildings.
- An increased sales tax base resulting from new and existing commercial, retail and industrial development.
- An increase in construction, industrial, and other full-time employment opportunities for existing and future residents of the City.
- The construction of an improved system of roadways, utilities and other infrastructure which better serves existing industries and adequately accommodates desired new development.

II. LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Project Area have been drawn to include only those contiguous parcels of real property and improvements substantially benefited by the proposed Redevelopment Project to be undertaken as part of this Redevelopment Plan. The boundaries of the Project Area are shown in Figure 1, *Project Boundary*, and are generally described below:

The Project Area is generally bounded by Cullerton Avenue (between Ashland Avenue and Morgan Street) and 16th Street (between Morgan Street and Stewart Avenue) on the north, Stewart Avenue and the Chicago River on the east, the Stevenson Expressway and 33rd Street on the south, and Western Avenue on the west.

The boundaries of the Project Area are legally described in Exhibit I at the end of this report.

III. ELIGIBILITY CONDITIONS

The results summarized in this section are more fully described in a separate report which presents the definition, application and extent of the conservation and blight factors in the Project Area. The report, prepared by TPAP and entitled "Pilsen Project Area Tax Increment Financing Eligibility Study," is attached as Exhibit V to this Redevelopment Plan.

A. *Industrial District*

Based upon surveys, inspections and analyses of the Project Area, the industrial district qualifies as a "blighted area" within the requirements of the Act. The industrial district area is

characterized by the presence of a combination of five or more of the blight factors listed in the Act for improved areas, rendering the district detrimental to the public safety, health and welfare of the citizens of the City. Specifically,

- Of the 14 factors for improved, blighted areas set forth in the Act, nine are found to be present to a major extent and one is found to be present to a limited extent in the industrial district.
- These 10 factors are reasonably distributed throughout the industrial district.
- The entire industrial district is impacted by and shows the presence of these 10 factors.
- The industrial district includes only real property and improvements substantially benefited by the Redevelopment Program and potential Redevelopment Projects.

B. Commercial District

Based upon surveys, inspections and analyses of the Project Area, the commercial district qualifies as a "conservation area" within the requirements of the Act. Ninety-one percent or more of the buildings in the commercial district have an age of 35 years or more, and the commercial district is characterized by the presence of a combination of three or more of the conservation factors listed in the Act, rendering the district detrimental to the public safety, health and welfare of the citizens of the City. The commercial district is not yet a blighted area, but it may become a blighted area. Specifically,

- Of the 167 buildings in the commercial district, 152 (91 percent) are 35 years of age or older.
- Of the remaining 14 factors set forth in the Act for conservation areas, six are found to be present to a major extent and three are found to be present to a limited extent in the commercial district.
- These nine factors are reasonably distributed throughout the commercial district.
- The entire commercial district is impacted by and shows the presence of these nine factors.
- The commercial district of the Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.

C. Surveys and Analyses Conducted

The conservation and blight factors found to be present in the Project Area are based upon surveys and analyses conducted by TPAP. The surveys and analyses conducted for the Project Area include:

1. Exterior survey of the condition and use of each building;
2. Site surveys of streets, alleys, sidewalks, curbs and gutters, lighting, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Analysis of existing uses and their relationships;
4. Comparison of current land use to current zoning ordinance and the current zoning map;
5. Analysis of original and current platting and building size and layout;
6. Analysis of vacant sites and vacant buildings;
7. Analysis of building floor area and site coverage;
8. Analysis of building permits issued for the Project Area from 1/4/93 to 2/20/98;
9. Analysis of building code violations for the Project Area from 1/1/94 to 6/20/97; and
10. Review of previously prepared plans, studies and data.

IV. REDEVELOPMENT GOALS AND OBJECTIVES

Comprehensive and coordinated area-wide investment in new public and private improvements and facilities is essential for the successful redevelopment of the Project Area and the elimination of conditions that have impeded redevelopment of the Project Area in the past. Redevelopment of the Project Area will benefit the City through improvements in the physical environment, an increased tax base, and additional employment opportunities.

This section identifies the general goals and objectives adopted by the City for redevelopment of the Project Area. Section V presents more specific objectives for development and design within the Project Area and the redevelopment activities the City plans to undertake to achieve the goals and objectives presented in this section.

A. General Goals

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

1. An improved quality of life in the Project Area and the surrounding community.
2. Elimination of the influences and manifestations of physical and economic deterioration and obsolescence within the Project Area.
3. An environment which will contribute more positively to the health, safety and general welfare of the Project Area and the surrounding community.
4. An environment which will preserve or enhance the value of properties within and adjacent to the Project Area.
5. An increased real estate and sales tax base for the City and other taxing districts having jurisdiction over the Project Area.
6. The retention and enhancement of sound and viable existing businesses and industries within the Project Area.
7. The attraction of new industrial and business development and the creation of new job opportunities within the Project Area.
8. Employ residents within and surrounding the Redevelopment Project Area in jobs in the Redevelopment Project Area and in adjacent redevelopment project areas.

B. Redevelopment Objectives

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

1. Reduce or eliminate those conditions which qualify the Project Area as a blighted and conservation area. These conditions are described in detail in Exhibit V to this Redevelopment Plan.
2. Strengthen the economic well-being of the Project Area by increasing taxable values.
3. Assemble or encourage the assembly of land into parcels of appropriate shape and sufficient size for redevelopment in accordance with this Redevelopment Plan.
4. Create an environment which stimulates private investment in the upgrading and expansion of existing industries and the construction of new businesses and industrial facilities.

5. Encourage visually attractive buildings, rights-of-way and open spaces and encourage high standards of design, including river edge amenities where appropriate.
6. Provide needed improvements and facilities in proper relationship to the projected demand for such facilities and in accordance with present-day design standards for such facilities.
7. Provide needed incentives to encourage a broad range of improvements in business retention, rehabilitation and new development.
8. Establish job readiness and job training programs to provide residents within and surrounding the Project Area with the skills necessary to secure jobs in the Project Area and in adjacent redevelopment project areas.
9. Secure commitments from employers in the Project Area and adjacent redevelopment project areas to interview graduates of the Project Area's job readiness and job training programs.
10. Create new job opportunities for City residents utilizing first source hiring programs and appropriate job training programs.
11. Provide opportunities for women and minority businesses to share in the redevelopment of the Project Area.

V. REDEVELOPMENT PROJECT

This section presents the Redevelopment Project anticipated to be undertaken by the City and by private entities on behalf of the City in furtherance of this Redevelopment Plan. Several existing plans which include, *The Model Industrial Corridor Initiative: Pilsen Industrial Corridor Final Plan 1995*, *The Corridors of Industrial Opportunity Plan 1992*, *Cityspace, An Open Space Plan for Chicago*, and *The City of Chicago Capital Improvement Program 1997-2001*, have been reviewed and form the basis for many of the recommendations presented in this Redevelopment Plan. The Redevelopment Project described in this Redevelopment Plan and pursuant to the Act includes: a) the overall redevelopment concept, b) the land use plan, c) improvement and development recommendations for planning subareas, d) development and design objectives, e) a description of redevelopment improvements and activities, f) estimated redevelopment project costs, g) a description of sources of funds to pay estimated redevelopment project costs, h) a description of obligations that may be issued, and i) identification of the most recent EAV of properties in the Project Area and an estimate of future EAV.

A. Overall Redevelopment Concept

The Project Area should be redeveloped as a cohesive and distinctive industrial, business and employment district. It should consist of industrial and business areas offering a range of site development opportunities; commercial areas that serve and support surrounding neighborhoods and employment centers; and a range of public facilities, open spaces and pedestrian amenities. The river's edge should be improved and enhanced as an open space amenity and pedestrian/bicycle corridor.

The major portion of the Project Area should be redeveloped as a planned industrial district. Within the industrial district, viable existing industries should be retained and enhanced, and large-scale new industrial development should be undertaken.

The Ashland Avenue, Blue Island Avenue and Oakley Avenue commercial district should be upgraded and enhanced as retail and service areas that serve and support surrounding neighborhoods and employment areas.

The entire Project Area should be marked by improvements in safety and infrastructure, retention and expansion of jobs and industries, new industrial and business development, and enhancement of the area's overall image and appearance. Improvement projects should include: the rehabilitation and reuse of existing industrial and commercial buildings, new industrial and commercial construction, street and infrastructure improvements, landscaping and other appearance enhancements, and the provision of new amenities which companies expect to find in a contemporary industrial park environment.

The Project Area should have good accessibility and should be served by a street system and public transportation facilities that provide safe and convenient access to and circulation within the Project Area.

The Project Area should be characterized by a planned network of open spaces and public amenities which will organize and provide focus to the Project Area. An open space network should be created which links major employment centers, commercial corridors, open spaces, landscaped streets and surrounding amenities.

The Project Area should have a coherent overall design and character. Individual developments should be visually distinctive and compatible. To the extent possible, the Project Area should respect Chicago's traditional neighborhood form which is characterized by a grid pattern of streets, with buildings facing the street.

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

B. Land Use Plan

Figure 2 presents the Land-Use Plan that will be in effect upon adoption of this Redevelopment Plan.

As indicated in Figure 2, the major portion of the Project Area will be redeveloped as a planned and cohesive industrial and employment district providing sites for a wide range of land uses, including manufacturing, distribution, assembly, warehousing and research and development uses.

The existing commercial corridors along Ashland Avenue, Blue Island Avenue and Oakley Avenue will be upgraded and enhanced as shopping and service areas that provide for the day-to-day needs for surrounding residents, employees and business patrons.

Existing public and institutional uses will be maintained, enhanced and upgraded as required. Throughout the Project Area, land uses will be arranged and located to minimize conflicts between different land use activities.

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

- **Figure 2: Land Use Plan**

The Land Use Plan designates three general land use categories within the Project Area, as described below:

- The *Industrial District* encompasses the major portion of the Project Area and is the predominant land use. The industrial district is suitable for a wide mix of land uses, including manufacturing, assembly, distribution, warehousing, office, and research and development facilities. In addition, limited commercial development which serves and supports the industrial area will be permitted in selected locations. Within the industrial district, sound existing industries will be retained and enhanced, and large-scale, planned new industrial development will be promoted on vacant, severely deteriorated and underutilized properties.
- The *Commercial District* encompasses the northwest portion of the Project Area, and includes the Ashland Avenue, Blue Island Avenue and Oakley Avenue corridors. The commercial district is suitable for a mix of shoppers goods retail, convenience retail, personal and business services, financial institutions, professional offices, public and institutional uses, and off-street parking. Limited residential development will also be permitted in selected blocks, and residential units above the first floor will be encouraged. Within the commercial district, emphasis will be placed on improving and upgrading existing businesses and promoting compatible new commercial infill development.

- The *Public Use District* encompasses several existing public schools and parks located within the Project Area, including Benito Juarez High School, Perez Elementary School, De La Cruz School, Whittier Elementary School, and Dvorak Park. In general, these areas will be maintained and enhanced for public and institutional use. Existing residential uses will be allowed to remain, provided they are compatible with and do not adversely impact the public use facilities. Within this district, emphasis will be placed on improving and enhancing existing public facilities as focal points for the surrounding neighborhoods.

Recommended land use strategies for specific subareas are presented in the following section of this Redevelopment Plan.

C. *Planning Subareas*

The Project Area has been subdivided into ten (10) subareas, each of which would be suitable for a different mix of uses and intensity of development, and each of which warrants a different approach to improvement and redevelopment (See Figure 3).

It should be emphasized that the boundaries of these subareas and the specification of uses within the subareas are for guidance only, and are subject to refinement and modification as a part of the City's planned development process.

1. *Industrial Subareas*

The major portion of the Project Area will be reserved for industrial use. Key recommendations for individual industrial subareas are highlighted below. More specific development and design objectives for industrial subareas are presented in a following section of this Redevelopment Plan.

Subarea A

Subarea A encompasses the western portion of the Project Area, and is generally bounded by Blue Island Avenue on the north, Western Avenue on the west, the Stevenson Expressway on the south, and Ashland Avenue on the east. Major existing land uses include warehousing, distribution, trucking, and recycling yards. The area also includes auto - related parts and scrap yards, manufacturing and wholesale trade.

While Subarea A includes viable manufacturing, distribution and warehouse uses, it also includes several relatively large vacant and underutilized land parcels, particularly west of Wood Street extended. The largest of these is the 55 acre former Sears Distribution Warehouse site, located just south of the South Branch of the Chicago River, west of Ashland.

Subarea A should be the location for large-scale planned industrial development incorporating sound existing industries and significant new construction. Subarea A has a number of

advantages for industrial development. It has good regional accessibility, and access to the rail and waterway systems. However, there are few interior streets, and portions of this subarea are essentially land-locked. Substantial infrastructure improvements will be required.

Subarea A should be designed to maximize flexibility for new industrial park development, and provide expansion opportunities for the firms presently located in the area. Design of this subarea should establish a strong and positive new visual identity for the industrial district.

Subarea B

Subarea B encompasses the central portion of the Project Area, and is generally bounded by Cermak Road on the north, Ashland Avenue on the west, the south Branch of the Chicago River on the south, and the Dan Ryan Expressway on the east.

Major existing uses include the Commonwealth Edison Power Plant, the Loop Recycling Plant, Sexton Disposal, the City Department of Streets and Sanitation facility, building material supply yards, printing, warehousing, and trucking firms. Subarea B is also the site of several "heavy commercial" uses such as Seigel's Lumber and Warshawski Auto Supply.

Subarea B is an older, established industrial area. While it is essentially built up, it does include several relatively large vacant industrial buildings and land parcels, particularly in the western portion of the subarea. Some of the older vacant industrial buildings have historic interest, and appear to have reuse potential.

Subarea B should be the location for large-scale new industrial development, including the reuse of vacant buildings and redevelopment of marginal and severely deteriorated properties. Subarea B has good regional accessibility and visibility, as well as access to the rail and waterway systems. However, there are few interior streets, several land parcels are essentially land-locked, and infrastructure improvements will be required.

The enhancement of the river corridor in this area should be encouraged. Possible amenities should include a bicycle/pedestrian path that will continue along the river and be linked to other open space networks.

Subarea C

Subarea C encompasses the southwest portion of the Project Area, generally south of the Stevenson Expressway and west of Archer Avenue. Subarea C is a relatively small industrial enclave, and is isolated from the other industrial subareas. Major existing uses include auto and truck parts and repair services, trucking firms, and Pallet Supply Company.

While Subarea C is essentially developed, it does include several vacant and marginal properties that should be redeveloped for small-scale new industrial or business use.

Subarea C is closely bordered by residential uses to the south. Improvement and develop-

ment of this subarea should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

Subarea D

Subarea D encompasses the southeast portion of the Project Area, and is generally bounded by the South Branch of the Chicago River on the north and west, Archer Avenue on the south, and Stewart Avenue on the east. Major existing uses include Brandenburg Construction, Holsum Bread, Triple A Vending, Sterling Disposal, Allied and Sloan Metal.

While Subarea D is essentially developed, it does include several smaller vacant and marginal properties that should be redeveloped for small-scale new industrial or business use. Because of the presence of the river, the expressway and the rail corridors, many of the sites within this subarea have limited size and a challenging configuration.

A portion of Subarea D is closely bordered by a small residential enclave south of Eleanor Street. Improvement and development of this subarea should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

The enhancement of the river corridor in this area should be encouraged. Possible amenities should include a bicycle/pedestrian path that will continue along the river and be linked to other open space networks.

Subarea E

Subarea E encompasses the southeast corner of the Project Area, and is generally bounded by 27th Street on the north, Popular Avenue on the west, 29th Street on the south and Halsted Street on the east. Subarea E includes several commercial service and light industrial uses along the Archer Avenue frontage, including Sherwin Williams Paint. However, the dominant feature within this subarea is the former stone quarry, which is in the process of being filled.

Existing business uses should be improved and upgraded, and vacant and marginal properties should be redeveloped for small-scale new business and industrial use. When the ongoing filling operation is complete, the quarry property should be redeveloped. If environmental conditions permit, the site should be considered for compatible light industrial development. If environmental conditions do not permit building development, the site should be improved for public park and open space use.

Because of the close proximity to residential uses, this subarea should be limited to light industry and similar uses. Improvement and development should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

Subarea F

Subarea F encompasses the northeast corner of the Project Area, and is generally bounded by 16th Street on the north, the Dan Ryan Expressway on the west, the south Branch of the Chicago River on the south, and Stewart Avenue on the east. Major existing land uses include Ozinga Ready Mix, building supply, contracting, metal recycling, boat storage, warehousing, vending, paper distribution, and wholesale trade. The area also contains several blocks with incompatible residential uses.

Subarea F is an older, waterfront-oriented industrial area with numerous warehouse and storage facilities. This subarea also has several businesses that serve and support the nearby Chinatown community.

While Subarea F has a number of sound and viable businesses, it also includes several vacant industrial buildings, marginal uses and vacant land parcels, particularly in the blocks between Canal Street and Stewart Avenue. These properties should be redeveloped for industrial and business use. Several of the older industrial buildings, including the former Schoonhoven Brewery building, have historic interest and reuse potential.

The enhancement of the river corridor in this area should be encouraged. Possible amenities should include a bicycle/pedestrian path that will continue along the river and be linked to other open space networks.

Subarea G

Subarea G encompasses the industrial properties north of Cermak Road, between the Dan Ryan Expressway and Morgan Street. Subarea G includes a diverse mix of industrial, commercial and residential land uses, together with vacant buildings and land parcels. In general, it is characterized by marginal uses, deterioration and land use conflicts.

While viable existing industries could be retained, Subarea G should undergo area-wide redevelopment for small-scale new industrial and business uses. Because of the close proximity to residential uses, this subarea should be limited to light industry and similar uses. Improvement and development should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The residential area should also be protected from industrial area traffic, parking and other adverse impacts.

Subarea H

Subarea H encompasses the industrial properties north of Cermak Road, between Morgan Street and Ashland Avenue. Major existing uses include Kramer Industries, the Coca Cola Bottling Plant, auto-related services, Dvorak Park, Benito Juarez High School and Perez Public School.

Subarea H is essentially built up, although it does include several vacant buildings and marginal uses that can be redeveloped for industrial use or for the expansion of the existing high school. Because of the close proximity to residential uses, this subarea should be limited to light industry and similar uses. Improvement and development should include landscaping and/or attractive fencing to screen the industrial area from residential uses. The adjacent residential area should also be protected from industrial area traffic, parking and other adverse impacts.

The public schools and park site located in Subarea H should be maintained and enhanced as essential community facilities which serve surrounding neighborhoods. Building and site improvements should be undertaken as required. Small scale expansion should be considered if needed. Public use sites should be protected from industrial area traffic, parking and other adverse impacts.

2. Commercial Subareas

The Ashland Avenue, Blue Island Avenue, and Oakley Avenue corridors should be improved and enhanced for commercial and business use. Key recommendations for commercial subareas are highlighted below. More specific development and design objectives for the commercial subareas are presented in a following section of this Redevelopment Plan.

Subarea I

Subarea I encompasses the Ashland Avenue corridor, from Cermak Road to 21st Street, and Blue Island Avenue, from 21st Street to Cullerton Avenue. Subarea I includes a mix of retail, service, public, institutional, light industrial and residential uses. It is characterized by attractive older multi-story masonry buildings, many of which may have historic interest.

Subarea I should be upgraded and enhanced as a mixed-use corridor providing sites for a range of commercial, business and residential uses. Commercial uses should be oriented to motorists which travel Ashland Avenue and Blue Island Avenue, and to the needs of nearby residential neighborhoods and employment centers.

Subarea J

Subarea ~~L~~ J encompasses the north side of Blue Island Avenue, from Ashland Avenue to Western Avenue. In addition, this subarea also generally includes the Oakley Avenue frontage, from Blue Island Avenue to 23rd Place and the Wolcott Avenue frontage, from Blue Island Avenue to 23rd Street.

Subarea ~~L~~ J includes a diverse mix of commercial service, light industrial, residential uses, a Chicago Police Station, De La Cruz Public School, and Whittier Elementary School. In

contrast to the other commercial subareas, Subarea E J is characterized by marginal uses, deterioration and land use conflicts, particularly within the blocks along Blue Island Avenue.

While viable existing uses should be retained and upgraded, substantial portions of the Blue Island frontage should undergo redevelopment for small-scale commercial service and compatible light industry. Residential uses that face other residential uses in this area should be permitted and maintained. However, new residential construction should be discouraged along Blue Island Avenue.

The public schools located in Subarea E J should be maintained and enhanced. Building and site improvements should be undertaken as required. Small scale expansion should be considered if needed.

D. Development And Design Objectives

Listed below are the specific Development and Design Objectives which will assist the City in directing and coordinating public and private improvement and investment within the industrial and commercial districts of the Project Area in order to achieve the general goals and objectives identified in *Section IV* of this Redevelopment Plan.

The Development and Design Objectives are intended to help attract desirable new business and commercial development, foster a consistent and coordinated development pattern, and create an attractive and quality image and identity for the Project Area.

1. Industrial Areas

The following Development and Design Objectives apply to the overall industrial district and to the various industrial subareas of the Project Area.

a) Land Use

- Promote comprehensive, area-wide redevelopment of the southern portion of the Project Area as a planned and cohesive industrial, business and employment district.
- Provide sites for a wide range of land uses, including manufacturing, distribution, warehousing and research and development facilities.
- Promote business retention and new employment development throughout the industrial district.

- Promote limited retail and commercial uses in selected locations which support the needs of the industrial district's employees and business patrons.
- Protect subareas designated for industrial and employment use from competing and conflicting land uses.

b) Building and Site Development

- Where feasible, repair and rehabilitate existing industrial buildings in poor condition.
- Where rehabilitation is not feasible, demolish deteriorated existing buildings to allow for new industrial development.
- Reuse vacant industrial buildings in serviceable condition for new business or industrial uses.
- Ensure that the design of new industrial buildings is compatible with the surrounding building context.
- Preserve buildings with historic and architectural value where appropriate.
- Promote the use of architectural treatments or landscaping to add visual interest to large industrial buildings facing major streets.
- Locate building service and loading areas away from front entrances and major streets where possible.
- Encourage parking, service and support facilities which can be shared by multiple industries.
- Encourage decorative metal fencing around the perimeter of industrial sites to provide street level identity and enhance public safety. Discourage the use of chain link fencing, except in areas that are not visible to the public.

c) Transportation and Infrastructure

- Ensure safe and convenient access to the industrial subareas for trucks, autos and public transportation.
- Alleviate traffic congestion along arterial routes.
- Improve the street surface conditions, street lighting, viaduct conditions and traffic signalization.
- Consider the use of traffic calming devices such as cul-de-sacs, limited access and street closures in areas where industrial activity is in close proximity to residential areas.

- Consider closing selected street segments in order to create larger building sites and enhance opportunities for new development.
- Promote “transit-friendly” developments that incorporate transit facilities into their design.
- Provide well-defined, safe pedestrian connections between developments within the industrial district, and between industrial subareas and nearby destinations.
- Promote the development of river edge amenities to provide a continuous pedestrian and bicycle corridor along the river.
- Upgrade public utilities and infrastructure as required.

d) Urban Design

- Establish a comprehensive streetscape system which can guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage.
- Promote high quality and harmonious architectural and landscape design within the industrial district.
- Enhance the appearance of industrial areas by landscaping the major street corridors.
- Provide distinctive design features, including landscaping and signage, at the major entryways into the industrial district.
- Install streetpole banners throughout the industrial district to signal revitalization and re-investment.
- Develop a distinctive new name and logo for the Project Area; use these extensively to increase public awareness and establish a new identity for the Project Area.
- Clean-up and maintain vacant land, particularly in highly visible locations; where possible, use vacant lots for open space, community gardens or off-street parking.
- Eliminate illegal dumping, abandoned vehicles and graffiti.
- Promote the development of “public art” at selected locations.
- Prohibit billboards and other outdoor advertising.

e) Landscaping and Open Space

- Provide landscaped transitional areas to secure the periphery of the industrial district and reduce the adverse impact of industrial activities on adjacent residential neighborhoods.
- Encourage landscaped open spaces in front setbacks, particularly along arterial and industrial collector streets.
- Screen active rail tracks with berming and landscaping.
- Promote the use of landscaping to screen dumpsters, waste collection areas, and the perimeter of parking lots and other vehicular use areas.
- Use landscaping and attractive fencing to screen loading and service areas from public view.
- Promote a continuous landscaped open space area along the river corridor.
- Promote the development of shared open spaces within industrial subareas, including courtyards, eating areas, recreational areas, etc.
- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.
- Ensure that all landscaping and design materials comply with the City of Chicago Landscape Ordinance.

2. Commercial Areas

The following Development and Design Objectives apply to the various commercial subareas of the Project Area.

a) Land Use

- Promote improvement and enhancement of the Ashland Avenue, Blue Island Avenue and Oakley Avenue corridors as retail and service areas that serve and support nearby residential and employment areas.
- Provide sites for a wide range of retail, commercial service, public and institutional uses.

- Retain sound existing businesses and promote compatible new commercial development in selected locations.
- Encourage the clustering of similar and supporting commercial uses to promote cumulative attraction and multi-stop shopping.
- Promote convenience retail and service uses that can provide for the day-to-day needs of nearby residents, employees and business patrons.
- Establish a visual and functional identity for the commercial subareas which reflects the culture and ethnic heritage of adjoining neighborhoods.
- Promote new activities and events along the corridors which will enhance overall neighborhood identity and encourage people to frequent the commercial areas.

b) Building Development

- Reinforce Chicago's traditional commercial development pattern which consists of two- and three-story masonry buildings located at or near the sidewalk line, with front doors facing the street.
- Repair and rehabilitate existing commercial buildings in poor condition.
- Reuse vacant buildings for new commercial uses.
- Maintain and preserve older commercial buildings with architectural or historic interest.
- Improve the design and appearance of commercial storefronts.
- Ensure that the design of new buildings is compatible with the surrounding building context.
- Improve the overall level of "housekeeping" within the commercial subareas.
- Improve commercial area signage.
- Establish commercial area design guidelines that will help visually unify the commercial subareas; guidelines should address façade treatment, color, materials, awnings and canopies, and commercial signage.

c) Access and Circulation

- Ensure safe and convenient access to the commercial subareas for autos, public transportation and pedestrians.

- Monitor traffic conditions within the commercial subareas; undertake traffic operational and signalization improvements where necessary.
- Consider closing selected side street segments in order to create larger building sites and enhance opportunities for new commercial development.
- Consider the use of traffic calming devices such as cul-de-sacs, limited access and street closures to protect adjoining residential neighborhoods.
- Provide well-defined and safe pedestrian connections between the commercial subareas and the surrounding neighborhoods and employment centers.

d) Parking

- Ensure that all commercial subareas are served by an adequate supply of conveniently located parking.
- Minimize parking "spillover" in adjacent neighborhoods.
- Maintain curb parking within each commercial subarea.
- Consider new public parking lots in selected locations.
- Consider closing selected side streets to create new parking areas.
- Utilize alleys and the rear portions of commercial properties for parking.
- Promote cooperative arrangements between businesses which would permit existing parking lots to be used by neighboring businesses during off-peak periods.
- Ensure that parking lots are attractively designed and adequately maintained.
- Consolidate and redesign small separate parking lots located within the same block.

e) Public Rights-of-Way

- Improve the condition of street surfaces, curbs and gutters within the commercial subareas.
- Improve the condition of sidewalk surfaces; consider special surface treatments in pedestrian shopping areas.
- Provide safe and convenient pedestrian crosswalks.
- Provide new street furniture where space permits, including benches, planters, kiosks and trash receptacles.

- Provide new pedestrian-scale lighting in areas with intense pedestrian activity.
- Provide new street trees and accent lighting where space permits.
- Create new “gateway” areas, including landscaping and signage, at the major entry points to the commercial subareas.
- Install streetpole banners within the commercial areas to signal revitalization and reinvestment.
- Promote the development of “public art” at selected locations.
- Establish a comprehensive streetscape system which can guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage throughout the commercial subareas.

E. Redevelopment Improvements and Activities

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

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

1. Property Assembly

To meet the goals and objectives of this Redevelopment Plan, the City may acquire and assemble property throughout the Project Area. Land assemblage by the City may be by purchase, exchange, donation, lease or eminent domain 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.

Figure 4, *Land Acquisition Overview Map*, indicates the parcels currently proposed to be acquired for clearance and redevelopment in the Project Area. Exhibit IV contains Figures 4a-m: *Land Acquisition by Block & Parcel Identification Number* which portrays the acquisition properties in more detail.

In connection with the City exercising its power to acquire real property not currently identified on the following Acquisition Map, 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.

As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and redevelopment. The City may demolish improvements, remove and grade soils and prepare sites with soils and materials suitable for new construction. Clearance and demolition will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tracts of land do not remain vacant for extended periods and so that the adverse effects of clearance activities may be minimized.

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

2. Relocation

In the event that active businesses or other occupants are displaced by the public acquisition of property, they may be relocated and may be provided with financial assistance and advisory services. Relocation services in conjunction with property acquisition will be provided in accordance with City policy.

3. Provision of Public Works or Improvements

The City may provide public improvements and facilities that are necessary to service the Project Area in accordance with this Redevelopment Plan and the comprehensive plan for development of the City as a whole. Public improvements and facilities may include, but are not limited to, the following:

a) ***Streets and Utilities***

A range of individual roadway, utility and related improvement projects, from repair and resurfacing to major construction or reconstruction, may be undertaken.

b) ***Parks and Open Space***

Improvements to existing or future parks, river walkways, open spaces and public plazas may be provided, including the construction of pedestrian walkways, stairways, lighting, landscaping and general beautification improvements may be provided for the use of the general public.

c) ***River Improvements***

The retaining walls along the Chicago River are very old and may be in need of repair. Select canal slips may need to be filled to assemble larger land parcels.

4. Rehabilitation of Existing Buildings

The City will encourage the rehabilitation of buildings that are basically sound and/or historically significant, and are located so as not to impede the Redevelopment Project.

5. Job Training and Related Educational Programs

Separate or combined programs designed to increase the skills of the labor force to meet employers' hiring needs and to take advantage of the employment opportunities within the Project Area may be implemented.

6. Taxing Districts Capital Costs

The City may reimburse all or a portion of the costs incurred by certain taxing districts in the furtherance of the objectives of this Redevelopment Plan.

7. Interest Subsidies

Funds may be provided to redevelopers for a portion of interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:

- (a) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act; and

- (b) such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with respect to the redevelopment project during that year;
- (c) if there are not sufficient funds available in the special tax allocation fund to make the payment, then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
- (d) the total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total (i) costs paid or incurred by a redeveloper for a redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act.

8. Analysis, Administration, Studies, Surveys, Legal, etc.

The City may undertake or engage professional consultants, engineers, architects, attorneys, etc. to conduct various analyses, studies, surveys, administration or legal services to establish, implement and manage this Redevelopment Plan.

F. Redevelopment Project Costs

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

1. Eligible Redevelopment Project Costs

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

- 1) Costs of studies, surveys, development of plans and specifications, implementation and administration of the redevelopment plan including but not limited to, staff and professional service costs for architectural, engineering, legal, ~~marketing~~, financial, planning or other services (excluding lobbying expenses), provided that no charges for professional services are based on a percentage of the tax increment collected;

- 2) The costs of marketing sites within the Project Area to prospective businesses, developers and investors;
- 3) Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land;
- 4) Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, and fixtures, and leasehold improvements; and the costs of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment;
- 5) Costs of the construction of public works or improvements subject to the limitations in Section 11.74.4-3(q)(4) of the Act;
- 6) Costs of job training and retraining projects including the cost of "welfare to work" programs implemented by businesses located within the redevelopment project area and such proposals feature a community-based training program which ensures maximum reasonable opportunities for residents of the Project Area with particular attention to the needs of those residents who have previously experienced inadequate employment opportunities and development of job-related skills including residents of public and other subsidized housing and people with disabilities;
- 7) Financing costs including, but not limited to, all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for a period not exceeding 36 months following completion and including reasonable reserves related thereto;
- 8) All or a portion of a taxing district's capital costs resulting from a redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project to the extent the municipality by written agreement accepts and approves such costs;

- 9) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law or by Section 74.4-3(n)(7) of the Act;
- 10) Payment in lieu of taxes as defined in the Act;
- 11) Costs of job training, retraining, advanced vocational education or career education, including but not limited to, courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken including but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40, and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code;
- 12) Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:
 1. such costs are to be paid directly from the special tax allocation fund established pursuant to this Act;
 2. 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;
 3. if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then the amount so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 4. the total of such interest payments incurred pursuant to this Act may not exceed 30 percent of the total: (i) costs 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 a municipality pursuant to this Act.

- 1) Unless explicitly provided in the Act, the cost of construction of new privately-owned buildings shall not be an eligible redevelopment project cost.
- 2) The costs of daycare services for children of employees from low-income families working for businesses located within the Project Area and all or a portion of the cost of operation of day care centers established by Project Area businesses located in the Project Area. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed 80 percent of the City, county or regional median income as determined from time to time by the United States Department of Housing and Urban Development.

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

2. **Estimated Redevelopment Project Costs**

A range of redevelopment activities and improvements will be required to implement this Redevelopment Plan. The activities and improvements and their estimated costs are set forth in Exhibit II of this Redevelopment Plan. All estimates are based on 1998 dollars. Funds may be moved from one line item to another or to an eligible cost category described in this Plan.

Redevelopment Project Costs described in this Redevelopment Plan are intended to provide an upper estimate of expenditures. Within this upper estimate, adjustments may be made in line items without amending this Redevelopment Plan.

It is City policy to require that developers who receive TIF assistance for market rate housing set aside 20 percent of the units or commit to an alternative affordable housing option pursuant to Department of Housing Guidelines 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~~100 percent of the area median income, and affordable rental units should be affordable to persons earning no more than ~~80%~~60 percent of the area median income.

G. Sources of Funds to Pay Redevelopment Project Costs

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

The Project Area is contiguous to the River South Tax Increment Financing Redevelopment Project Area and may, in the future, be contiguous to other redevelopment project areas. The City may utilize net incremental property taxes received from the Project Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, and vice versa. The amount of revenue from the Project Area made available to support such contiguous redevelopment project areas, when added to all amounts used to pay eligible Redevelopment Project Costs within the Project Area, shall not at any time exceed the total Redevelopment Project Costs described in this Redevelopment Plan.

The Project Area may become contiguous to, or be separated only by a public right of way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.6-1, et seq.). If the City finds that the goals, objectives and financial success of such contiguous redevelopment project areas or those separated only by a public right of way are interdependent with those of the Project Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Redevelopment Plan that net revenues from the Project Area be made available to support any such redevelopment project areas. The City therefore proposes to utilize net incremental revenues received from the Project Area to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas. The amount of revenue from the Project Area so made available, when added to all amounts used to pay eligible or other areas as described in the preceding paragraph, shall not at any time exceed the total redevelopment project costs described in Table 1 of this Redevelopment Plan.

H. Issuance of Obligations

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

~~All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within 23 years from the adoption of the ordinance approving the Project Area and the Redevelopment Plan, such ultimate retirement date occurring in the year 2020. The Redevelopment Project shall be completed, and all obligations issued to finance Redevelopment Project Costs shall be retired, no later than December 31 of the year in which the payment to the City treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving the Project Area is adopted, by 2022.~~ Also, the final maturity date of any such obligations which are issued may not be later than 20 years from their respective dates of issue. One or more series of obligations may be sold at one or more times in order to implement this Redevelopment Plan. Obligations may be issued on a parity or subordinated basis.

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

I. Valuation of the Project Area

1. Most Recent EAV of Properties in the Project Area

The most recent 1996 EAV of all taxable parcels in the Project Area is estimated to be \$114,441,698. This EAV is based on 1996 EAV and is subject to verification by the County Clerk. After verification, the final figure shall be certified by the County Clerk. This certified amount shall become the Certified Initial EAV from which all Incremental Property Taxes in the Project Area will be calculated by the County.

2. Anticipated Equalized Assessed Valuation

By the tax year ~~2020~~2021 (collection year ~~2021~~2022) and following the construction of roadway and utility improvements, viaduct closures, installation of additional and upgraded lighting, improved signage and landscaping, etc. and substantial completion of potential Redevelopment Projects, the EAV of the Project Area is estimated to total between \$204,000,000 and \$231,000,000. Both estimates are based on several key assumptions, including: 1) redevelopment of the Project Area will occur in a timely manner; 2) 2% inflation in EAV in the commercial district between years 1998-~~2020~~2021, 3) no inflation in EAV during the build-out period in the industrial district; 4) between 3,200,000 and 3,700,000 square feet of industrial space will be constructed in the Project Area and occupied by ~~2020~~2021; and 4⁵) the five year average state equalization factor of 2.1240 (tax years 1992 through 1996) is used in all years to calculate estimated EAV.

VI. LACK OF GROWTH AND DEVELOPMENT THROUGH INVESTMENT BY PRIVATE ENTERPRISE

As described in *Section III* of this Redevelopment Plan, the Project Area as a whole is adversely impacted by the presence of numerous conservation and blight factors, and these factors are reasonably distributed throughout the Project Area. Conservation and blight factors within the Project Area are widespread and represent major impediments to sound growth and development.

The decline of and the lack of private investment in the Project Area are evidenced by the following:

Physical Condition of the Project Area

- The Commercial District is characterized by age (91% of the buildings being 35 years or older), deterioration, structures below minimum code specifications, an overall depreciation of physical maintenance, and lack of community planning.
- The Industrial District is characterized by age (82% of the buildings being 35 years or older), deterioration, structures below minimum code specifications, excessive vacancies, an overall depreciation of maintenance, and lack of community planning.
- In a three and half year period between 1/1/94 and 6/20/97 the City of Chicago's Building Department issued 227 building code violations to 224 different buildings within the Project Area. This is 44% of the total buildings within the Project Area.
- A majority of the Project Area's infrastructure (i.e. streets, viaducts, bridges, and sidewalks) needs major repair or replacement.

Lack of New Construction and Renovation by Private Enterprise

- Between 1/4/93 to 2/20/98, 121 building permits were issued for new construction, additions, and alterations, which totaled approximately \$8,100,000. Over half of these permits were for smaller scale projects requiring less than \$25,000 worth of work, indicating no major developments or renovations in the area. Only 6% (\$488,500) of this work was for industrial type buildings and 5.4% (\$437,000) of the construction was for commercial/retail/office type buildings. About 52.5% (\$4,146,750) of the construction activity was for miscellaneous structures such as pumps, elevators, garages, and A/C units. Overall, the investment is very scattered having little to no impact on the area.
- There has been over 25 demolition permits issued within the last five years for the Project Area. This indicates a decline in business activity in the Project Area since these demolitions have not been replaced with new construction.

Lack of Investment and Growth by Private Enterprise

- Between 1990 and 1995 there was a 25% decrease in durable goods manufacturing jobs, a 9% decrease in non-durable goods manufacturing jobs, and a 11% decrease in wholesale trade jobs within the area covered by Zip code 60608, according to the Illinois Department of Employment Security. This area is bounded by Roosevelt Road on the north, Halsted Street on the east, 35th Street on the south, and California Avenue on the west. The entire Project Area west of Halsted Street is covered by the Zip code - 60608 and approximately 75% of the industrial district is within this zip code.
- The Chicago South industrial submarket has a significantly higher vacancy rate as compared to the Chicago North submarket and the metropolitan area. The vacancy rates are as follows: Chicago South submarket - 8.3%, Chicago North submarket - 5.6%, and the metropolitan area - 7.7%. (*Source: Goodman Williams Group/Cushman and Wakefield*).
- The industrial district is part of the Chicago South industrial submarket which has significantly lower rents than the Chicago North industrial submarket and the Metropolitan area. The dividing line between the North and South submarkets is Roosevelt Road (1200 south). The average weighted rental rate for manufacturing in the south submarket is \$2.53 per square foot, as compared to \$3.67/sq. ft. and \$3.55/sq. ft. in the north submarket and metropolitan area (*Source: Goodman Williams Group/Cushman and Wakefield*).
- Between 1991 and 1996, the assessed valuation (the "AV") of the Project Area decreased by .01 percent, while the AV of the City as a whole increased by 7.10% between 1991 and 1996.

VII. FINANCIAL IMPACT

Without the adoption of the Redevelopment Plan and TIF, the Project Area is not reasonably expected to be redeveloped by private enterprise. In the absence of City-sponsored redevelopment initiatives, there is a prospect that conservation and blight factors will continue to exist and spread, and the Project Area on the whole and adjacent properties will become less attractive for the maintenance and improvement of existing buildings and sites. In the absence of City-sponsored redevelopment initiatives, erosion of the assessed valuation of property in and outside of the Project Area could lead to a reduction of real estate tax revenue to all taxing districts.

Section V of this Redevelopment Plan describes the comprehensive, area-wide Redevelopment Project proposed to be undertaken by the City to create an environment in which private investment can occur. The Redevelopment Project will be staged over a period of years consistent with local market conditions and available financial resources required to complete the various redevelopment improvements and activities as well as Redevelopment Projects set forth in this Redevelopment Plan. Successful implementation of this Redevelopment Plan is expected to result in new private investment in rehabilitation of buildings and new construction on a scale sufficient to eliminate problem conditions and to return the area to a long-term sound condition.

The Redevelopment Project is expected to have significant short- and long-term positive financial impacts on the taxing districts affected by this Redevelopment Plan. In the short-term, the City's effective use of TIF can be expected to stabilize existing assessed values in the Project Area, thereby stabilizing the existing tax base for local taxing agencies. In the long-term, after the completion of all redevelopment improvements and activities, Redevelopment Projects and the payment of all Redevelopment Project Costs and municipal obligations, the taxing districts will benefit from the enhanced tax base which results from the increase in EAV caused by the Redevelopment Projects.

VIII. DEMAND ON TAXING DISTRICT SERVICES

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

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

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

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

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

Board of Education of the City of Chicago. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade. Benito Juarez High School, Perez Elementary School, De La Cruz, and Whittier Elementary School are located within the boundaries of the Project Area. Not included in the Project Area but within three blocks of the Project Area boundary are the following schools: Ruiz Public School, Finkl Public School, Orozco Community Academy, Cooper Elementary School, Jungman Elementary School, and Walsh Public School. The location of the above mentioned schools are indicated in Figure 5, *TIF Boundary and Surrounding Public Facilities*.

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. Dvorak Park is located within the Project Area. The above mentioned park is indicated in Figure 5, *TIF Boundary and Surrounding Public Facilities*.

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

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

In addition to the major taxing districts summarized above the City of Chicago Library Fund, the Chicago Urban Transportation District, and the Bridgeport Home Equity Assurance have taxing jurisdiction over part or all of the Project Area. The City of Chicago Library Fund and the Chicago Urban Transportation District (formerly a separate taxing district from the City) no longer extend taxing levies but continue to exist for the purpose of receiving delinquent taxes.

A. Impact of the Redevelopment Project

The replacement of vacant and underutilized properties with industrial development may cause increased demand for services and/or capital improvements to be provided by the Metropolitan Water Reclamation District and the City. The estimated nature of these increased demands for services on these taxing districts are described below.

Metropolitan Water Reclamation District of Greater Chicago. The replacement of vacant and underutilized properties with industrial development may cause increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District.

City of Chicago. The replacement of vacant and underutilized properties with industrial and business development may increase the demand for services and programs provided by the City, including police protection, fire protection, sanitary collection, recycling, etc.

B. Program to Address Increased Demand for Services or Capital Improvements

The following activities represent the City's program to address increased demand for services or capital improvements provided by the impacted taxing districts.

- It is expected that any increase in demand for treatment of sanitary and storm sewage associated with the Project Area can be adequately handled by existing treatment facilities maintained and operated by the Metropolitan Water Reclamation District. Therefore, no special program is proposed for the Metropolitan Water Reclamation District.
- It is expected that any increase in demand for City services and programs associated with the Project Area can be adequately handled by existing City, police, fire protection, sanitary collection and recycling services and programs maintained and operated by the City of Chicago. Therefore, no special programs are proposed for the City of Chicago.

It is expected that any increase in demand for Cook County, Cook County Forest Preserve District, Chicago Community College District 508, Board of Education, Chicago Park District, and the Chicago School Finance Authority's services and programs associated with the Project Area can be adequately handled by services and programs maintained and operated by these taxing districts. Therefore, at this time, no special programs are proposed for the these taxing districts.

Should demand increase so that it exceeds existing service and program capabilities, the City will work with the affected taxing district to determine what, if any, program is necessary to provide adequate services.

Exhibit II to this Redevelopment Plan illustrates the preliminary allocation of Redevelopment Project Costs.

IX. CONFORMITY OF THE REDEVELOPMENT PLAN FOR THE PROJECT AREA TO LAND USES APPROVED BY THE PLANNING COMMISSION OF THE CITY

This Redevelopment Plan and the Redevelopment Project described herein include land uses which will be approved by the Chicago Plan Commission prior to the adoption of the Redevelopment Plan.

X. PHASING AND SCHEDULING

A phased implementation strategy will be utilized to achieve comprehensive and coordinated redevelopment of the Project Area.

It is anticipated that City expenditures for Redevelopment Project Costs will be carefully staged on a reasonable and proportional basis to coincide with Redevelopment Project expenditures by private developers and the receipt of Incremental Property Taxes by the City.

The estimated date for completion of Redevelopment Projects is no later than the year 2020. The Redevelopment Project shall be completed, and all obligations issued to finance Redevelopment Project Costs shall be retired, no later than December 31 of the year in which the payment to the City treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving the Project Area is adopted, by 2022.

XI. PROVISIONS FOR AMENDING THIS REDEVELOPMENT PLAN

This Redevelopment Plan may be amended pursuant to the Act.

XII. COMMITMENT TO FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION PLAN

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

- A) 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.
- B) 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.
- C) Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises and the City Resident Construction Worker Employment Requirements as required in Redevelopment Agreements.
- D) Redevelopers will meet City standards for any applicable prevailing wage rate as ascertained by the Illinois Department of Labor to all project employees.

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.

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

[Figures 1, 2, 3, 4, 5 and (Sub)Exhibit IV referred to in this Amended Pilsen Tax Increment Financing Redevelopment Project and Plan printed on pages 12236 through 12253 of this *Journal*.]

(Sub)Exhibits I, II, III and V referred to in this Amended Pilsen Tax Increment Financing Redevelopment Project and Plan read as follows:

(Sub)Exhibit "I".
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

Legal Description Of Project Boundary.

Beginning at the point of intersection of the southwesterly extension of the southeasterly line of West Bross Avenue and the west line of the west half of the northwest quarter of Section 31, Township 39 North, Range 14 East of The Third Principal Meridian; thence north along said west line of the west half of the northwest quarter of Section 31 and the west line of the west half of the southwest quarter of Section 30 and the west line of the west half of the northwest quarter of Section 30 to the southwesterly extension of the northwesterly line of the alley northwesterly of South Blue Island Avenue, thence northeasterly along said southwesterly extension an]) the northwesterly line of the alley northwesterly of South Blue Island Avenue to the west line of South Claremont Avenue; thence north along the west line of South Claremont Avenue to the westerly extension of the south line of Lot 70 in the subdivision of that part of Block 7 lying northwest of Blue Island in Laughton's Subdivision of the west half of the northwest quarter of Section 30, Township 39 North, Range 14 East of The Third Principal Meridian; thence east along said westerly extension and the south line of said Lot 70 to the southeast line of said Lot 70; thence northeast along said southeasterly line of said Lot 70 to the east line of said Lot 70; thence north along the east line of Lots 70 through 74, both inclusive, in said subdivision of that part of Block 7 lying northwest of Blue Island in Laughton's Subdivision, and the northward extension thereof to the south line of Lot 10 in said subdivision of that part of Block 7 lying northwest of Blue Island in Laughton's Subdivision, being also the north line of the alley south of West 25th Street; thence east along said north line of the alley south of West 25th Street to the west line of South Oakley Avenue; thence north along said west line of South Oakley Avenue to the south line of West 25th Street; thence west along said south line of West 25th Street to the southerly extension of the west line of the alley west of South Oakley Avenue, being also the southerly extension of the east line of Lot 11 in P.M. Thompson's Subdivision of the south half of Block 6 in Laughton's Subdivision of the west half of the northwest quarter of Section 30, Township 39, North, Range 14 East of The Third Principal Meridian; thence north along said southerly extension and the west line of the alley west of South Oakley Avenue to the south line of West 24th Place; thence west along said south line of West 24th Place to the southerly extension of the west line of the alley west of South Oakley Avenue, being also the southerly extension of the east line of Lot 12 in the subdivision of the northeast quarter of Block 6 in Laughton's Subdivision; thence north along said southerly extension and the west line of the alley west of South Oakley Avenue

to the south line of West 24th Street; thence west along said south line of West 24th Street to the southerly extension of the east line of Lot 92 in Child's Subdivision of Block 3 of Laughton's Subdivision; thence north along said southerly extension and the east line of said Lot 92 to the north line of said Lot 92, being also the south line of the alley north of West 24th Street; thence west along said south alley line to the southerly extension of the east line of the west 12 feet of Lot 65 in Child's Subdivision of Block 3 of Laughton's Subdivision; thence north along said southerly extension and the east line of the west 12 feet of Lot 65 in Child's Subdivision of Block 3 of Laughton's Subdivision and the northerly extension thereof to the north line of West 23rd Place; thence east along said north line of West 23rd Place to the east line of South Oakley Avenue; thence south along said east line of South Oakley Avenue to the north line of West 24th Street; thence east along said north line of West 24th Street to the northerly extension of the east line of Lot 50 in Reaper Addition to Chicago; thence south along said northerly extension and the east line of said Lot 50 to the south line thereof, being also the north line of the alley south of West 24th Street thence east along said north alley line to the northerly extension of the west line of Lots 56 through 64, both inclusive, said west line being also the east line of the alley east of South Oakley Avenue; thence south along said east alley line to the northwesterly line of Lot 28 in Reaper Addition to Chicago, said northwesterly line, being also the southeasterly line of the alley northwesterly of West Coulter Street; thence southwest along said southeasterly line of the alley northwesterly of West Coulter Street to the east line of South Oakley Avenue; thence south along said east line of South Oakley Avenue to the northwesterly line of West Coulter Street; thence northeast along said northwesterly line of West Coulter Street to the east line of South Leavitt Street; thence south along said east line of South Leavitt Street to the southeasterly line of Lots 1 through 28, both inclusive, in Block 5 in Reaper Addition to Chicago, said southeasterly line being also the northwesterly line of the alley northwesterly of South Blue Island Avenue; thence northeasterly along said northwesterly alley line to the west line of South Wolcott Street; thence north along said west line of South Wolcott Street to the south line of West 23rd Street; thence west along said south line of West 23rd Street to the west line of South Damen Avenue; thence north along said west line of South Damen Avenue to the westerly extension of the north line of the alley north of West 23rd Street; thence east along said westerly extension and the north line of the alley north of West 23rd Street and the easterly extension thereof to the east line of South Wolcott Street; thence south along said east line of South Wolcott Street to the north line of West 23rd Street; thence east along said north line of West 23rd Street to the northerly extension of the west line of Lot 131 in Walker's Subdivision of Block 3 of S. J. Walker's Dock Addition to Chicago; thence south along said northerly extension and the west line of Lot 131 in Walker's Subdivision of Block 3 of S. J. Walker's Dock Addition to Chicago, being also the east line of the alley east of South Wolcott Street, to the southeasterly line of said Lot 131; thence northeasterly along the southeasterly line of said Lot 131, and Lots 132 through 142, both inclusive, said southwest line being also the

northwesterly line of the alley northwesterly of South Blue Island Avenue, to the south line of West 23rd Street; thence north along a Line perpendicular to said south line of West 23rd Street to the north line of said West 23rd Street; thence east along said north line of 23rd Street to the west line of South Wood Street; thence north along said west line of South Wood Street to the southwesterly extension of the southeasterly line of Lot 35 in the subdivision of Block 2 in S. J. Walker's Dock Addition to Chicago, being also the southwesterly extension of the northwesterly line of the alley northwesterly of South Blue Island Avenue; thence northeasterly along said southwesterly extension and the northwesterly line of the alley northwesterly of South Blue Island Avenue to the west line of South Paulina Street; thence north along said west line of South Paulina Street to the north line of West Cermak Road; thence east along said north line of West Cermak Road to the east line of Lot 90 in B. P. Hinman's Subdivision of Block 64 in the division of Section 19, Township 39 North, Range 14 East; thence north along said east line of Lot 90 to the north line of said Lot 90, being also the south line of the alley in said B. P. Hinman's Subdivision of Block 64 in the division of Section 19, Township 39 North, Range 14 East, Township 39 North, Range 14 East; thence west along the south line of said alley to the southward extension of the east line of Lot 54 in said B. P. Hinman's Subdivision of Block 64 in the division of Section 19, Township 39 North, Range 14 East; thence north along said east line of Lot 54 and along the west line of the alley west of South Ashland Avenue to the north line of West 21st Street; thence east along said north line of West 21st Street to the east line of Lot 16 in Larned and Walker's Subdivision of Block 12 in Johnston and Lee's Subdivision of the southwest quarter of Section 20, Township 39 North, Range 14 East of The Third Principal Meridian, being also the west line of the alley west of South Blue Island Avenue; thence north and northeast along said west line of the alley west, and northwest, of South Blue Island Avenue and the northerly extension thereof to the north line of West Cullerton Street; thence east along said north line of West Cullerton Street to the northwest line of Lot 1 in Kasper's Subdivision of Block 11 (lying southeast of South Blue Island Avenue) in Johnston and Lee's Subdivision of the southwest quarter of Section 20, Township 39 North, Range 14 East of the Third Principal Meridian, being also the east line of the alley southeast of South Blue Island Avenue; thence south along a line perpendicular to the south line of West Cullerton Street to the south line of West Cullerton Street; thence west along said south line of West Cullerton Street to the west line of Lot 79 in said Kasper's Subdivision of Block 11 (lying southeast of South Blue Island Avenue) in Johnston and Lee's Subdivision, said west line being also the east line of the alley; thence south along said west line of Lot 79 to the south line of said Lot 79, said south line being also the north line of the alley north of West 21st Street; thence east along said south line of Lot 79 and along the south line of Lots 68 through 78, inclusive, in Kasper's Subdivision, being also the north line of the alley north of West 21st Street, to the east line of said Lot 68 in Kasper's Subdivision, said east line being also the west line of the alley west of South Loomis Street; thence south along said west line of the alley west of South Loomis Street to the easterly

extension of the north line of Lot 58 in said Kasper's Subdivision; thence east along said easterly extension of Lot 58 and along the north line of said Lot 58 to the west line of South Loomis Street; thence north along said west line of South Loomis Street to the westerly extension of the north line of Lot 79 in William's Subdivision of Block 10 in Johnston and Lee's Subdivision of the southwest quarter of Section 20, Township 39 North, Range 14 East; thence east along said westerly extension and along the north line of said Lot 79 and the easterly extension thereof to the west line of Lot 83 in said William's Subdivision of Block 10 in Johnston and Lee's Subdivision, said west line being also the east line of the alley east of South Loomis Street; thence north along said east alley line to the south line of Lot 72 in said William's Subdivision, being also the north line of the alley north of West 21st Street; thence east along south line of said Lot 72 and the south line of Lots 59 through 71, inclusive, in said William's Subdivision, being also the north line of the alley north of West 21st Street, to the west line of Lot 53 in said William's Subdivision, being also the east line of the alley west of South Throop Street; thence south along the west line of said Lot 53 and the west line of Lots 58 through 54, inclusive, in William's Subdivision, being also the east line of the alley west of South Throop Street, to the north line of West 21st Street; thence east along said north line of West 21st Street to the west line of South Throop Street; thence north along said west line of South Throop Street to the north line of West 19th Street; thence east along said north line of West 19th Street to the east line of South Allport Street; thence south along said east line of South Allport Street to the north line of West 21st Street; thence east along said north line of West 21st Street and the north line of West 20th Place to the northerly extension of the east line of Lot 16 in McMullen's Subdivision of Block 21 of Walsh and McMullen's Subdivision of the south three-fourths of the southeast quarter of Section 20, Township 39 North, Range 14 East; thence south along said northerly extension of the east line of Lot 16 and along the east line of Lot 16, being also the west line of the alley west of South May Street to the north line of West 21st Street; thence east along said north line of West 21st Street to the west line of South May Street; thence north along said west line of South May Street to the north line of West Cullerton Street; thence east along said north line of West Cullerton Street to the east line of South Carpenter Street; thence south along said east line of South Carpenter Street to the south line of Lots 31 through 45, inclusive, in R. H. Baker's Re-Subdivision of Block 19 of Walsh's Subdivision of part of the southeast quarter of Section 20, Township 39 North, Range 14 East, being also the north line of the alley north of West 21st Street; thence east along said south line of Lots 31 through 45, inclusive, in said R. H. Baker's Re-Subdivision, being also the north line of the alley north of West 21st Street, to the west line of South Morgan Street; thence north along the west line of South Morgan Street to the north line of West Cullerton; thence east along said north line of West Cullerton Street to the west line of South Sangamon Street; thence north along said west line of South Sangamon Street to the south line of West 18th Street; thence west along said south line of West 18th Street to the southerly extension of the east line of Lot 44 in M. L. Dallam's Subdivision of Block 4 in the Assessor's Division of the

north quarter of the southeast quarter of Section 20, Township 39 North, Range 14 East; thence north along said southerly extension of the east line of Lot 44 in M. L. Dallam's Subdivision and along the east line of Lot 44 in M. L. Dallam's Subdivision and along the northerly extension of the east line of said Lot 44 to the south line of Lot 42 in said M. L. Dallam's Subdivision; thence east and northeast along the south line and southeast line said Lot 42 to the east line of said Lot 42; thence north along said east line of Lot 42 and the east line of Lots 14, 15, 18, 19, 22, 23, 26, 27, 30, 31, 34, 35, 38 and 39 in said M. L. Dallam's Subdivision, being also the west line of the alley east of South Morgan Street to the northeast line of said Lot 14; thence northwest and west along the northeast and north line of said Lot 14, being also the south line of the alley south of West 18th Street to the east line South Morgan Street; thence north along said east line South Morgan Street to the north line of West 16th Street; thence east along said north line of West 16th Street to the northerly extension of the west line of Lot 8 in Geo. Roth's Subdivision of Block 17 Assessor's Division of the north quarter of the southeast quarter of Section 20, Township 39 North, Range 14 East; thence south along said northerly extension of the west line of Lot 8 in Geo. Roth's Subdivision and the west line of said Lot 8 and along the west line of Lots 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35 and 37 to the south line of said Lot 37, being also the north line of the alley north of West 18th Street; thence east along said south line of said Lot 37 to the northerly extension of the east line of Lot 45 in said Geo. Roth's Subdivision; thence south along said northerly extension of the east line of Lot 45 and the east line of said Lot 45 to the north line of West 18th Street; thence west along said north line of West 18th Street to the northerly extension of the east line of South Peoria Street; thence south along said northerly extension of the east line of South Peoria Street to the south line of West 18th Street; thence west along said south line of West 18th Street to the west line of Lot 21 in the subdivision of the north half of Block 5 of Walsh and McMullen's Subdivision of the south three-fourths of the southeast quarter of Section 20, Township 39 North Range 14 East, said west line of Lot 21 being also the east line of the alley east of South Sangamon Street; thence south along said east line of the alley east of South Sangamon Street and the southerly extension thereof to the south line of West 18th Place; thence west along said south line of West 18th Place to the east line of Lot 14 in the subdivision of the south half of Block 5 of Walsh's and McMullen's Subdivision of the south three-fourths of the southeast quarter of Section 20, Township 39 North, Range 14 East; thence south along said east line of lot 14 in the subdivision of the south half of Block 5 of Walsh's and McMullen's Subdivision and the southerly extension thereof and the east line of Lot 17 in said subdivision of the south half of blocks of Walsh's and McMullen's Subdivision to the north line of West 19th Street; thence east along said north line of West 19th Street to the east line of South Peoria Street; thence south along said east line of South Peoria Street to the westerly extension of the north line of West 21st Street; thence east along said westerly extension of the north line of West 21st Street and the north line of West 21st Street to the west line of West Halsted

Street; thence north along said west line of West Halsted Street to the westerly extension of the north line West 21st Street; thence east along said westerly extension of the north line of West 21st Street and the north line of West 21st Street to the west line of South Ruble Street; thence north along said west line of South Ruble Street to the westerly extension of the north line of Lot 43 in the subdivision of Lot 2 in Block 38 in Canal Trustees Subdivision of the west half of Section 21, Township 39 North, Range 14 East; thence east along said westerly extension of the north line of Lot 43 and the north line of said Lot 43 and the easterly extension thereof to the northerly extension of the west line of the south 10 feet of Lot 59 in the subdivision of Lot 1 in Block 38 in Canal Trustees Subdivision of the west half of Section 21, Township 39 North, Range 14 East; thence south along said northerly extension of the west line of the south 10 feet of said Lot 59 to the north line of the south 10 feet of said Lot 59; thence east along said north line of the south 10 feet of said Lot 59 to the west line of South Desplaines Street; thence north along said west line of South Desplaines Street to the westerly extension of the north line of Lot 19 in the subdivision of Lot 1 in Block 38 in Canal Trustees Subdivision of the west half of Section 21, Township 39 North, Range 14 East; thence east along said westerly extension of the north line of Lot 19 and the north line of said Lot 19 and the north line of Lot 20 in said subdivision of Lot 1 and the easterly extension thereof to the east line of South Jefferson Street; thence south along said east line of South Jefferson Street to the north line of West Cullerton Street; thence east along said north line of West Cullerton Street to the northerly extension of the east line of Lot 23 in O. M. Dorman's Subdivision of part of Block 37 in Canal Trustees Subdivision of the west half of Section 21, Township 39 North, Range 14 East; thence south along said northerly extension of the east line of Lot 23 in O. M. Dorman's Subdivision and the east line of said Lot 23 to the south line of said Lot 23; thence east along said south line of Lot 23 and along the south lines of Lots 18 through 22, inclusive, in said O. M. Dorman's Subdivision to the east line of said Lot 18; thence north along said east line of Lot 18 and the northerly extension thereof to the north line of West Cullerton Street; thence east along said north line of West Cullerton Street to the west line of South Clinton Street; thence north along said west line of South Clinton Street to the northwesterly line of South Canalport Avenue; thence northeast along the northwesterly line of South Canalport Avenue to the south line of West 18th Street; thence west along said south line of West 18th Street to the southerly extension of the east line of Lot 30 in Webster's Subdivision of Outlots 3 and 4 in Block 45 in Canal Trustee's Subdivision of the west half of Section 21, Township 39 North, Range 14 East; thence north along said southerly extension of the east line of Lot 30 and along the east line of said Lot 30 and along the northerly extension of the east line of said Lot 30

to the south line of Lot 21 in said Webster's Subdivision, said south line being also the north line of alley north of West 18th Street; thence east along said north line of the alley north of West 18th Street and the easterly extension thereof to the east line of South Jefferson Street; thence south along said east line of South Jefferson Street to the south line of Lot 12 in Hull and Clarke's Subdivision of Lot 3 in Block 44 of Canal Trustee's Subdivision of the west half of Section 21, Township 39 North, Range 14 East, said south line being also the north line of the alley north of West 18th Street; thence east along said south line of Lot 12 to the east line of said Lot 12, said east line of Lot 12 being also the west line of alley west of South Clinton Street; thence north along said west line of the alley west of South Clinton Street to the south line of Lot 23 in C. J. Hull's Subdivision of Lot 2 in Block 44 of Canal Trustee's Subdivision of the west half of Section 21, Township 39 North, Range 14 East; thence west along said south line of Lot 23 in C. J. Hull's Subdivision to the east line of South Jefferson Street; thence south along said east line of South Jefferson Street to the easterly extension of the north line of Lot 2 in Webster's Subdivision of Outlots 3 and 4 in Block 45 in Canal Trustee's Subdivision of the west half of Section 21, Township 39 North, Range 14 East; thence west along said easterly extension of the north line of Lot 2 in Webster's Subdivision and along the north line of said Lots 2 and the westerly extension thereof and along the north line of Lot 1 and the westerly extension thereof to the west line of South Desplaines Street; thence north along said west line of South Desplaines Street to the north line of West 16th Street; thence east along said north line of West 16th Street to west dock line of the Chicago River as defined in the ordinance for altering the channel of the south branch of the Chicago River passed April 13, 1926; thence south along west dock line of the Chicago River to the northerly extension of the west line of Lot 2 in Canal Trustees' Subdivision in the southeast quarter of Section 21, Township 39 North, Range 14 East, lying east of the south branch of the Chicago River, said west line of Lot 2 being also the east line of South Stewart Avenue; thence south along said east line of South Stewart Avenue to the southeasterly line of West Archer Avenue; thence southwest along said southeasterly line of West Archer Avenue to the east line of South Green Street; thence south along said east line South Green Street to the easterly extension of the north line of Lot 4 in Healy Brothers Subdivision of parts of Lots 1 and 2 of Block 24 in Canal Trustees' Subdivision of blocks in the south fractional half of Section 29, Township 39 North, Range 14 East, said easterly extension of the north line of Lot 4 in Healy Brothers Subdivision being a line 150 feet north of the north line of West 27th Street; thence west along said easterly extension of the north line of Lot 4 in Healy Brothers Subdivision and along the north line of said Lot 4 in Healy Brothers Subdivision to the west line of said Lot 4, said west line being also the east line of the alley west of South Green Street; thence south along said east line of the alley west of South Green Street to the easterly

extension of the north line of the alley north of and adjoining Lots 17, 18, 19 and 20 in the subdivision of Sublot 2 in Healy Brothers Subdivision; thence west along said easterly extension and north alley line and the westerly extension thereof to the west line of South Peoria Street; thence north along said west line of South Peoria Street to the north line of Lot 1 in Richland Gardens III, said north line of Lot 1 being also the south line of the alley north of West 27th Street; thence west along said south alley line to the northeast lint of South Senour Avenue (formerly known as South Quarry Street); thence southeast along said northeast line of South Senour Avenue to the north line of West 27th Street; thence east along said north line of West 27th Street to the east line of South Halsted Street; thence south along said east line of South Halsted Street to the easterly extension of the south line of West 29th Street; thence west along said easterly extension of the south line of West 29th Street and along the south line of said West 29th Street to the southeasterly extension of the southwesterly line of South Poplar Avenue; thence northwest along said southeasterly extension of the southwesterly line of South Poplar Avenue and along the southwesterly line of South Poplar Avenue to the northwesterly line of Lot 67 in Commissioners Subdivision of Lot 9 in Block 24 in the Canal Trustees' Subdivision of blocks in the south fractional half of Section 29, Township 39 North, Range 14 East; thence southwest along said northwesterly line of Lot 67 in Commissioners Subdivision and the southwesterly extension thereof to the northeasterly line of Lots 18, 19, 24, 25, 30, 31, 36, 37, 42, 43, 48 and 49, in the subdivision by the executor of the Estate of Peter Quinn, deceased, of Lots 6 (except the east 1 acre) and all of Lot 7 in Block 24 in Canal Trustees' Subdivision, said northeasterly line being also the southwesterly line of the alley northeasterly of South Quinn Street; thence northwesterly along said southwesterly line of said alley, to the northwesterly line of said Lot 18, said northwesterly line being also the southeasterly line of the alley southeasterly of South Archer Avenue; thence southwest along said northwesterly line of said Lot 18 and southwesterly extension thereof to the southwesterly line of South Quinn Street; thence northwest along said southwesterly line of South Quinn Street to the southeasterly line of South Archer Avenue; thence southwest along said southeasterly line of South Archer Avenue to the southeasterly extension of the southwesterly line of South Throop Street; thence northwest along said southeasterly extension of the southwesterly line of South Throop Street and the southwesterly line of South Throop Street to the southwesterly extension of the northwesterly line of South Hillock Avenue; thence northeast along said southwesterly extension of the northwesterly line of South Hillock Avenue and the northwesterly line of South Hillock Avenue to the northwesterly extension of the southwesterly line of Lot 8 in Maher's Subdivision of Lot 1 and 4 in Block 22 in Canal Trustees' Subdivision of blocks in the south fractional half

of Section 29, Township 39 North, Range 14 East; thence southeast along said northwesterly extension of the southwesterly line of Lot 8 in Maher's Subdivision and the southwesterly line of Lot 8 in Maher's Subdivision to the southeast line of said Lot 8, said southeasterly line of Lot 8 being also the northwesterly line of the alley southeasterly of South Hillock Avenue; thence northeast along said northwesterly alley line to the southwesterly line of South Mary Street; thence northwest along said southwesterly line of South Mary Street to the northeasterly extension of the northwesterly line of South Hillock Avenue; thence southwest along said northeasterly extension of the northwesterly line of Hillock Avenue to the northeasterly line of Lot 1 in E. B. Wards Subdivision of Lot 8 of Blocks 3 and 4 of Canal Trustees' Subdivision of blocks in south fractional half of Section 29, Township 39 North, Range 14 East; thence northwest along said northeasterly line of Lot 1 in E. B. Wards Subdivision to the south line of West 25th Street; thence west along said south line of West 25th Street to the northeasterly extension of the southeasterly line of South Eleanor Street; thence southwest along said northeasterly extension of the southeasterly line of South Eleanor Street and the southeasterly line of South Eleanor Street to the northeasterly line of West Fuller Street; thence southeast along said northeasterly line of West Fuller Street to the northwesterly extension of the southwesterly line of Lot 11 in the subdivision of Lots 2 and 5 in Block 18 in Canal Trustees' Subdivision of the blocks in the south fractional Section 29, Township 39 North, Range 14 East, said southwesterly line of Lot 11 being also the northeasterly line of the alley southwest of South Grady Court; thence southeast along said northwesterly extension of the southwesterly line of Lot 11 and the northeasterly line of the alley southwesterly of South Grady Court to the north line of that part of the alley vacated by ordinance passed July 21, 1967; thence southwest along said northwest line of said vacated alley to the centerline of said vacated alley; thence southeast along said centerline of the vacated alley to the northwesterly line of the railroad right-of-way of the Illinois Central Railroad; thence southwest along said northwest line of the railroad right-of-way to the west line of South Ashland Avenue; thence continuing southwest along northwest line of the railroad right-of-way of the G.M. & O. Railroad to the north line of West 33rd Street; thence south along a line perpendicular to the north line of West 33rd Street to the south line of West 33rd Street; thence west along said south line of West 33rd Street to southerly extension of the west line of South Damen Avenue; thence north along said southerly extension of the west line of South Damen Avenue and the west line of South Damen Avenue to the south line of 32nd Street; thence west along said south line of 32nd Street to the southeasterly line of West Bross Avenue; thence southwest along said southeasterly line of West Bross Avenue to the place of beginning, all in Cook County, Illinois.

(Sub)Exhibit II.
 (To Amended Pilsen Tax Increment Financing
 Redevelopment Project And Plan)

*Estimated Redevelopment
 Project Costs.*

Eligible Expense	Estimated Cost
Analysis, Administration Studies, Surveys, Legal, <u>Marketing</u> , Etc.	\$ 3,000,000
Property Assembly	
-- Acquisition	\$ 12,000,000
-- Site Prep, Demolition and Environmental Remediation	17,000,000
Rehabilitation of Existing Buildings <u>Fixtures and Leasehold Improvements And Rehabilitation Costs</u>	\$ 12,000,000
Public Works And Improvements	
Streets and Utilities	\$ 42,000,000
Parks and Open Space	10,000,000
<u>including streets and utilities, parks and open space, public facilities (schools and other public facilities)⁽¹⁾</u>	<u>\$ 52,000,000</u>

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

Eligible Expense	Estimated Cost	
Relocation	\$	3,000,000
<u>Job Training, Retraining Welfare-to-Work</u>	\$ 10,000,000	<u>\$ 9,000,000</u>
<u>Daycare Services</u>	<u>\$</u>	<u>1,000,000</u>
Developer/Interest Subsidy	\$	6,000,000
TOTAL REDEVELOPMENT COSTS ⁽²⁾⁽³⁾	\$115,000,000 ⁽⁴⁾	

(2) Total redevelopment project costs exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs. ~~Total Project Costs are inclusive of redevelopment project costs in contiguous redevelopment project areas that are permitted under the Act to be paid from incremental property taxes.~~

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

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

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

(Sub)Exhibit III.

(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

1996 Equalized Assessed Valuation By Tax Parcel.

Pilsen Redevelopment Project Area.
(Page 1 of 33)

Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1	16-36-200-007-0000	-	EX
2	17-19-425-037-0000	67,096	
3	17-19-425-038-0000	74,219	
4	17-19-425-039-0000	69,816	
5	17-19-425-040-0000	8,377	
6	17-19-425-041-0000	8,377	
7	17-19-425-042-0000	60,833	
8	17-19-425-043-0000	7,475	
9	17-19-425-044-0000	-	EX
10	17-19-429-014-0000	80,121	
11	17-19-429-033-0000	11,632	
12	17-19-429-038-0000	235,867	
13	17-19-429-039-0000	179,673	
14	17-20-318-023-0000	50,515	
15	17-20-318-024-0000	72,295	
16	17-20-318-025-0000	13,676	
17	17-20-318-026-0000	16,701	
18	17-20-318-027-0000	18,636	
19	17-20-318-030-0000	2,419	
20	17-20-318-031-0000	79,731	
21	17-20-318-032-0000	3,337	
22	17-20-318-035-0000	56,097	
23	17-20-319-001-0000	12,889	
24	17-20-322-001-0000	19,572	
25	17-20-322-002-0000	51,350	
26	17-20-322-003-0000	98,359	
27	17-20-322-004-0000	12,835	
28	17-20-322-006-0000	6,178	
29	17-20-322-007-0000	22,238	
30	17-20-322-020-0000	105,429	
31	17-20-322-021-0000	27,333	
32	17-20-322-022-0000	27,333	
33	17-20-322-023-0000	27,333	
34	17-20-322-024-0000	147,019	
35	17-20-322-034-0000	41,528	
36	17-20-322-035-0000	39,109	
37	17-20-322-036-0000	22,718	
38	17-20-324-006-0000	14,548	
39	17-20-324-007-0000	14,576	
40	17-20-324-022-0000	195,480	
41	17-20-324-023-0000	290,570	
42	17-20-324-024-0000	143,523	
43	17-20-324-025-0000	40,069	
44	17-20-325-001-0000	-	EX
45	17-20-325-002-0000	-	EX
46	17-20-325-003-0000	-	EX

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
47	17-20-325-004-0000	16,650	
48	17-20-325-005-0000	16,624	
49	17-20-325-006-0000	620	
50	17-20-325-007-0000	15,322	
51	17-20-325-008-0000	852	
52	17-20-325-009-0000	14,541	
53	17-20-325-010-0000	34,563	
54	17-20-325-011-0000	-	EX
55	17-20-325-012-0000	852	
56	17-20-325-013-0000	3,705	
57	17-20-325-014-0000	14,954	
58	17-20-325-015-0000	15,019	
59	17-20-325-016-0000	11,888	
60	17-20-325-017-0000	16,291	
61	17-20-325-018-0000	17,300	
62	17-20-325-019-0000	20,469	
63	17-20-325-020-0000	-	EX
64	17-20-327-002-0000	9,732	
65	17-20-327-003-0000	13,508	
66	17-20-327-004-0000	17,347	
67	17-20-327-005-0000	17,149	
68	17-20-327-006-0000	22,920	
69	17-20-327-007-0000	22,453	
70	17-20-327-014-0000	24,583	
71	17-20-327-015-0000	26,855	
72	17-20-327-016-0000	5,091	
73	17-20-327-017-0000	60,454	
74	17-20-327-018-0000	-	EX
75	17-20-327-019-0000	-	EX
76	17-20-328-004-0000	-	EX
77	17-20-328-005-0000	-	EX
78	17-20-329-017-0000	-	EX
79	17-20-329-030-0000	-	EX
80	17-20-329-031-0000	-	EX
81	17-20-329-032-0000	-	EX
82	17-20-329-033-0000	-	EX
83	17-20-329-034-0000	-	EX
84	17-20-330-001-0000	39,705	
85	17-20-330-002-0000	28,925	
86	17-20-330-003-0000	216,467	
87	17-20-330-004-0000	326,241	
88	17-20-331-004-0000	131,316	
89	17-20-331-005-0000	53,188	
90	17-20-331-006-0000	6,152	
91	17-20-331-007-0000	522,904	
92	17-20-332-001-0000	73,442	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
93	17-20-332-002-0000	75,970	
94	17-20-332-010-0000	102,382	
95	17-20-332-011-0000	95,404	
96	17-20-332-012-0000	21,532	
97	17-20-332-013-0000	21,532	
98	17-20-332-014-0000	21,532	
99	17-20-332-015-0000	22,836	
100	17-20-332-016-0000	95,910	
101	17-20-333-001-0000	9,192	
102	17-20-333-004-0000	64,652	
103	17-20-333-005-0000	83,036	
104	17-20-333-006-0000	20,736	
105	17-20-333-007-0000	91,135	
106	17-20-333-008-0000	4,254	
107	17-20-333-009-0000	170,189	
108	17-20-333-010-0000	22,997	
109	17-20-333-011-0000	13,881	
110	17-20-333-012-0000	6,414	
111	17-20-333-013-0000	4,809	
112	17-20-333-014-0000	23,426	
113	17-20-333-015-0000	1,678	
114	17-20-333-016-0000	71,852	
115	17-20-333-017-0000	26,040	
116	17-20-334-005-0000	149,597	
117	17-20-334-006-0000	33,597	
118	17-20-334-009-0000	275,207	
119	17-20-334-012-0000	34,434	
120	17-20-334-013-0000	51,912	
121	17-20-334-014-0000	36,323	
122	17-20-334-015-0000	19,617	
123	17-20-335-008-0000	654,491	
124	17-20-404-001-0000	6,339	
125	17-20-404-002-0000	18,408	
126	17-20-404-003-0000	18,408	
127	17-20-404-004-0000	-	RR
128	17-20-404-025-0000	701	
129	17-20-404-026-0000	-	RR
130	17-20-404-027-0000	-	RR
131	17-20-404-028-0000	1,525,000	
132	17-20-405-001-0000	3,499	
133	17-20-405-002-0000	1,536	
134	17-20-405-003-0000	98,806	
135	17-20-405-004-0000	14,158	
136	17-20-405-005-0000	13,771	
137	17-20-405-006-0000	1,648	
138	17-20-405-007-0000	1,648	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
139	17-20-405-008-0000	1,648	
140	17-20-405-009-0000	3,785	
141	17-20-405-010-0000	4,168	
142	17-20-405-011-0000	4,090	
143	17-20-405-012-0000	942	
144	17-20-405-013-0000	4,129	
145	17-20-405-014-0000	3,090	
146	17-20-405-015-0000	12,108	
147	17-20-405-018-0000	23,277	
148	17-20-405-035-0000	12,861	
149	17-20-405-039-0000	2,610	
150	17-20-405-040-0000	36,458	
151	17-20-405-041-0000	15,462	
152	17-20-414-001-0000	-	RR
153	17-20-414-002-0000	92,428	
154	17-20-415-001-0000	-	RR
155	17-20-415-002-0000	626	
156	17-20-415-016-0000	13,280	
157	17-20-425-001-0000	-	RR
158	17-20-425-002-0000	229,214	
159	17-20-425-003-0000	41,349	
160	17-20-425-005-0000	152,530	
161	17-20-425-006-0000	11,296	
162	17-20-425-007-0000	21,280	
163	17-20-425-008-0000	15,174	
164	17-20-425-009-0000	1,799	
165	17-20-425-010-0000	11,509	
166	17-20-425-011-0000	1,784	
167	17-20-425-012-0000	15,200	
168	17-20-425-013-0000	-	EX
169	17-20-425-014-0000	12,970	
170	17-20-425-015-0000	13,013	
171	17-20-426-001-0000	-	RR
172	17-20-426-002-0000	247,155	
173	17-20-426-003-0000	11,873	
174	17-20-426-004-0000	1,207	
175	17-20-426-005-0000	7,471	
176	17-20-426-006-0000	7,471	
177	17-20-426-007-0000	994	
178	17-20-426-008-0000	2,485	
179	17-20-426-009-0000	19,357	
180	17-20-426-010-0000	205,401	
181	17-20-426-011-0000	91,389	
182	17-20-426-012-0000	60,002	
183	17-20-426-013-0000	8,213	
184	17-20-426-014-0000	3,701	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
185	17-20-429-001-0000	65,801	
186	17-20-430-001-0000	-	EX
187	17-20-432-015-0000	11,834	
188	17-20-432-016-0000	28,792	
189	17-20-432-017-0000	47,916	
190	17-20-432-018-0000	21,435	
191	17-20-432-019-0000	35,636	
192	17-20-433-001-0000	10,586	
193	17-20-433-002-0000	77,205	
194	17-20-433-003-0000	11,025	
195	17-20-433-004-0000	120	
196	17-20-433-005-0000	22,401	
197	17-20-433-006-0000	49,463	
198	17-20-434-001-0000	-	RR
199	17-20-434-002-0000	1,597	
200	17-20-434-003-0000	1,597	
201	17-20-434-004-0000	15,071	
202	17-20-434-005-0000	11,959	
203	17-20-434-006-0000	1,259	
204	17-20-434-007-0000	1,259	
205	17-20-434-008-0000	18,774	
206	17-20-434-009-0000	1,259	
207	17-20-434-010-0000	10,137	
208	17-20-434-011-0000	3,882	
209	17-20-434-012-0000	3,417	
210	17-20-434-013-0000	3,417	
211	17-20-434-014-0000	1,536	
212	17-20-434-019-0000	6,414	
213	17-20-434-020-0000	1,151	
214	17-20-434-021-0000	2,371	
215	17-20-434-022-0000	2,371	
216	17-20-434-023-0000	1,117	
217	17-20-434-024-0000	8,413	
218	17-20-434-025-0000	3,832	
219	17-20-434-026-0000	17,295	
220	17-20-434-027-0000	90,643	
221	17-20-435-001-0000	-	RR
222	17-20-435-002-0000	114,800	
223	17-20-435-003-0000	32,762	
224	17-20-435-004-0000	32,762	
225	17-20-435-005-0000	3,716	
226	17-20-435-006-0000	3,716	
227	17-20-435-007-0000	9,097	
228	17-20-435-008-0000	210,839	
229	17-20-435-009-0000	104,112	
230	17-20-435-010-0000	1,478	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
231	17-20-435-011-0000	4,581	
232	17-20-435-012-0000	11,432	
233	17-20-435-013-0000	27,154	
234	17-20-438-001-0000	8,123	
235	17-20-438-002-0000	98,716	
236	17-20-438-003-0000	8,086	
237	17-20-438-004-0000	3,286	
238	17-20-438-007-0000	10,806	
239	17-20-438-008-0000	3,793	
240	17-20-438-009-0000	3,793	
241	17-20-438-010-0000	3,793	
242	17-20-438-011-0000	19,083	
243	17-20-438-012-0000	20,153	
244	17-20-438-013-0000	153,935	
245	17-20-438-014-0000	152,956	
246	17-20-438-015-0000	77,046	
247	17-20-438-016-0000	5,566	
248	17-20-438-019-0000	3,111	
249	17-20-438-020-0000	28,228	
250	17-20-438-021-0000	15,012	
251	17-20-438-022-0000	1,209	
252	17-20-438-023-0000	11,266	
253	17-20-438-024-0000	17,108	
254	17-20-438-025-0000	6,208	
255	17-20-438-026-0000	12,364	
256	17-20-438-027-0000	1,209	
257	17-20-438-028-0000	1,209	
258	17-20-438-029-0000	1,209	
259	17-20-438-030-0000	14,350	
260	17-20-438-031-0000	1,209	
261	17-20-438-032-0000	7,884	
262	17-20-438-033-0000	5,011	
263	17-20-438-034-0000	78,847	
264	17-20-439-001-0000	83,652	
265	17-20-439-002-0000	935,183	
266	17-20-439-003-0000	-	EX
267	17-20-440-002-0000	13,328	
268	17-20-440-006-0000	51,929	
269	17-20-440-007-0000	502,913	
270	17-20-440-008-0000	262,245	
271	17-20-441-001-0000	36,816	
272	17-20-441-002-0000	281,739	
273	17-20-441-003-0000	321,247	
274	17-20-442-001-0000	-	RR
275	17-20-443-001-0000	-	RR
276	17-20-443-002-0000	42,358	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
277	17-20-444-001-0000	-	RR
278	17-20-444-002-0000	301,952	
279	17-20-444-003-0000	83,400	
280	17-20-445-001-0000	38,135	
281	17-20-445-002-0000	6,724	
282	17-20-445-003-0000	1,349	
283	17-20-445-004-0000	6,774	
284	17-20-445-005-0000	1,349	
285	17-20-445-006-0000	377	
286	17-20-445-007-0000	17,300	
287	17-20-445-008-0000	337,995	
288	17-20-445-009-0000	3,978	
289	17-20-445-010-0000	3,809	
290	17-20-445-011-0000	3,809	
291	17-20-445-012-0000	4,398	
292	17-20-445-013-0000	1,956	
293	17-20-445-014-0000	1,956	
294	17-20-445-015-0000	15,359	
295	17-20-445-016-0000	30,662	
296	17-20-445-017-0000	8,409	
297	17-20-445-018-0000	9,420	
298	17-20-445-019-0000	-	EX
299	17-20-445-020-0000	30,931	
300	17-20-445-021-0000	2,700	
301	17-20-445-022-0000	5,136	
302	17-20-445-023-0000	24,252	
303	17-20-445-024-0000	61,853	
304	17-20-445-025-0000	2,700	
305	17-20-445-026-0000	2,700	
306	17-20-445-027-0000	26,662	
307	17-20-445-028-0000	2,700	
308	17-20-445-029-0000	14,059	
309	17-20-445-030-0000	13,975	
310	17-20-445-031-0000	13,975	
311	17-20-445-032-0000	29,076	
312	17-21-305-001-0000	686	
313	17-21-305-002-0000	725	
314	17-21-305-003-0000	2,268	
315	17-21-305-004-0000	85,382	
316	17-21-305-005-0000	1,192	
317	17-21-305-006-0000	10,619	
318	17-21-305-007-0000	10,126	
319	17-21-305-008-0000	-	EX
320	17-21-305-022-0000	35,398	
321	17-21-305-023-0000	44,248	
322	17-21-305-027-0000	4,312	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
323	17-21-305-028-0000	-	EX
324	17-21-305-040-0000	82,927	
325	17-21-305-041-0000	118	
326	17-21-305-042-0000	52,329	
327	17-21-305-043-0000	4,409	
328	17-21-305-044-0000	2,208	
329	17-21-306-001-0000	3,025	
330	17-21-306-002-0000	2,178	
331	17-21-306-003-0000	4,080	
332	17-21-306-004-0000	3,910	
333	17-21-306-005-0000	3,910	
334	17-21-306-006-0000	6,154	
335	17-21-306-007-0000	32,783	
336	17-21-306-008-0000	32,783	
337	17-21-306-009-0000	33,610	
338	17-21-306-010-0000	28,618	
339	17-21-306-011-0000	4,454	
340	17-21-306-012-0000	4,454	
341	17-21-306-013-0000	4,454	
342	17-21-306-014-0000	4,454	
343	17-21-306-015-0000	11,154	
344	17-21-306-016-0000	2,358	
345	17-21-306-017-0000	2,268	
346	17-21-306-018-0000	2,268	
347	17-21-306-036-0000	111,514	
348	17-21-306-037-0000	7,053	
349	17-21-306-038-0000	4,757	
350	17-21-306-039-0000	10,345	
351	17-21-306-040-0000	9,756	
352	17-21-306-041-0000	10,737	
353	17-21-306-042-0000	2,178	
354	17-21-306-043-0000	9,087	
355	17-21-306-044-0000	2,178	
356	17-21-306-045-0000	2,178	
357	17-21-306-046-0000	9,226	
358	17-21-306-047-0000	7,643	
359	17-21-306-048-0000	8,133	
360	17-21-306-049-0000	2,085	
361	17-21-306-050-0000	5,261	
362	17-21-306-051-0000	2,903	
363	17-21-306-052-0000	27,058	
364	17-21-306-053-0000	13,394	
365	17-21-306-054-0000	18,182	
366	17-21-306-055-0000	17,588	
367	17-21-306-056-0000	2,903	
368	17-21-306-057-0000	14,901	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
369	17-21-306-059-0000	9,203	
370	17-21-306-060-0000	147,949	
371	17-21-307-014-0000	3,408	
372	17-21-307-015-0000	3,578	
373	17-21-307-016-0000	217,911	
374	17-21-307-040-0000	3,727	
375	17-21-307-056-0000	114,660	
376	17-21-307-061-0000	223,712	
377	17-21-307-065-0000	105,336	
378	17-21-307-067-0000	38,761	
379	17-21-307-071-0000	97,046	
380	17-21-307-073-0000	1,937	
381	17-21-307-075-0000	3,372	
382	17-21-307-076-0000	13,409	
383	17-21-307-077-0000	-	EX
384	17-21-307-078-0000	282,232	
385	17-21-307-079-0000	23,391	
386	17-21-307-080-0000	118,737	
387	17-21-307-081-0000	7,339	
388	17-21-307-082-0000	14,672	
389	17-21-307-083-0000	51,482	
390	17-21-307-084-0000	79,038	
391	17-21-307-085-0000	58,905	
392	17-21-307-086-0000	30,395	
393	17-21-307-087-0000	35,245	
394	17-21-307-088-0000	88,837	
395	17-21-308-001-0000	20,086	
396	17-21-309-001-0000	12,435	
397	17-21-309-002-0000	2,046	
398	17-21-309-003-0000	-	EX
399	17-21-309-004-0000	-	EX
400	17-21-309-005-0000	-	EX
401	17-21-309-006-0000	4,088	
402	17-21-309-007-0000	4,088	
403	17-21-309-008-0000	4,088	
404	17-21-309-009-0000	8,179	
405	17-21-309-010-0000	4,088	
406	17-21-309-011-0000	4,088	
407	17-21-309-012-0000	4,088	
408	17-21-309-013-0000	4,088	
409	17-21-309-014-0000	4,088	
410	17-21-309-015-0000	64,588	
411	17-21-309-016-0000	59,540	
412	17-21-310-001-0000	10,115	
413	17-21-310-002-0000	4,906	
414	17-21-310-003-0000	4,906	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
415	17-21-310-004-0000	4,906	
416	17-21-310-005-0000	4,906	
417	17-21-310-006-0000	13,270	
418	17-21-310-007-0000	4,811	
419	17-21-310-008-0000	4,639	
420	17-21-310-009-0000	4,639	
421	17-21-310-010-0000	13,917	
422	17-21-310-011-0000	3,778	
423	17-21-310-012-0000	8,762	
424	17-21-310-013-0000	34,266	
425	17-21-310-014-0000	11,180	
426	17-21-311-004-0000	-	RR
427	17-21-311-005-0000	-	RR
428	17-21-311-006-0000	-	RR
429	17-21-311-008-0000	-	EX
430	17-21-311-009-0000	383,375	
431	17-21-311-010-0000	526,269	
432	17-21-311-011-0000	37,162	
433	17-21-311-012-0000	24,764	
434	17-21-311-013-0000	12,658	
435	17-21-311-014-0000	-	RR
436	17-21-311-015-0000	-	RR
437	17-21-311-019-0000	-	EX
438	17-21-311-020-0000	68,119	
439	17-21-311-022-0000	-	EX
440	17-21-311-024-0000	138,245	
441	17-21-311-025-0000	321,720	
442	17-21-311-026-0000	-	RR
443	17-21-311-027-0000	-	RR
444	17-21-311-028-0000	78,526	
445	17-21-311-029-0000	17,033	
446	17-21-311-030-0000	-	RR
447	17-21-311-031-0000	-	RR
448	17-21-311-032-0000	37,192	
449	17-21-311-033-0000	26,221	
450	17-21-322-017-0000	3,679	
451	17-21-322-018-0000	3,679	
452	17-21-322-019-0000	3,679	
453	17-21-322-020-0000	18,526	
454	17-21-322-039-0000	1,853	
455	17-21-322-040-0000	9,904	
456	17-21-322-041-0000	9,902	
457	17-21-322-044-0000	37,595	
458	17-21-323-005-0000	48,458	
459	17-21-323-006-0000	48,458	
460	17-21-323-007-0000	48,458	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
461	17-21-323-008-0000	34,769	
462	17-21-323-009-0000	17,618	
463	17-21-323-010-0000	12,678	
464	17-21-323-011-0000	10,042	
465	17-21-323-012-0000	30,143	
466	17-21-323-013-0000	25,162	
467	17-21-323-018-0000	61,859	
468	17-21-323-029-0000	96,919	
469	17-21-323-030-0000	48,458	
470	17-21-323-038-0000	54,472	
471	17-21-323-039-0000	347,140	
472	17-21-325-001-0000	2,268	
473	17-21-325-002-0000	2,268	
474	17-21-325-003-0000	4,161	
475	17-21-325-004-0000	2,268	
476	17-21-325-005-0000	5,672	
477	17-21-325-006-0000	11,656	
478	17-21-325-007-0000	4,258	
479	17-21-325-008-0000	4,258	
480	17-21-325-009-0000	2,178	
481	17-21-325-015-0000	3,550	
482	17-21-325-016-0000	3,550	
483	17-21-325-017-0000	3,550	
484	17-21-325-018-0000	2,840	
485	17-21-325-019-0000	12,734	
486	17-21-325-020-0000	10,190	
487	17-21-325-021-0000	10,190	
488	17-21-325-022-0000	10,190	
489	17-21-325-023-0000	7,268	
490	17-21-325-024-0000	3,550	
491	17-21-325-025-0000	3,550	
492	17-21-325-026-0000	3,550	
493	17-21-325-027-0000	3,550	
494	17-21-325-028-0000	2,840	
495	17-21-325-029-0000	2,763	
496	17-21-325-030-0000	4,161	
497	17-21-325-031-0000	2,573	
498	17-21-325-032-0000	3,372	
499	17-21-325-033-0000	2,365	
500	17-21-325-034-0000	1,457	
501	17-21-325-035-0000	1,704	
502	17-21-325-036-0000	1,704	
503	17-21-325-037-0000	1,704	
504	17-21-325-038-0000	3,817	
505	17-21-325-039-0000	12,450	
506	17-21-325-040-0000	3,372	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
507	17-21-325-041-0000	6,924	
508	17-21-325-042-0000	7,809	
509	17-21-325-043-0000	7,398	
510	17-21-325-044-0000	7,398	
511	17-21-325-053-0000	7,398	
512	17-21-325-054-0000	7,415	
513	17-21-325-055-0000	115,697	
514	17-21-325-056-0000	81,173	
515	17-21-326-003-0000	316,293	
516	17-21-326-005-0000	381,737	
517	17-21-326-006-0000	35,738	
518	17-21-326-007-0000	3,834	
519	17-21-327-006-0000	-	RR
520	17-21-327-012-0000	550,874	
521	17-21-327-014-0000	67,871	
522	17-21-327-015-0000	431,655	
523	17-21-327-016-0000	369,150	
524	17-21-328-001-0000	13,689	
525	17-21-328-002-0000	5,648	
526	17-21-328-003-0000	14,223	
527	17-21-328-004-0000	2,261	
528	17-21-328-005-0000	5,982	
529	17-21-328-006-0000	2,272	
530	17-21-328-007-0000	2,272	
531	17-21-328-008-0000	79,213	
532	17-21-328-009-0000	-	EX
533	17-21-328-010-0000	-	EX
534	17-21-328-011-0000	-	EX
535	17-21-328-012-0000	5,990	
536	17-21-328-013-0000	-	EX
537	17-21-328-014-0000	-	EX
538	17-21-328-015-0000	-	EX
539	17-21-328-016-0000	-	EX
540	17-21-328-017-0000	-	EX
541	17-21-328-018-0000	-	EX
542	17-21-328-019-0000	-	EX
543	17-21-328-020-0000	-	EX
544	17-21-328-021-0000	-	EX
545	17-21-328-022-0000	-	EX
546	17-21-328-023-0000	-	EX
547	17-21-328-024-0000	-	EX
548	17-21-328-025-0000	-	EX
549	17-21-328-026-0000	-	EX
550	17-21-328-027-0000	-	EX
551	17-21-328-028-0000	-	EX
552	17-21-328-029-0000	-	EX

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
553	17-21-328-030-0000	-	EX
554	17-21-328-031-0000	-	EX
555	17-21-328-032-0000	-	EX
556	17-21-329-001-0000	29,685	
557	17-21-329-002-0000	2,272	
558	17-21-329-003-0000	11,497	
559	17-21-329-004-0000	4,996	
560	17-21-329-005-0000	10,909	
561	17-21-329-008-0000	29,035	
562	17-21-329-009-0000	-	EX
563	17-21-329-010-0000	-	EX
564	17-21-329-011-0000	-	EX
565	17-21-329-012-0000	-	EX
566	17-21-329-013-0000	-	EX
567	17-21-329-014-0000	-	EX
568	17-21-329-015-0000	-	EX
569	17-21-329-016-0000	-	EX
570	17-21-329-017-0000	-	EX
571	17-21-329-018-0000	-	EX
572	17-21-329-019-0000	-	EX
573	17-21-329-020-0000	-	EX
574	17-21-329-021-0000	-	EX
575	17-21-329-022-0000	2,522	
576	17-21-329-023-0000	-	EX
577	17-21-329-024-0000	-	EX
578	17-21-329-025-0000	-	EX
579	17-21-329-026-0000	-	EX
580	17-21-329-027-0000	-	EX
581	17-21-329-028-0000	2,044	
582	17-21-329-029-0000	-	EX
583	17-21-329-030-0000	-	EX
584	17-21-329-031-0000	-	EX
585	17-21-329-032-0000	-	EX
586	17-21-329-033-0000	-	EX
587	17-21-329-034-0000	-	EX
588	17-21-329-035-0000	38,806	
589	17-21-330-005-0000	-	EX
590	17-21-330-006-0000	169,651	
591	17-21-330-007-0000	153,218	
592	17-21-330-008-0000	387,302	
593	17-21-331-001-0000	1,209,141	
594	17-21-332-001-0000	467,534	
595	17-21-332-002-0000	80,648	
596	17-21-332-003-0000	100,301	
597	17-21-332-010-0000	192,323	
598	17-21-332-011-0000	10,791	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
599	17-21-332-012-0000	508,746	
600	17-21-332-013-0000	-	EX
601	17-21-332-014-0000	111,525	
602	17-21-332-015-0000	-	EX
603	17-21-333-003-0000	104,433	
604	17-21-333-004-0000	9,037	
605	17-21-333-005-0000	210,453	
606	17-21-333-006-0000	55,443	
607	17-21-334-001-0000	240,560	
608	17-21-334-003-0000	22,582	
609	17-21-334-004-0000	138,079	
610	17-21-335-001-0000	1,850	
611	17-21-335-002-0000	519	
612	17-21-335-003-0000	-	EX
613	17-21-336-004-0000	72,056	
614	17-21-336-005-0000	2,311	
615	17-21-336-006-0000	2,066	
616	17-21-336-010-0000	-	RR
617	17-21-336-011-0000	510	
618	17-21-336-012-0000	1,777	
619	17-21-336-013-0000	-	RR
620	17-21-336-014-0000	-	RR
621	17-21-336-017-0000	203,525	
622	17-21-336-018-0000	-	RR
623	17-21-336-020-0000	-	RR
624	17-21-336-021-0000	3,880	
625	17-21-336-022-0000	11,679	
626	17-21-336-023-0000	-	EX
627	17-21-336-024-0000	1,080	
628	17-21-336-025-0000	118	
629	17-21-336-026-0000	1,657	
630	17-21-500-001-0000	-	RR
631	17-21-500-002-0000	-	RR
632	17-21-500-003-0000	-	RR
633	17-21-500-004-0000	-	RR
634	17-28-100-001-0000	273,046	
635	17-28-100-002-0000	193,020	
636	17-28-100-004-0000	-	EX
637	17-28-100-007-0000	-	EX
638	17-28-100-008-0000	201,117	
639	17-28-100-015-0000	353,079	
640	17-28-100-016-0000	210,159	
641	17-28-100-017-0000	-	EX
642	17-28-100-021-0000	-	
643	17-28-100-024-0000	69,616	
644	17-28-100-025-0000	81,317	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
645	17-28-100-026-0000	415,313	
646	17-28-100-027-0000	214,309	
647	17-28-100-029-8001	-	
648	17-28-100-029-8002	19,307	
649	17-28-100-030-8002	114,632	
650	17-28-100-031-0000	103,443	
651	17-28-100-032-0000	45,199	
652	17-28-100-033-0000	354,426	
653	17-28-101-003-0000	213,016	
654	17-28-101-004-0000	127,077	
655	17-28-102-001-0000	374,944	
656	17-28-102-002-0000	106,896	
657	17-28-102-003-0000	52,493	
658	17-28-102-004-0000	4,260	
659	17-28-102-005-0000	18,683	
660	17-28-102-006-0000	18,683	
661	17-28-102-007-0000	19,027	
662	17-28-102-008-0000	195,359	
663	17-28-102-009-0000	45,825	
664	17-28-102-010-0000	44,398	
665	17-28-102-011-0000	8,172	
666	17-28-102-012-0000	8,172	
667	17-28-102-013-0000	32,712	
668	17-28-102-014-0000	35,198	
669	17-28-102-015-0000	58,012	
670	17-28-102-016-0000	33,913	
671	17-28-102-017-0000	4,088	
672	17-28-102-018-0000	3,294	
673	17-28-103-001-0000	-	EX
674	17-28-103-002-0000	610,896	
675	17-28-103-006-0000	274,701	
676	17-28-103-007-0000	131,751	
677	17-28-103-008-0000	11,821	
678	17-28-103-011-0000	285,251	
679	17-28-103-012-0000	64,594	
680	17-28-104-001-0000	20,581	
681	17-28-104-002-0000	16,136	
682	17-28-104-003-0000	-	RR
683	17-28-104-006-0000	172,958	
684	17-28-104-007-0000	67,624	
685	17-28-104-008-0000	2,414	
686	17-28-104-009-0000	2,952	
687	17-28-104-010-0000	1,885	
688	17-28-104-011-0000	3,931	
689	17-28-104-012-0000	1,498	
690	17-28-104-013-0000	-	RR

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
691	17-28-104-014-0000	-	RR
692	17-28-104-016-0000	-	EX
693	17-28-104-017-0000	1.601	
694	17-28-104-018-0000	1.584	
695	17-28-104-019-0000	1.549	
696	17-28-104-020-0000	1.532	
697	17-28-104-021-0000	4.043	
698	17-28-104-022-0000	-	EX
699	17-28-104-025-0000	10.825	
700	17-28-104-029-0000	-	RR
701	17-28-104-030-0000	-	RR
702	17-28-104-031-0000	2.027	
703	17-28-104-032-0000	448	
704	17-28-104-033-0000	2.061	
705	17-28-104-034-0000	80	
706	17-28-104-035-0000	57.123	
707	17-28-105-006-0000	-	RR
708	17-28-105-020-0000	1.704	
709	17-28-105-021-0000	1.704	
710	17-28-105-022-0000	-	RR
711	17-28-105-023-0000	1.919	
712	17-28-105-024-0000	6.604	
713	17-28-105-025-0000	7.292	
714	17-28-105-026-0000	12.060	
715	17-28-105-027-0000	-	EX
716	17-28-109-009-0000	-	EX
717	17-28-111-001-0000	432.352	
718	17-28-111-008-0000	-	RR
719	17-28-111-009-0000	-	RR
720	17-28-111-016-0000	-	RR
721	17-28-111-018-0000	-	RR
722	17-28-111-019-0000	-	EX
723	17-28-111-020-0000	-	RR
724	17-28-111-022-0000	-	RR
725	17-28-111-023-0000	54.954	
726	17-28-111-024-0000	-	RR
727	17-28-111-025-0000	120.239	
728	17-28-111-026-0000	516	
729	17-28-111-027-0000	-	RR
730	17-28-111-028-0000	3.568	
731	17-28-111-029-0000	-	RR
732	17-28-111-030-0000	319.196	
733	17-28-111-031-0000	355.900	
734	17-28-111-032-0000	57.935	
735	17-28-111-033-0000	241.429	
736	17-28-111-035-6001	-	RR

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
737	17-28-111-035-6002	-	RR
738	17-28-111-036-6001	-	RR
739	17-28-111-036-6002	-	RR
740	17-28-111-037-6001	-	RR
741	17-28-111-037-6002	-	RR
742	17-28-111-038-6001	-	RR
743	17-28-111-038-6002	-	RR
744	17-28-111-039-6001	-	RR
745	17-28-111-039-6002	-	RR
746	17-28-111-040-8002	6.046	
747	17-28-112-001-0000	-	RR
748	17-28-113-003-0000	-	EX
749	17-28-114-001-0000	491	
750	17-28-114-003-0000	-	EX
751	17-28-500-002-0000	-	RR
752	17-29-100-003-0000	-	EX
753	17-29-100-016-0000	35.684	
754	17-29-100-019-0000	1,088.760	
755	17-29-100-026-0000	129.558	
756	17-29-100-030-0000	728.464	
757	17-29-100-031-0000	72.304	
758	17-29-100-032-0000	144.611	
759	17-29-100-035-0000	531.735	
760	17-29-100-037-0000	30.759	
761	17-29-100-038-0000	2.959	
762	17-29-100-039-0000	224.420	
763	17-29-100-040-0000	7.781	
764	17-29-100-041-0000	130.595	
765	17-29-100-042-0000	207.542	
766	17-29-100-043-0000	464.976	
767	17-29-100-044-0000	492.982	
768	17-29-100-049-0000	-	EX
769	17-29-100-050-0000	66.879	
770	17-29-100-051-0000	-	RR
771	17-29-100-052-8001	-	EX
772	17-29-100-052-8002	1.409	
773	17-29-100-053-0000	215.398	
774	17-29-100-054-0000	260.057	
775	17-29-101-012-0000	187.202	
776	17-29-101-013-0000	236.216	
777	17-29-101-014-0000	94.858	
778	17-29-101-015-0000	69.033	
779	17-29-101-016-0000	100.953	
780	17-29-101-017-0000	94.810	
781	17-29-101-018-0000	94.808	
782	17-29-101-019-0000	27.712	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
783	17-29-101-020-0000	27,712	
784	17-29-101-021-0000	4,271	
785	17-29-101-022-0000	23,017	
786	17-29-101-033-0000	-	
787	17-29-101-034-0000	596,606	
788	17-29-101-035-0000	77,752	
789	17-29-101-036-0000	15,262	
790	17-29-101-037-0000	31,527	
791	17-29-101-038-0000	29,868	
792	17-29-101-039-0000	126,361	
793	17-29-101-040-0000	93,528	
794	17-29-101-041-0000	93,528	
795	17-29-101-042-0000	13,807	
796	17-29-101-043-0000	14,769	
797	17-29-101-044-0000	96,519	
798	17-29-101-045-0000	98,047	
799	17-29-101-052-0000	228,777	
800	17-29-101-054-0000	202,871	
801	17-29-101-055-0000	-	RR
802	17-29-101-056-0000	363,194	
803	17-29-102-001-0000	-	RR
804	17-29-102-031-0000	-	EX
805	17-29-102-037-0000	527,468	
806	17-29-102-038-0000	6,457	
807	17-29-102-039-0000	20,955	
808	17-29-102-040-0000	274,656	
809	17-29-102-041-0000	131,493	
810	17-29-102-042-0000	1,143	
811	17-29-102-043-0000	21,661	
812	17-29-102-044-0000	747,197	
813	17-29-103-001-0000	-	RR
814	17-29-103-007-0000	340,186	
815	17-29-103-008-0000	35,148	
816	17-29-103-011-0000	20,968	
817	17-29-103-012-0000	1,015,006	
818	17-29-103-014-0000	4,097	
819	17-29-103-016-0000	28,482	
820	17-29-103-017-0000	80,226	
821	17-29-103-018-0000	285,445	
822	17-29-103-019-0000	56,884	
823	17-29-103-020-0000	110,800	
824	17-29-104-001-0000	-	EX
825	17-29-200-001-0000	-	RR
826	17-29-200-002-0000	18,731,592	
827	17-29-200-005-0000	-	RR
828	17-29-200-006-0000	-	RR

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
829	17-29-200-007-0000	279,514	
830	17-29-200-009-6001	-	RR
831	17-29-201-003-0000	11,036	
832	17-29-201-004-0000	-	RR
833	17-29-201-005-0000	50,513	
834	17-29-201-006-0000	-	RR
835	17-29-201-007-0000	51,348	
836	17-29-201-008-0000	60,205	
837	17-29-201-009-0000	1,588	
838	17-29-201-010-0000	1,588	
839	17-29-201-011-0000	1,588	
840	17-29-201-012-0000	1,588	
841	17-29-201-013-0000	27,038	
842	17-29-201-017-0000	-	RR
843	17-29-201-018-0000	23,684	
844	17-29-201-019-0000	15,344	
845	17-29-201-020-0000	2,629	
846	17-29-201-021-0000	16,435	
847	17-29-201-022-0000	35,908	
848	17-29-201-023-0000	42,771	
849	17-29-201-024-0000	148,274	
850	17-29-201-025-0000	-	RR
851	17-29-201-026-6001	-	RR
852	17-29-202-001-0000	-	RR
853	17-29-202-002-0000	-	RR
854	17-29-202-004-0000	1,444	
855	17-29-202-005-0000	1,588	
856	17-29-202-006-0000	1,588	
857	17-29-202-010-0000	1,732	
858	17-29-202-011-0000	3,092	
859	17-29-202-012-0000	3,092	
860	17-29-202-013-0000	4,179	
861	17-29-202-029-0000	2,419	
862	17-29-202-030-0000	5,259	
863	17-29-202-031-0000	2,629	
864	17-29-202-032-0000	2,524	
865	17-29-202-033-0000	5,196	
866	17-29-202-034-0000	13,267	
867	17-29-202-037-6001	-	RR
868	17-29-202-038-6001	-	RR
869	17-29-202-039-6001	-	RR
870	17-29-203-001-0000	-	RR
871	17-29-203-004-0000	45,007	
872	17-29-203-005-0000	14,705	
873	17-29-203-006-0000	5,155	
874	17-29-203-007-0000	7,727	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
875	17-29-203-008-0000	-	RR
876	17-29-203-009-0000	-	RR
877	17-29-203-010-0000	49.063	
878	17-29-203-011-0000	88.667	
879	17-29-203-012-0000	-	EX
880	17-29-203-017-6001	-	RR
881	17-29-203-018-6001	-	RR
882	17-29-203-019-6001	-	RR
883	17-29-203-020-6001	-	RR
884	17-29-300-003-0000	-	EX
885	17-29-300-006-8001	-	EX
886	17-29-300-006-8002	56.491	
887	17-29-300-007-8001	-	EX
888	17-29-300-007-8002	28.075	
889	17-29-301-002-0000	-	EX
890	17-29-301-003-0000	35.415	
891	17-29-301-004-0000	-	EX
892	17-29-301-005-0000	17.526	
893	17-29-301-006-0000	-	EX
894	17-29-301-008-0000	59.307	
895	17-29-301-009-0000	239.013	
896	17-29-301-011-0000	93.199	
897	17-29-301-012-0000	577.247	
898	17-29-302-001-0000	169.743	
899	17-29-302-002-0000	698.848	
900	17-29-302-003-0000	132.631	
901	17-29-302-004-0000	102.946	
902	17-29-302-005-0000	117.009	
903	17-29-303-001-0000	225.821	
904	17-29-304-001-0000	4.301	
905	17-29-308-003-0000	575.674	
906	17-29-309-035-0000	81.737	
907	17-29-309-036-0000	826.076	
908	17-29-310-001-0000	407.571	
909	17-29-310-002-0000	619.384	
910	17-29-310-048-0000	314	
911	17-29-310-049-0000	-	RR
912	17-29-310-050-0000	-	RR
913	17-29-400-001-0000	70.724	
914	17-29-400-002-0000	284.856	
915	17-29-400-007-0000	155.781	
916	17-29-400-008-0000	112.710	
917	17-29-400-010-0000	80.097	
918	17-29-400-011-0000	805.519	
919	17-29-402-001-0000	603.016	
920	17-29-402-007-0000	1.007	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
921	17-29-402-008-0000	966	
922	17-29-402-009-0000	17,005	
923	17-29-402-010-0000	14,500	
924	17-29-402-011-0000	4,153	
925	17-29-402-012-0000	6,378	
926	17-29-402-013-0000	704	
927	17-29-402-014-0000	704	
928	17-29-402-015-0000	2,016	
929	17-29-402-016-0000	-	RR
930	17-29-402-021-0000	-	EX
931	17-29-402-022-0000	-	EX
932	17-29-402-023-0000	-	EX
933	17-29-402-024-0000	-	EX
934	17-29-402-030-0000	-	EX
935	17-29-402-031-0000	-	EX
936	17-29-402-032-0000	-	EX
937	17-29-402-033-0000	-	RR
938	17-29-402-034-0000	-	RR
939	17-29-402-035-0000	-	EX
940	17-29-403-005-0000	1,136	
941	17-29-403-006-0000	1,136	
942	17-29-403-007-0000	966	
943	17-29-403-008-0000	966	
944	17-29-403-009-0000	966	
945	17-29-403-010-0000	966	
946	17-29-403-011-0000	966	
947	17-29-403-012-0000	966	
948	17-29-403-013-0000	2,016	
949	17-29-403-014-0000	-	EX
950	17-29-403-015-0000	-	EX
951	17-29-403-016-0000	-	EX
952	17-29-403-017-0000	-	EX
953	17-29-403-018-0000	-	EX
954	17-29-403-019-0000	-	EX
955	17-29-403-020-0000	-	EX
956	17-29-403-029-0000	1,069	
957	17-29-403-030-0000	1,069	
958	17-29-403-031-0000	1,069	
959	17-29-403-032-0000	1,069	
960	17-29-403-033-0000	1,069	
961	17-29-403-034-0000	1,069	
962	17-29-403-035-0000	1,069	
963	17-29-403-036-0000	1,069	
964	17-29-403-041-0000	-	EX
965	17-29-403-042-0000	-	EX
966	17-29-403-043-0000	-	EX

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
967	17-29-403-044-0000	-	EX
968	17-29-403-048-0000	-	EX
969	17-29-403-049-0000	3,346	
970	17-29-403-050-0000	-	EX
971	17-29-403-051-0000	-	EX
972	17-29-403-052-0000	-	RR
973	17-29-403-053-0000	-	RR
974	17-29-404-001-0000	1,242	
975	17-29-404-002-0000	1,242	
976	17-29-404-003-0000	1,242	
977	17-29-404-004-0000	1,491	
978	17-29-404-016-0000	-	EX
979	17-29-404-017-0000	-	EX
980	17-29-404-018-0000	-	EX
981	17-29-404-021-0000	-	EX
982	17-29-404-022-0000	1,799	
983	17-29-404-023-0000	10,309	
984	17-29-404-024-0000	7,933	
985	17-29-404-025-0000	413	
986	17-29-404-026-0000	-	EX
987	17-29-404-028-0000	7,654	
988	17-29-404-029-0000	3,598	
989	17-29-404-030-0000	5,211	
990	17-29-404-031-0000	-	EX
991	17-29-404-032-0000	-	RR
992	17-29-405-001-0000	312,126	
993	17-29-405-008-0000	694,592	
994	17-29-405-010-0000	50,460	
995	17-29-405-011-0000	-	RR
996	17-29-405-012-0000	7,987	
997	17-29-405-013-0000	25,937	
998	17-29-405-014-0000	-	RR
999	17-29-405-015-8001	-	EX
1000	17-29-405-015-8002	8,781	
1001	17-29-405-017-0000	70,244	
1002	17-29-405-018-0000	-	EX
1003	17-29-405-019-0000	420	
1004	17-29-405-020-0000	-	EX
1005	17-29-405-021-0000	5,231	
1006	17-29-406-001-0000	286,996	
1007	17-29-406-002-0000	-	EX
1008	17-29-407-002-0000	-	RR
1009	17-29-407-003-0000	-	RR
1010	17-29-407-005-0000	-	RR
1011	17-29-407-006-0000	-	EX
1012	17-29-407-007-0000	-	EX

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1013	17-29-407-008-0000	3,131	
1014	17-29-407-009-0000	6,264	
1015	17-29-407-010-0000	3,131	
1016	17-29-407-011-0000	3,131	
1017	17-29-407-012-0000	3,131	
1018	17-29-407-013-0000	3,131	
1019	17-29-407-014-0000	3,172	
1020	17-29-407-015-0000	3,030	
1021	17-29-407-017-0000	-	RR
1022	17-29-407-018-0000	12,247	
1023	17-29-407-019-0000	-	RR
1024	17-29-407-020-0000	-	RR
1025	17-29-407-021-0000	16,736	
1026	17-29-414-001-0000	18,119	
1027	17-29-414-002-0000	2,935	
1028	17-29-414-003-0000	21,922	
1029	17-29-414-004-0000	18,905	
1030	17-29-414-005-0000	33,345	
1031	17-29-414-030-0000	16,428	
1032	17-29-414-031-0000	65,283	
1033	17-29-414-032-0000	145,455	
1034	17-29-414-069-0000	-	EX
1035	17-29-415-001-0000	693	
1036	17-29-415-002-0000	56,521	
1037	17-29-415-003-0000	56,482	
1038	17-29-415-004-0000	27,322	
1039	17-29-415-005-0000	-	EX
1040	17-29-416-011-0000	96,827	
1041	17-29-416-012-0000	112,319	
1042	17-29-416-013-0000	748,312	
1043	17-29-416-014-0000	-	EX
1044	17-29-416-016-0000	-	EX
1045	17-29-416-017-0000	26,802	
1046	17-29-416-018-0000	46,709	
1047	17-29-417-003-0000	305,905	
1048	17-29-417-004-0000	437	
1049	17-29-417-018-0000	3,413	
1050	17-29-417-019-0000	4,200	
1051	17-29-500-001-0000	-	RR
1052	17-29-500-002-0000	-	RR
1053	17-29-500-018-0000	-	RR
1054	17-29-500-024-0000	-	RR
1055	17-29-500-025-0000	-	RR
1056	17-29-500-026-0000	-	RR
1057	17-29-500-027-0000	-	RR
1058	17-29-500-030-0000	-	EX

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1059	17-29-500-031-0000	-	RR
1060	17-29-500-032-0000	-	RR
1061	17-29-500-033-0000	-	RR
1062	17-30-112-027-0000	35,572	
1063	17-30-112-028-0000	25,577	
1064	17-30-112-029-0000	21,633	
1065	17-30-112-030-0000	24,179	
1066	17-30-112-031-0000	21,562	
1067	17-30-112-032-0000	23,557	
1068	17-30-112-033-0000	23,873	
1069	17-30-112-034-0000	41,917	
1070	17-30-112-037-0000	-	EX
1071	17-30-112-039-0000	-	EX
1072	17-30-112-040-0000	-	EX
1073	17-30-115-040-0000	81,638	
1074	17-30-115-041-0000	6,533	
1075	17-30-115-042-0000	28,338	
1076	17-30-115-043-0000	32,643	
1077	17-30-115-044-0000	16,706	
1078	17-30-115-045-0000	54,309	
1079	17-30-115-046-0000	25,485	
1080	17-30-115-047-0000	20,803	
1081	17-30-115-048-0000	22,348	
1082	17-30-115-049-0000	22,573	
1083	17-30-116-001-0000	99,439	
1084	17-30-116-007-0000	44,116	
1085	17-30-116-008-0000	12,846	
1086	17-30-116-009-0000	20,882	
1087	17-30-116-010-0000	35,221	
1088	17-30-116-011-0000	13,960	
1089	17-30-116-012-0000	20,050	
1090	17-30-116-013-0000	25,541	
1091	17-30-116-014-0000	17,612	
1092	17-30-116-015-0000	33,672	
1093	17-30-116-016-0000	16,717	
1094	17-30-116-017-0000	22,625	
1095	17-30-116-018-0000	42,145	
1096	17-30-119-034-0000	22,173	
1097	17-30-119-035-0000	16,867	
1098	17-30-119-036-0000	17,876	
1099	17-30-119-037-0000	16,831	
1100	17-30-119-038-0000	12,499	
1101	17-30-119-039-0000	52,708	
1102	17-30-119-040-0000	20,319	
1103	17-30-119-041-0000	14,690	
1104	17-30-119-042-0000	2,158	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1105	17-30-120-025-0000	19,527	
1106	17-30-120-026-0000	10,972	
1107	17-30-120-027-0000	30,838	
1108	17-30-120-028-0000	17,993	
1109	17-30-120-031-0000	25,952	
1110	17-30-120-032-0000	7,671	
1111	17-30-120-033-0000	7,671	
1112	17-30-120-034-0000	1,289	
1113	17-30-120-035-0000	8,084	
1114	17-30-120-036-0000	51,357	
1115	17-30-121-020-0000	499	
1116	17-30-121-021-0000	52,889	
1117	17-30-121-027-0000	24,544	
1118	17-30-121-028-0000	3,871	
1119	17-30-121-029-0000	7,137	
1120	17-30-121-030-0000	28,443	
1121	17-30-121-035-0000	-	EX
1122	17-30-121-036-0000	101,769	
1123	17-30-122-001-0000	12,452	
1124	17-30-122-002-0000	805	
1125	17-30-122-003-0000	1,934	
1126	17-30-122-004-0000	1,934	
1127	17-30-122-005-0000	1,934	
1128	17-30-122-006-0000	1,934	
1129	17-30-122-007-0000	1,934	
1130	17-30-122-008-0000	1,934	
1131	17-30-122-009-0000	1,934	
1132	17-30-122-010-0000	3,871	
1133	17-30-122-011-0000	1,934	
1134	17-30-122-012-0000	1,934	
1135	17-30-122-013-0000	321	
1136	17-30-122-014-0000	71,015	
1137	17-30-122-015-0000	62,068	
1138	17-30-122-016-0000	62,068	
1139	17-30-122-017-0000	5,547	
1140	17-30-122-018-0000	2,356	
1141	17-30-122-019-0000	35,329	
1142	17-30-122-020-0000	3,828	
1143	17-30-122-021-0000	56,702	
1144	17-30-122-022-0000	119,749	
1145	17-30-122-023-0000	-	EX
1146	17-30-122-024-0000	-	EX
1147	17-30-122-025-0000	-	EX
1148	17-30-122-026-0000	-	EX
1149	17-30-122-027-0000	-	EX
1150	17-30-123-026-0000	20,794	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1151	17-30-123-027-0000	41,601	
1152	17-30-123-028-0000	23,501	
1153	17-30-123-029-0000	13,117	
1154	17-30-123-030-0000	2,576	
1155	17-30-123-031-0000	24,009	
1156	17-30-123-032-0000	2,410	
1157	17-30-123-034-0000	19,914	
1158	17-30-123-035-0000	2,903	
1159	17-30-123-036-0000	2,903	
1160	17-30-123-039-0000	18,507	
1161	17-30-123-040-0000	19,548	
1162	17-30-123-041-0000	17,928	
1163	17-30-123-042-0000	2,903	
1164	17-30-123-043-0000	16,587	
1165	17-30-123-044-0000	20,538	
1166	17-30-123-045-0000	15,626	
1167	17-30-123-046-0000	17,795	
1168	17-30-123-047-0000	19,987	
1169	17-30-123-048-0000	19,774	
1170	17-30-123-049-0000	17,052	
1171	17-30-123-050-0000	17,455	
1172	17-30-123-051-0000	10,064	
1173	17-30-123-052-0000	65,657	
1174	17-30-123-053-0000	12,669	
1175	17-30-123-054-0000	11,753	
1176	17-30-124-026-0000	24,516	
1177	17-30-124-027-0000	33,093	
1178	17-30-124-028-0000	26,589	
1179	17-30-124-029-0000	38,033	
1180	17-30-124-030-0000	38,033	
1181	17-30-124-031-0000	38,033	
1182	17-30-124-032-0000	38,033	
1183	17-30-124-033-0000	38,033	
1184	17-30-124-034-0000	38,033	
1185	17-30-124-035-0000	26,085	
1186	17-30-124-036-0000	146,542	
1187	17-30-124-037-0000	28,564	
1188	17-30-124-038-0000	15,071	
1189	17-30-124-039-0000	15,363	
1190	17-30-124-040-0000	21,614	
1191	17-30-124-041-0000	60,329	
1192	17-30-125-001-0000	419,297	
1193	17-30-126-001-0000	129,808	
1194	17-30-126-003-0000	198,882	
1195	17-30-126-004-0000	16,450	
1196	17-30-202-021-0000	48,310	

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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1197	17-30-202-022-0000	19,019	
1198	17-30-202-023-0000	18,569	
1199	17-30-202-024-0000	22,365	
1200	17-30-202-025-0000	2,903	
1201	17-30-202-026-0000	25,730	
1202	17-30-202-027-0000	2,903	
1203	17-30-202-028-0000	2,903	
1204	17-30-202-029-0000	2,903	
1205	17-30-202-030-0000	13,870	
1206	17-30-202-031-0000	20,155	
1207	17-30-202-032-0000	18,533	
1208	17-30-202-033-0000	2,903	
1209	17-30-202-034-0000	19,725	
1210	17-30-202-037-0000	2,903	
1211	17-30-202-038-0000	2,903	
1212	17-30-202-039-0000	21,947	
1213	17-30-202-040-0000	20,624	
1214	17-30-202-041-0000	23,365	
1215	17-30-202-042-0000	2,903	
1216	17-30-202-043-0000	2,903	
1217	17-30-202-044-0000	-	EX
1218	17-30-202-045-0000	19,938	
1219	17-30-202-046-0000	33,461	
1220	17-30-202-047-0000	5,805	
1221	17-30-203-001-0000	3,871	
1222	17-30-203-002-0000	15,185	
1223	17-30-203-003-0000	16,011	
1224	17-30-203-004-0000	33,429	
1225	17-30-203-005-0000	10,616	
1226	17-30-203-006-0000	65,842	
1227	17-30-203-007-0000	23,873	
1228	17-30-203-008-0000	22,535	
1229	17-30-203-009-0000	30,128	
1230	17-30-203-010-0000	3,845	
1231	17-30-203-011-0000	21,924	
1232	17-30-203-012-0000	20,650	
1233	17-30-203-013-0000	4,510	
1234	17-30-203-014-0000	7,791	
1235	17-30-203-015-0000	37,459	
1236	17-30-203-016-0000	13,760	
1237	17-30-203-017-0000	48,983	
1238	17-30-203-018-0000	56,794	
1239	17-30-203-019-0000	47,101	
1240	17-30-203-020-0000	36,149	
1241	17-30-203-021-0000	35,675	
1242	17-30-203-022-0000	35,479	

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Pilsen Redevelopment Project Area.
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Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1243	17-30-204-021-0000	-	EX
1244	17-30-204-022-0000	-	EX
1245	17-30-206-045-0000	42,619	
1246	17-30-206-046-0000	4,839	
1247	17-30-206-047-0000	17,084	
1248	17-30-206-048-0000	36,019	
1249	17-30-206-049-0000	25,037	
1250	17-30-206-054-0000	53,685	
1251	17-30-206-055-0000	48,717	
1252	17-30-206-056-0000	39,684	
1253	17-30-206-057-0000	30,875	
1254	17-30-206-058-0000	30,875	
1255	17-30-206-059-0000	78,886	
1256	17-30-206-060-0000	41,097	
1257	17-30-206-061-0000	53,465	
1258	17-30-206-062-0000	53,465	
1259	17-30-206-063-0000	53,465	
1260	17-30-206-064-0000	53,465	
1261	17-30-206-065-0000	30,285	
1262	17-30-206-066-0000	116,170	
1263	17-30-206-069-0000	168,560	
1264	17-30-207-001-0000	11,806	
1265	17-30-207-002-0000	725	
1266	17-30-207-003-0000	11,456	
1267	17-30-207-004-0000	11,303	
1268	17-30-207-005-0000	18,072	
1269	17-30-207-006-0000	27,200	
1270	17-30-207-007-0000	719	
1271	17-30-207-008-0000	9,209	
1272	17-30-207-021-0000	3,731	
1273	17-30-207-022-0000	18,397	
1274	17-30-207-023-0000	2,903	
1275	17-30-207-024-0000	6,337	
1276	17-30-207-025-0000	28,749	
1277	17-30-207-026-0000	2,903	
1278	17-30-207-027-0000	52,035	
1279	17-30-207-028-0000	95,789	
1280	17-30-207-032-0000	71,019	
1281	17-30-207-033-0000	2,111	
1282	17-30-207-034-0000	21,704	
1283	17-30-207-035-0000	21,711	
1284	17-30-207-036-0000	2,111	
1285	17-30-207-037-0000	33,186	
1286	17-30-207-038-0000	20,568	
1287	17-30-207-039-0000	2,685	
1288	17-30-207-040-0000	18,563	

(Sub)Exhibit III.

(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

1996 Equalized Assessed Valuation By Tax Parcel.

Pilsen Redevelopment Project Area.
(Page 29 of 33)

Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1289	17-30-207-041-0000	17,788	
1290	17-30-207-042-0000	19,144	
1291	17-30-207-043-0000	101,735	
1292	17-30-208-001-0000	772,916	
1293	17-30-208-002-0000	232,364	
1294	17-30-208-003-0000	323,413	
1295	17-30-208-004-0000	90,787	
1296	17-30-208-005-0000	171,148	
1297	17-30-208-006-0000	125,786	
1298	17-30-208-008-0000	53,881	
1299	17-30-208-009-0000	464,802	
1300	17-30-209-003-0000	21,616	
1301	17-30-209-007-0000	252,433	
1302	17-30-209-008-0000	45,952	
1303	17-30-209-012-0000	380,397	
1304	17-30-209-013-0000	252,752	
1305	17-30-209-014-0000	287,020	
1306	17-30-209-015-0000	535,659	
1307	17-30-209-016-0000	35,964	
1308	17-30-210-001-0000	422,415	
1309	17-30-210-009-0000	322,557	
1310	17-30-210-010-0000	196,771	
1311	17-30-210-012-0000	-	EX
1312	17-30-210-017-0000	160,704	
1313	17-30-210-018-0000	-	RR
1314	17-30-210-019-0000	18,264	
1315	17-30-210-020-0000	-	EX
1316	17-30-210-027-0000	2,156,524	
1317	17-30-210-032-0000	461,914	
1318	17-30-210-033-0000	-	EX
1319	17-30-210-034-0000	520,427	
1320	17-30-210-035-0000	295,893	
1321	17-30-210-037-0000	-	EX
1322	17-30-210-039-0000	68,945	
1323	17-30-210-041-0000	-	RR
1324	17-30-210-044-0000	46,565	
1325	17-30-210-045-0000	26,795	
1326	17-30-210-046-0000	308,321	
1327	17-30-210-047-0000	231,751	
1328	17-30-210-049-0000	19,419	
1329	17-30-210-050-0000	8,241	
1330	17-30-210-052-0000	273,914	
1331	17-30-210-056-0000	434,318	
1332	17-30-210-057-0000	173,750	
1333	17-30-210-058-0000	1,383,827	
1334	17-30-210-059-0000	681,304	

(Sub)Exhibit III.
 (To Amended Pilsen Tax Increment Financing
 Redevelopment Project And Plan)

1996 Equalized Assessed Valuation By Tax Parcel.

Pilsen Redevelopment Project Area.
 (Page 30 of 33)

Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1335	17-30-210-060-0000	414,084	
1336	17-30-210-061-0000	-	RR
1337	17-30-210-062-0000	28,749	
1338	17-30-300-002-0000	-	RR
1339	17-30-300-003-0000	-	EX
1340	17-30-300-007-0000	554,405	
1341	17-30-300-011-0000	682,666	
1342	17-30-300-012-0000	185,834	
1343	17-30-300-013-0000	1,934,903	
1344	17-30-300-019-0000	1,276,644	
1345	17-30-300-021-0000	39,497	
1346	17-30-300-022-0000	784,757	
1347	17-30-300-024-0000	80,807	
1348	17-30-300-025-0000	419,239	
1349	17-30-300-027-0000	575,580	
1350	17-30-300-029-0000	700,064	
1351	17-30-300-030-0000	2,670	
1352	17-30-300-032-0000	5,095	
1353	17-30-300-035-0000	632,339	
1354	17-30-300-036-0000	1,361,611	
1355	17-30-300-037-0000	162,761	
1356	17-30-300-038-0000	18,599	
1357	17-30-300-039-0000	1,597	
1358	17-30-300-041-0000	33,136	
1359	17-30-300-042-0000	683,492	
1360	17-30-300-043-0000	3,129	
1361	17-30-300-045-0000	53,870	
1362	17-30-300-047-0000	-	EX
1363	17-30-300-048-0000	-	RR
1364	17-30-300-049-0000	-	RR
1365	17-30-300-050-0000	-	EX
1366	17-30-300-052-0000	-	EX
1367	17-30-300-053-0000	373,146	
1368	17-30-300-054-0000	-	EX
1369	17-30-300-055-0000	-	RR
1370	17-30-300-056-0000	13,577	
1371	17-30-300-057-0000	17,470	
1372	17-30-301-002-0000	-	EX
1373	17-30-301-004-0000	-	RR
1374	17-30-301-005-0000	-	RR
1375	17-30-301-006-0000	-	RR
1376	17-30-301-009-0000	3,419	
1377	17-30-301-011-0000	26,548	
1378	17-30-301-013-8001	-	EX
1379	17-30-301-013-8002	21,134	
1380	17-30-301-014-8001	-	EX

(Sub)Exhibit III.

(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

1996 Equalized Assessed Valuation By Tax Parcel.

Pilsen Redevelopment Project Area.

(Page 31 of 33)

Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1381	17-30-301-014-8002	8,757	
1382	17-30-301-015-8001	-	EX
1383	17-30-301-015-8002	4	
1384	17-30-301-016-8001	-	EX
1385	17-30-301-016-8002	71,387	
1386	17-30-302-006-0000	154,189	
1387	17-30-302-018-0000	160,579	
1388	17-30-302-025-0000	613,534	
1389	17-30-302-026-0000	162,109	
1390	17-30-302-027-0000	42,365	
1391	17-30-302-028-0000	42,952	
1392	17-30-302-029-0000	79,742	
1393	17-30-302-030-0000	62,789	
1394	17-30-302-031-0000	221,186	
1395	17-30-302-032-0000	58,636	
1396	17-30-302-033-0000	74,158	
1397	17-30-400-003-0000	111,120	
1398	17-30-400-007-0000	-	EX
1399	17-30-400-008-0000	-	RR
1400	17-30-400-009-0000	-	RR
1401	17-30-400-010-8001	-	EX
1402	17-30-400-010-8002	125	
1403	17-30-400-010-8003	113,438	
1404	17-30-401-004-0000	-	RR
1405	17-30-401-005-0000	-	RR
1406	17-30-401-007-6001	-	RR
1407	17-30-401-008-0000	-	EX
1408	17-30-401-010-0000	-	EX
1409	17-30-401-011-0000	-	RR
1410	17-30-401-012-0000	-	EX
1411	17-30-401-013-0000	-	EX
1412	17-30-401-014-0000	-	RR
1413	17-30-500-001-0000	-	RR
1414	17-30-500-002-0000	-	RR
1415	17-30-500-003-0000	-	RR
1416	17-30-500-004-0000	-	RR
1417	17-30-500-005-0000	-	RR
1418	17-30-500-006-0000	-	RR
1419	17-30-502-001-0000	-	RR
1420	17-31-100-001-0000	-	RR
1421	17-31-100-002-0000	-	RR
1422	17-31-100-003-0000	-	RR
1423	17-31-100-004-0000	-	RR
1424	17-31-100-006-0000	213,905	
1425	17-31-100-007-0000	-	EX
1426	17-31-101-001-0000	298,051	

(Sub)Exhibit III.

(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

1996 Equalized Assessed Valuation By Tax Parcel.

Pilsen Redevelopment Project Area.

(Page 32 of 33)

Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1427	17-31-101-006-0000	316,700	
1428	17-31-101-007-0000	18,935	
1429	17-31-101-008-0000	4,497	
1430	17-31-101-009-0000	11,839	
1431	17-31-101-010-0000	30,625	
1432	17-31-101-011-0000	24	
1433	17-31-101-012-0000	62,866	
1434	17-31-101-013-0000	3,679	
1435	17-31-101-014-0000	318,574	
1436	17-31-101-015-0000	-	EX
1437	17-31-101-016-0000	48,353	
1438	17-31-102-007-0000	-	EX
1439	17-31-102-011-0000	-	EX
1440	17-31-102-014-0000	10,014	
1441	17-31-102-015-0000	-	EX
1442	17-31-102-016-0000	612,436	
1443	17-31-102-017-0000	23,957	
1444	17-31-102-018-0000	-	EX
1445	17-31-108-028-0000	268,532	
1446	17-31-200-040-0000	191,321	
1447	17-31-201-019-0000	-	EX
1448	17-31-201-020-0000	212,532	
1449	17-31-202-015-0000	-	EX
1450	17-31-202-016-0000	-	EX
1451	17-31-202-021-0000	-	EX
1452	17-31-202-022-0000	-	EX
1453	17-31-202-023-0000	-	EX
1454	17-31-203-003-0000	4,099	
1455	17-31-203-004-0000	4,099	
1456	17-31-203-005-0000	4,099	
1457	17-31-203-006-0000	3,978	
1458	17-31-203-007-0000	3,978	
1459	17-31-203-008-0000	5,930	
1460	17-31-203-009-0000	5,930	
1461	17-31-203-010-0000	32,923	
1462	17-31-203-011-0000	32,732	
1463	17-31-203-012-0000	131,854	
1464	17-31-203-013-0000	130,838	
1465	17-31-203-014-0000	5,203	

Sub)Exhibit III.

(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

1996 Equalized Assessed Valuation By Tax Parcel.

Pilsen Redevelopment Project Area.
(Page 33 of 33)

Count	PIN	Est. 1996 EAV	Rail Road or Exempt
1466	17-31-203-015-0000	4,080	
1467	17-31-203-016-0000	4,125	
1468	17-31-203-017-0000	4,695	
1469	17-31-203-018-0000	4,695	
1470	17-31-203-019-0000	4,695	
1471	17-31-203-020-0000	4,695	
1472	17-31-203-021-0000	4,889	
1473	17-31-203-022-0000	33,530	
1474	17-31-203-024-0000	8,043	
1475	17-31-203-025-0000	861,457	
1476	17-31-204-043-0000	-	EX
1477	17-31-204-045-0000	15,154	
1478	17-31-207-029-0000	78,731	
1479	17-31-207-030-0000	324,851	
1480	17-31-207-034-0000	43,241	
1481	17-31-207-036-0000	45,803	
1482	17-31-207-037-0000	60,618	
1483	17-31-207-038-0000	9,700	
1484	17-31-207-039-0000	22,395	
1485	17-31-208-008-0000	2,046	
1486	17-31-208-009-0000	67,817	
1487	17-31-208-012-0000	20,211	
1488	17-31-208-013-0000	132,824	
1489	17-31-208-015-0000	69,276	
1490	17-31-208-016-0000	12,082	
1491	17-31-208-017-0000	13,433	
1492	17-31-210-021-0000	193,634	
1493	17-31-210-022-0000	15,479	
1494	17-31-210-023-0000	86,399	
1495	17-31-500-001-0000	-	RR
1496	17-31-501-001-0000	-	RR
1497	17-31-502-002-0000	-	RR
Total Estimated 1996 EAV		114,441,698	

Figure 1.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

Boundary Map.

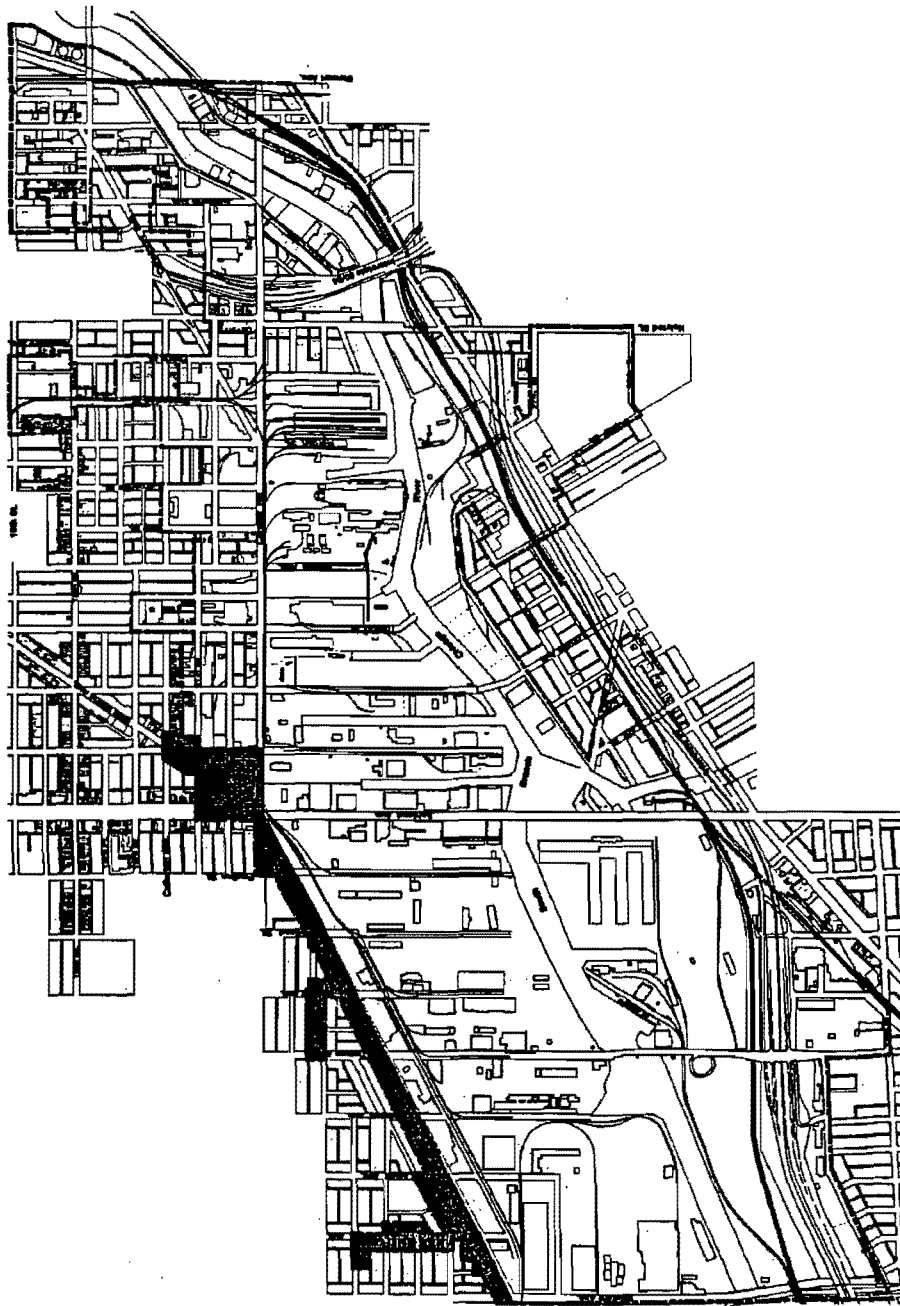


Figure 2.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

Land-Use Plan.

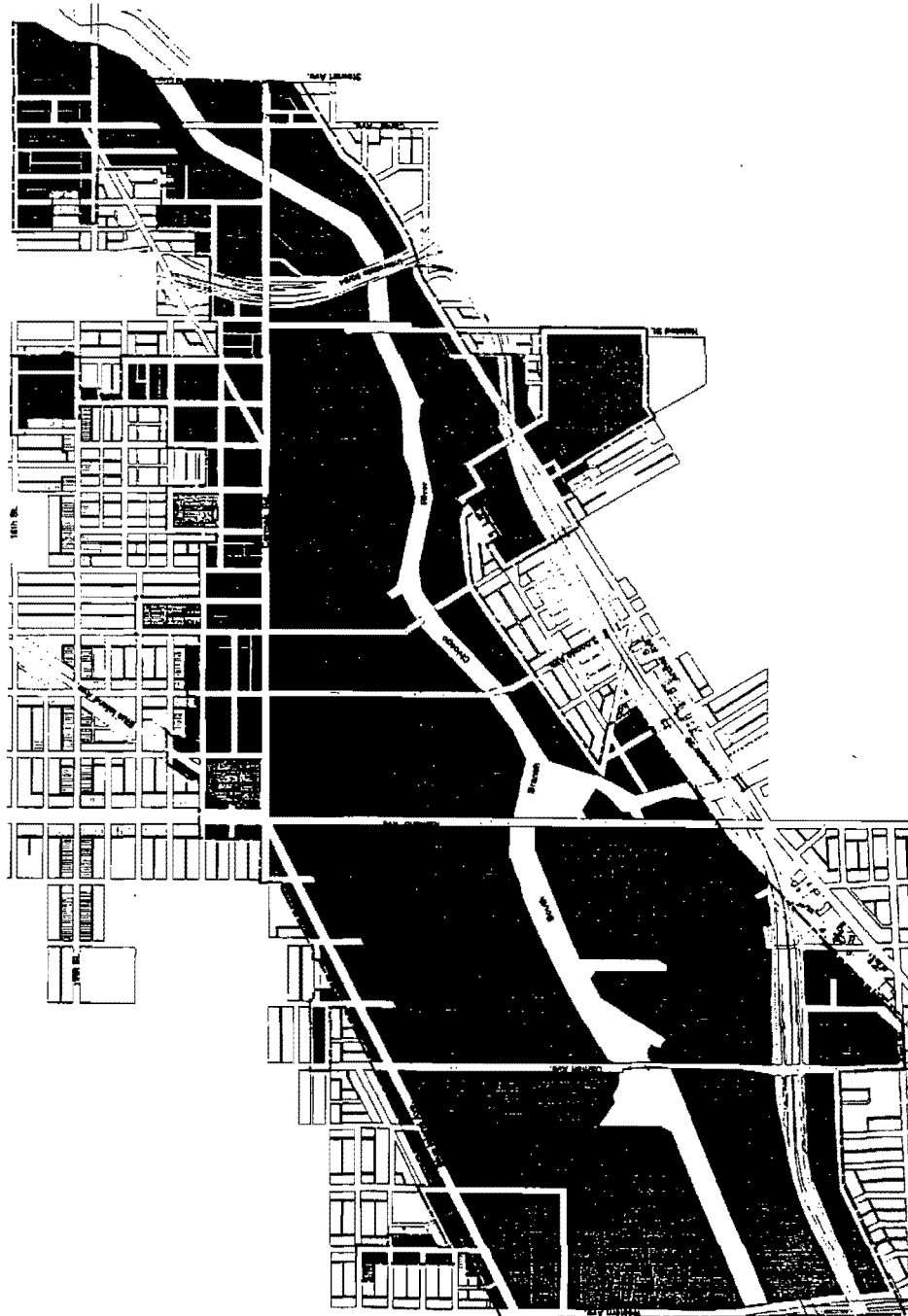


Figure 3.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

Planning Subareas.

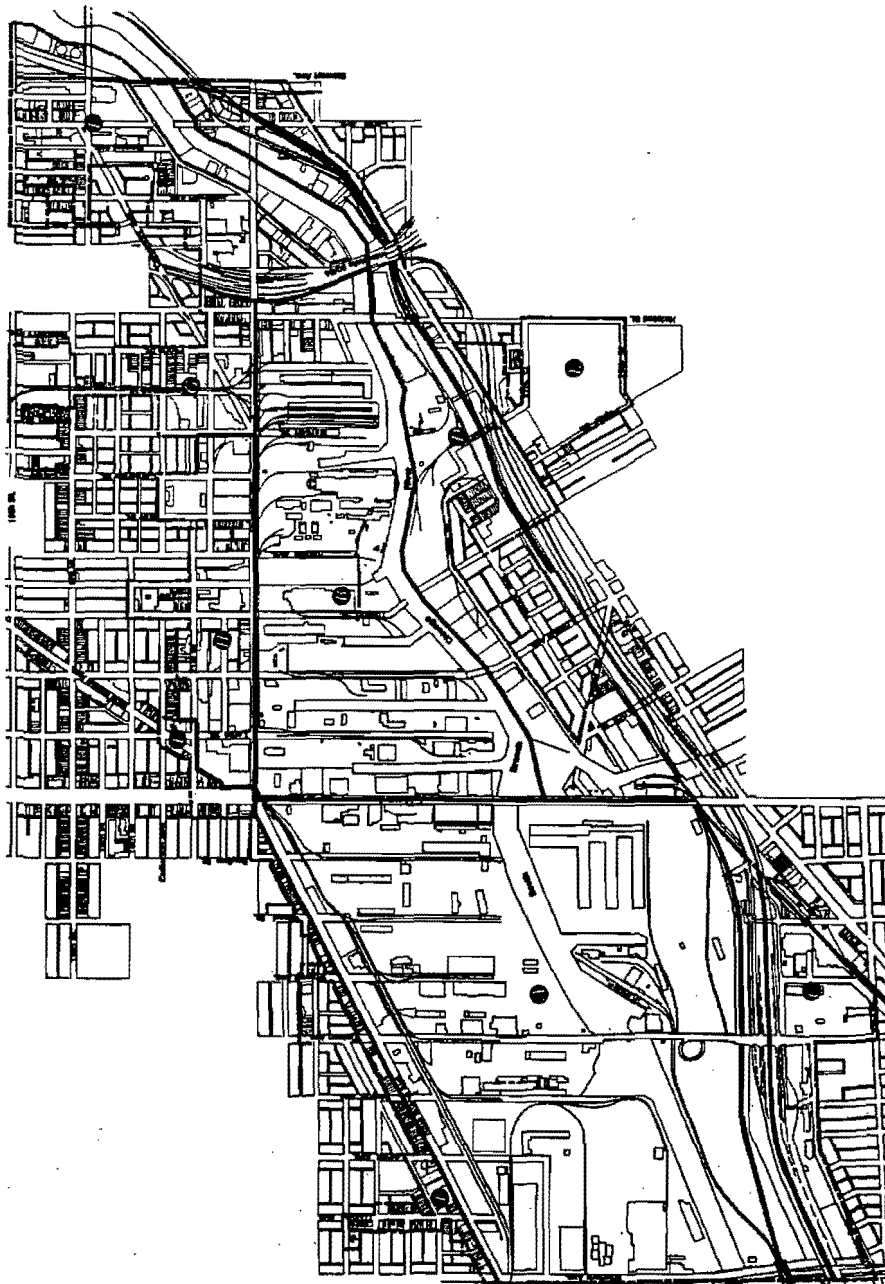


Figure 4.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

Land Acquisition Overview.

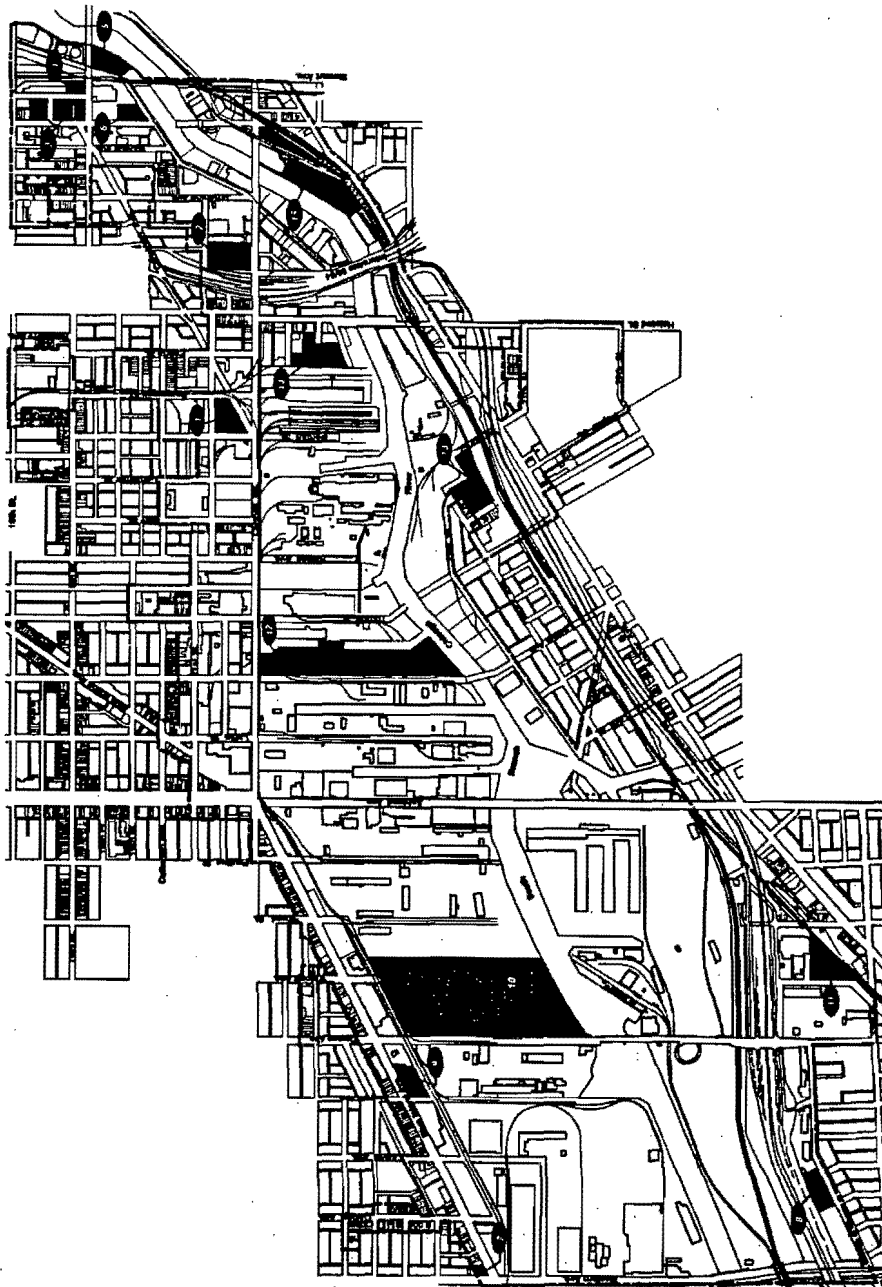
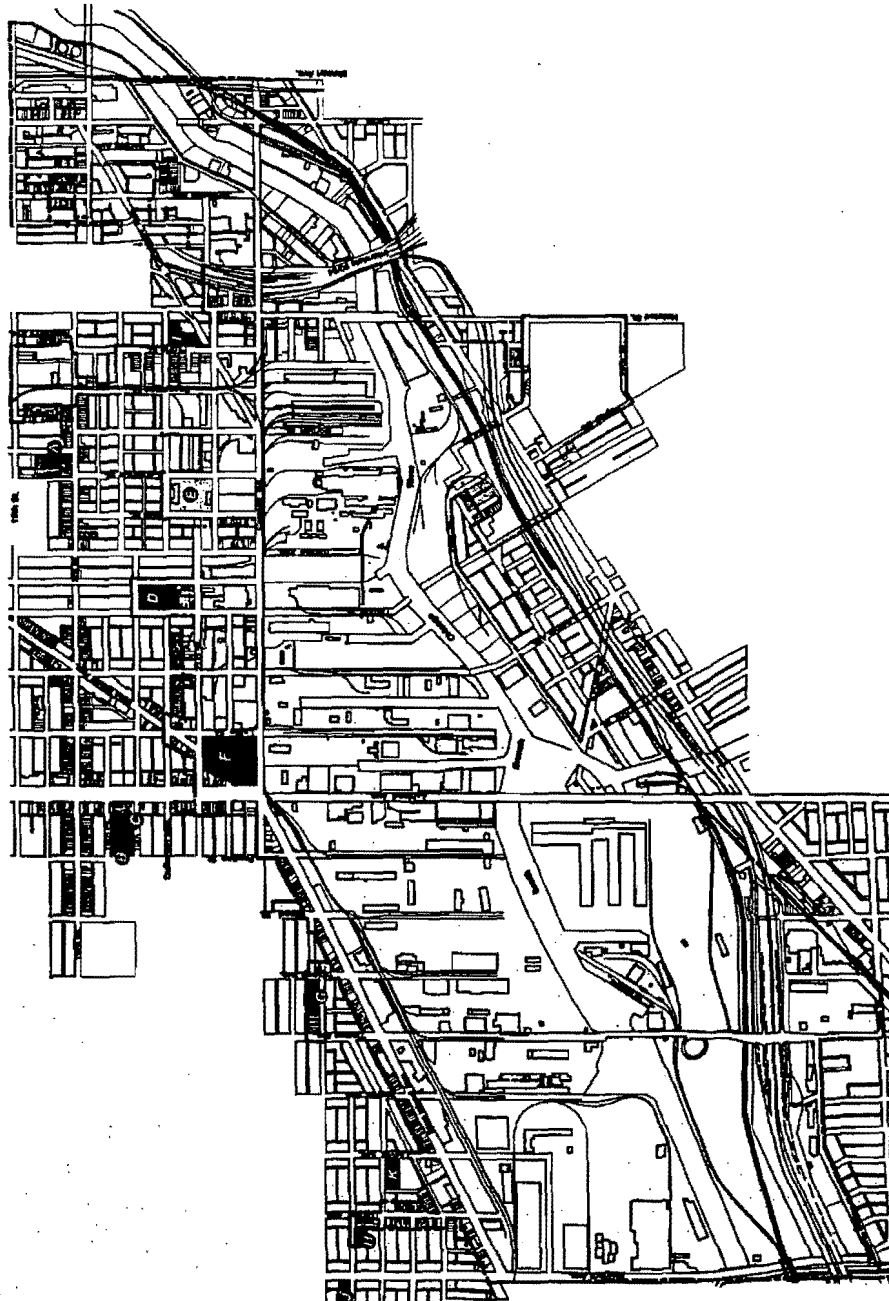


Figure 5.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

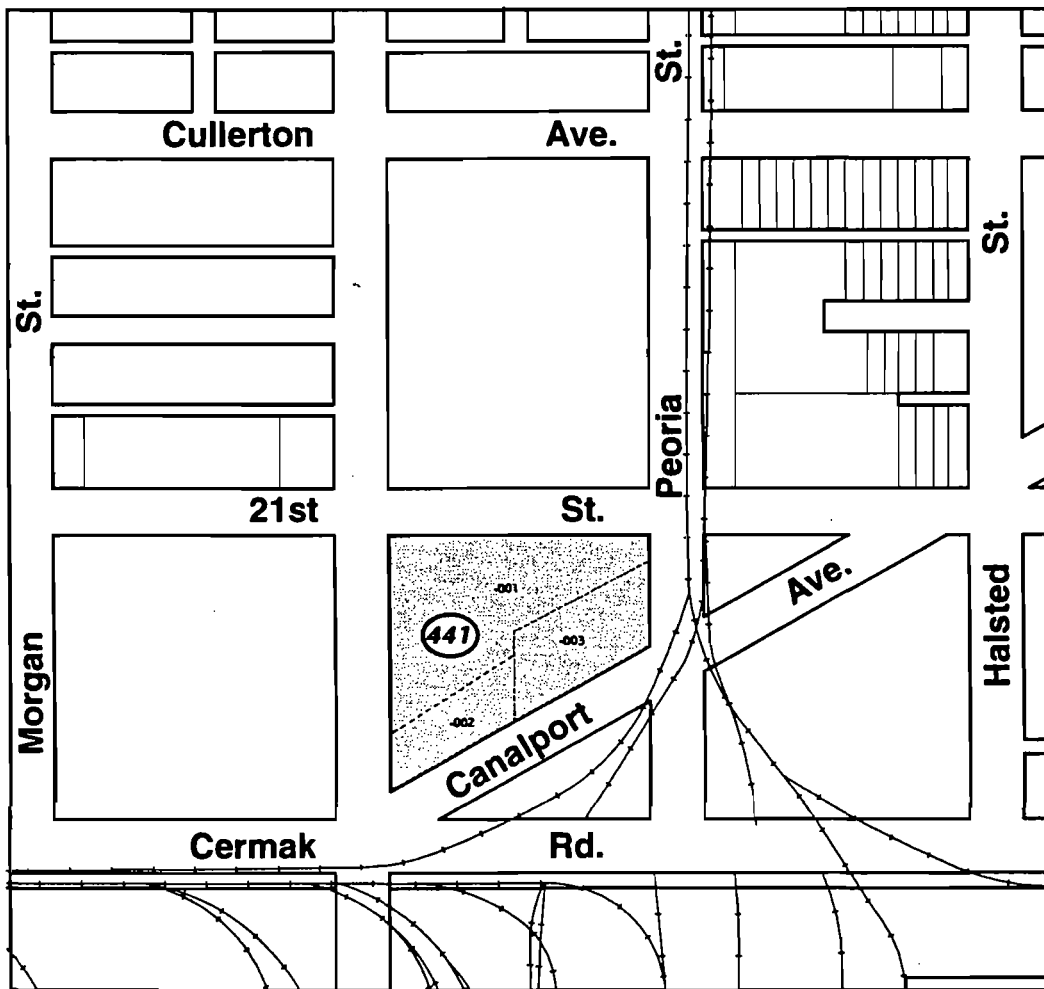
Surrounding Public Schools And Parks.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

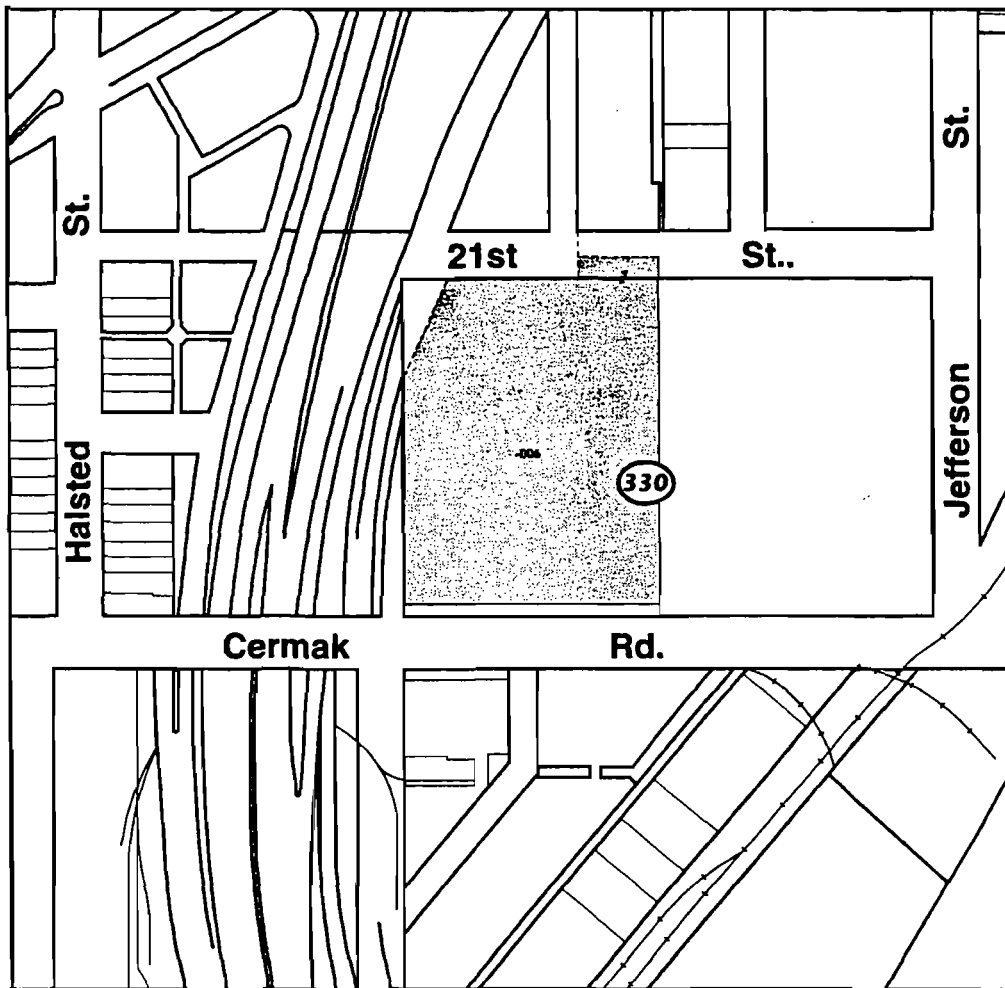
Figure 4A -- Site 1.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

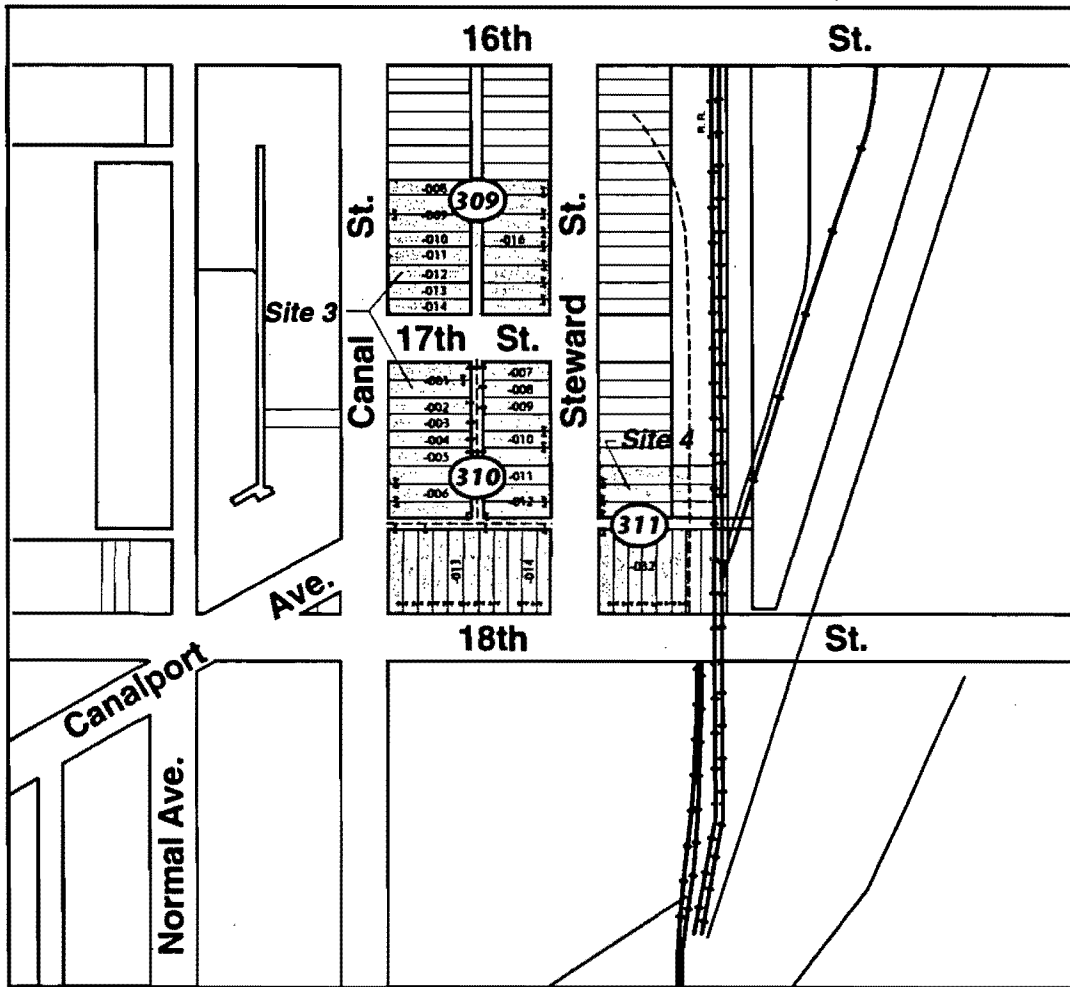
Figure 4B – Site 2.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

Land Acquisition By Block And Parcel
Identification Number.

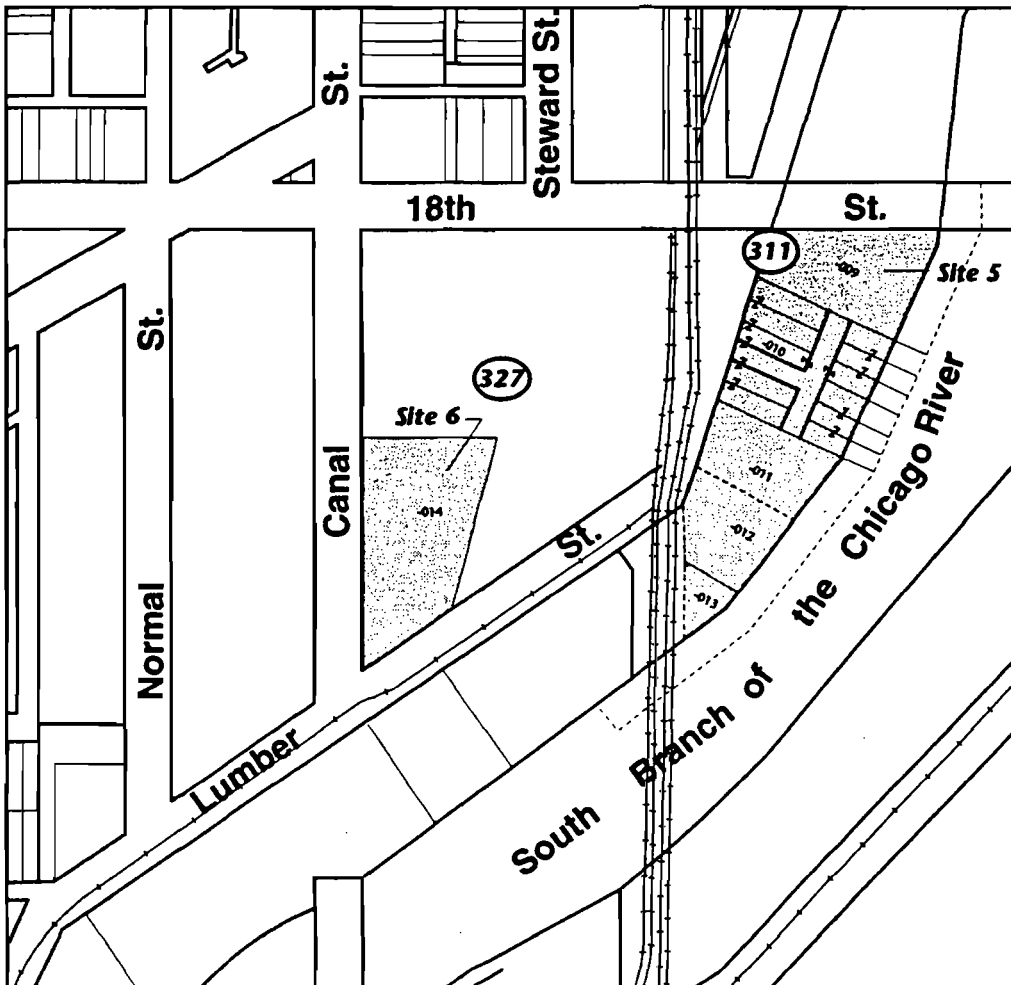
Figure 4C -- Sites 3 And 4.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

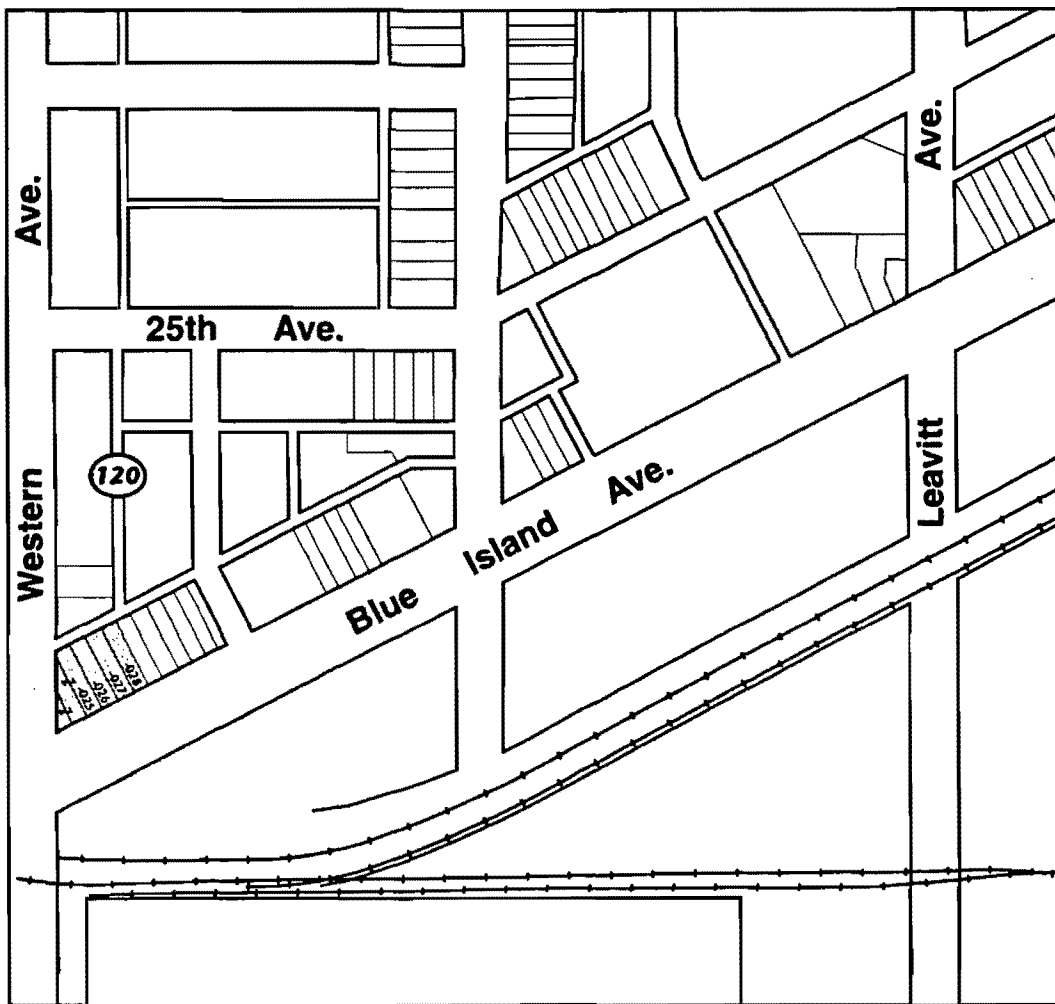
Figure 4D -- Sites 5 And 6.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

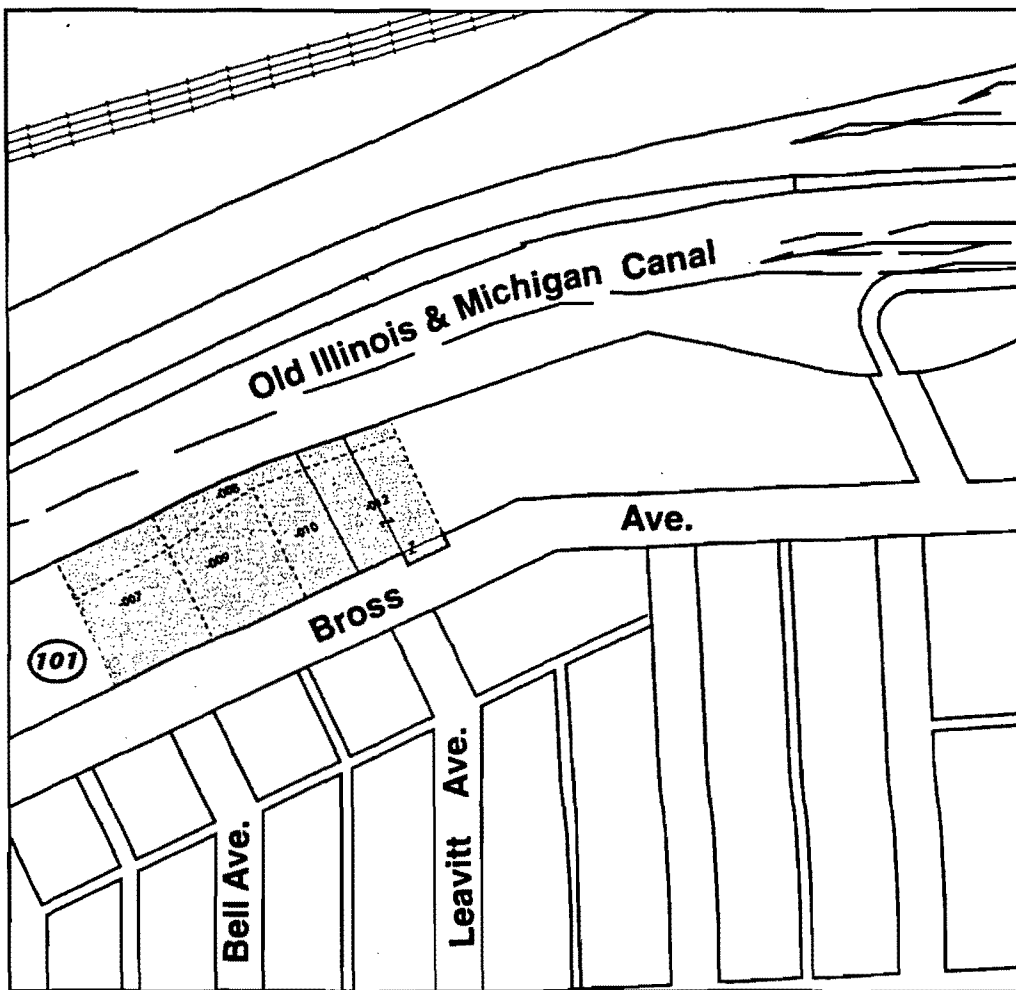
Figure 4E -- Site 7.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

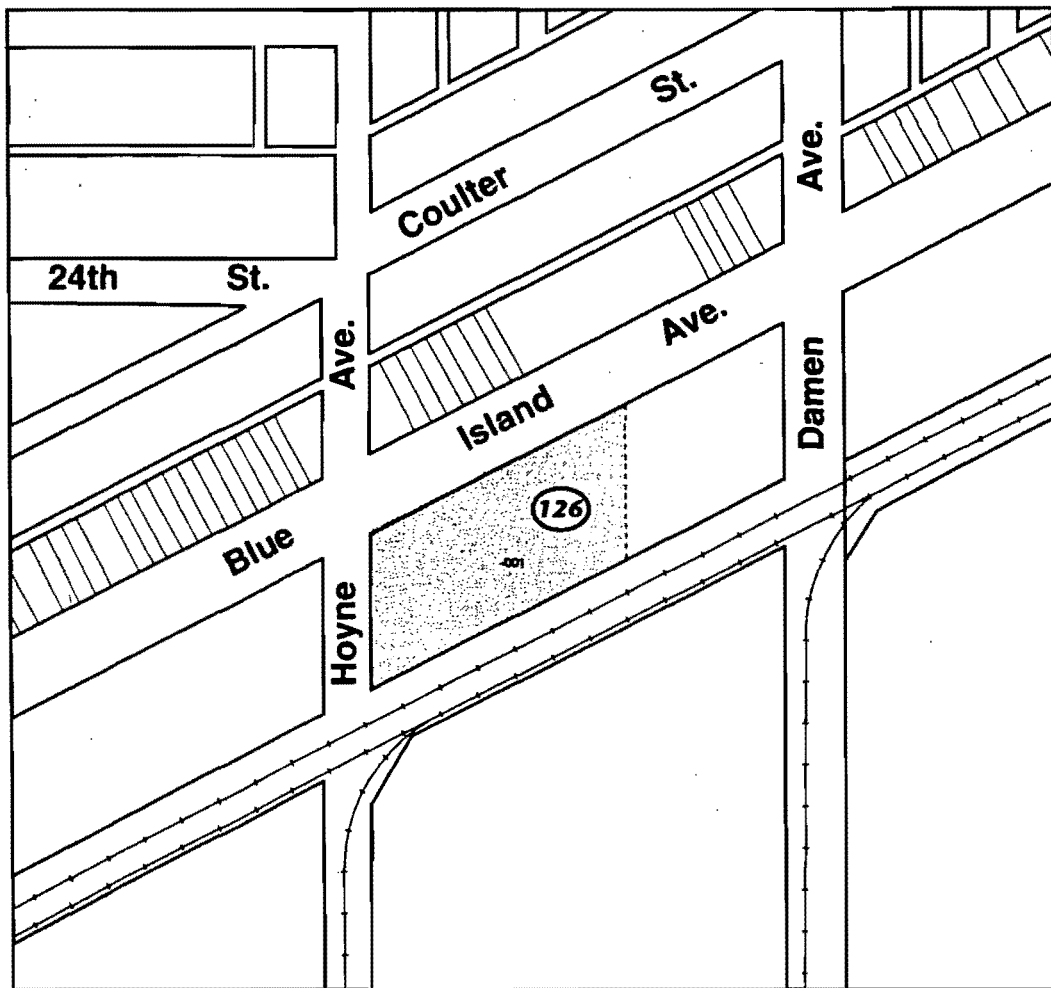
Figure 4F -- Site 8.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

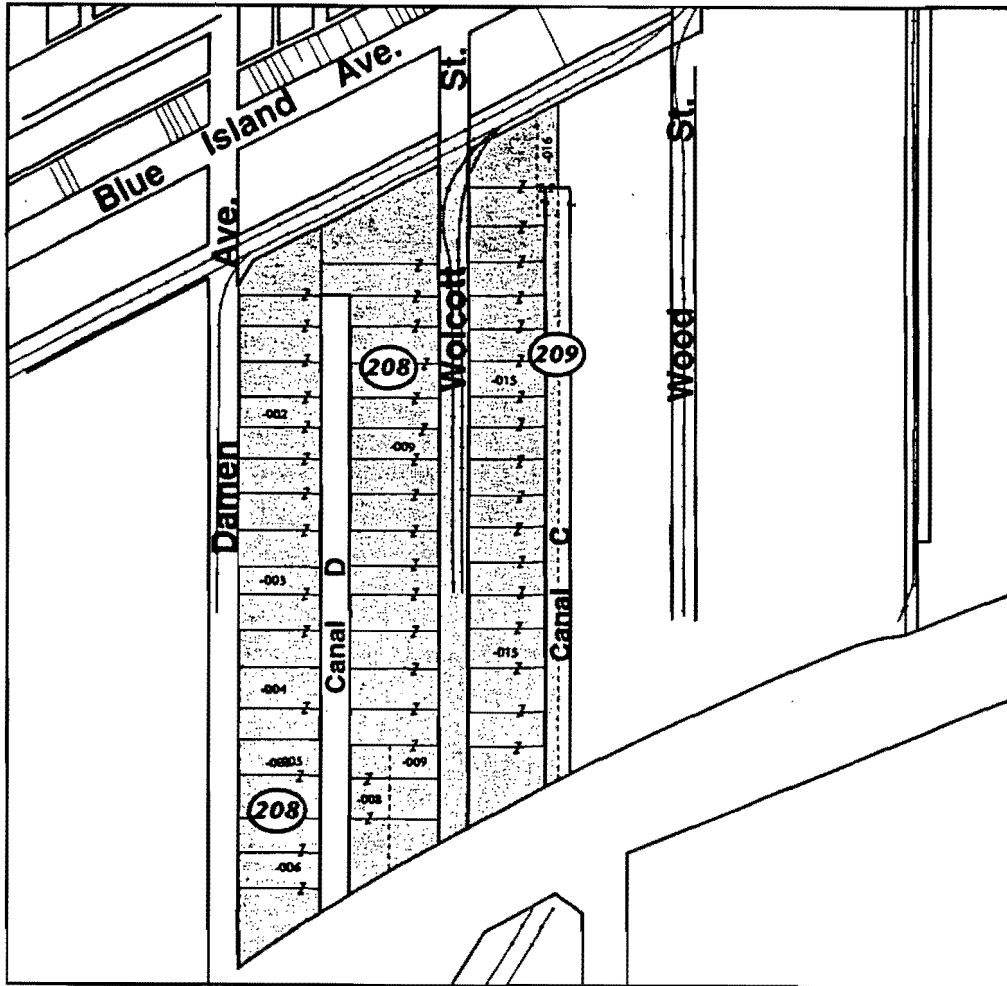
Figure 4G -- Site 9.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

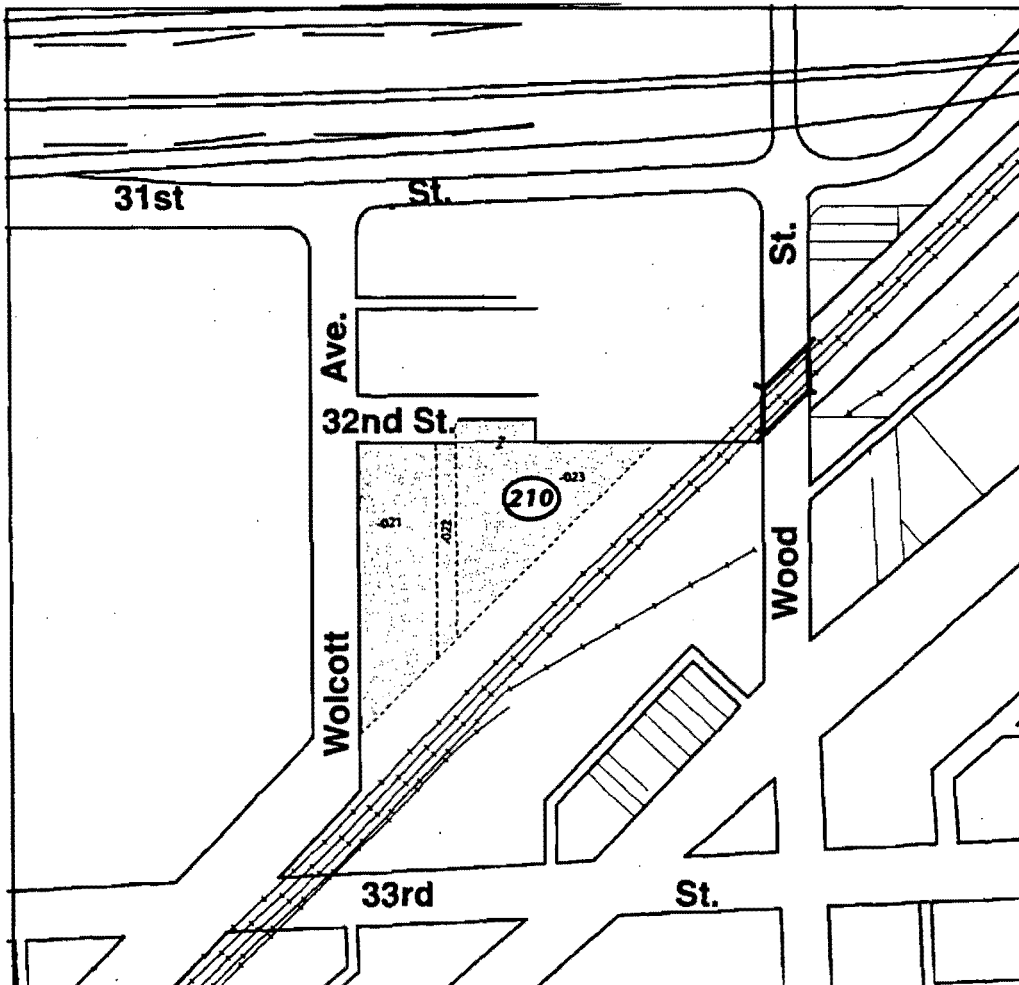
Figure 4H -- Site 10.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

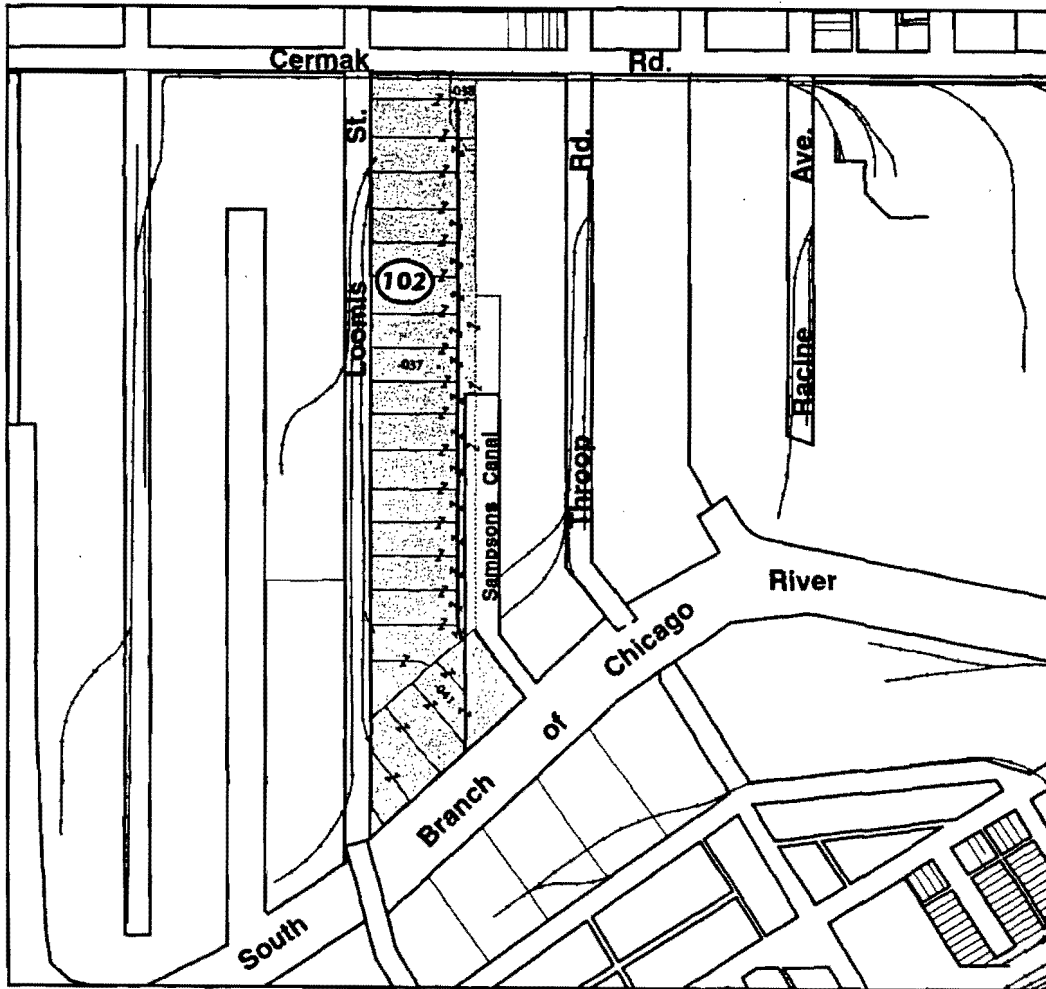
Figure 4I - Site 11.



*(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)*

*Land Acquisition By Block And Parcel
Identification Number.*

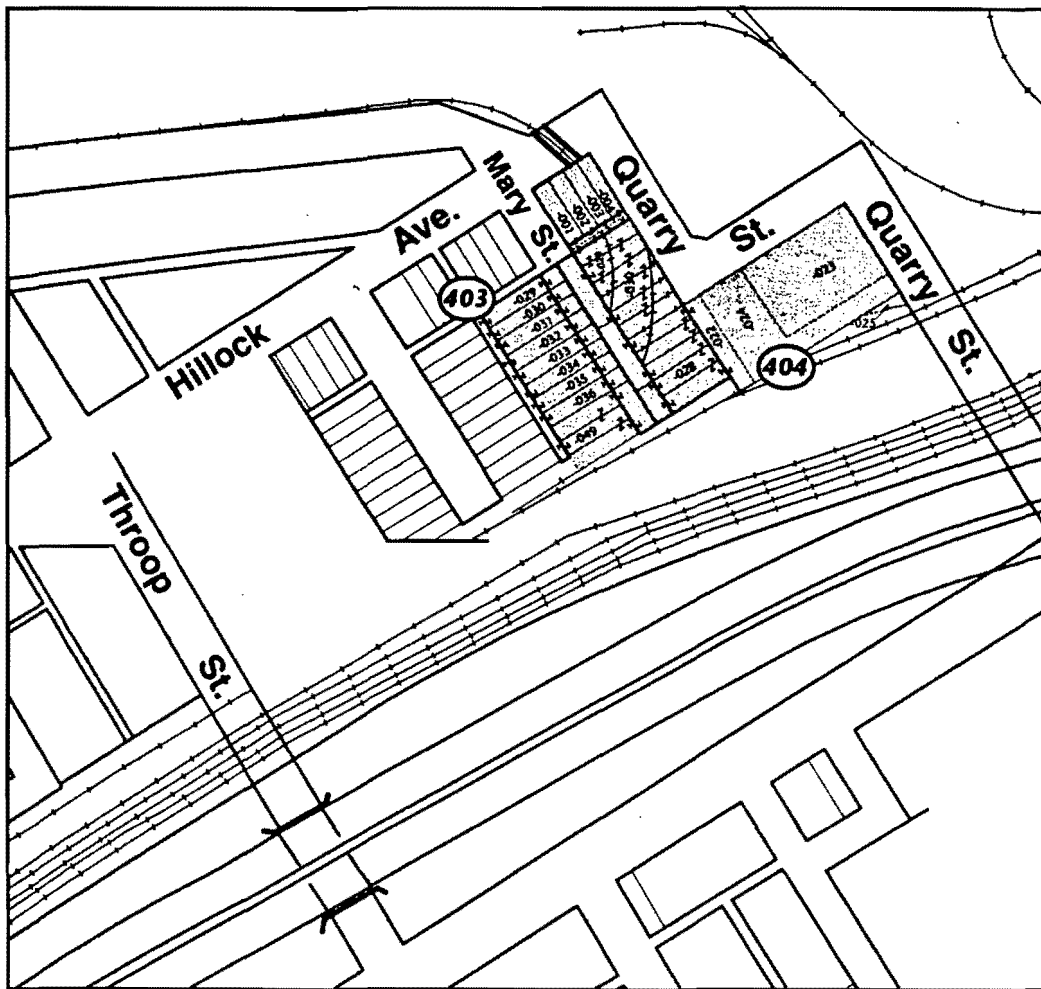
Figure 4J -- Site 12.



(Sub)Exhibit IV.
*(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)*

*Land Acquisition By Block And Parcel
Identification Number.*

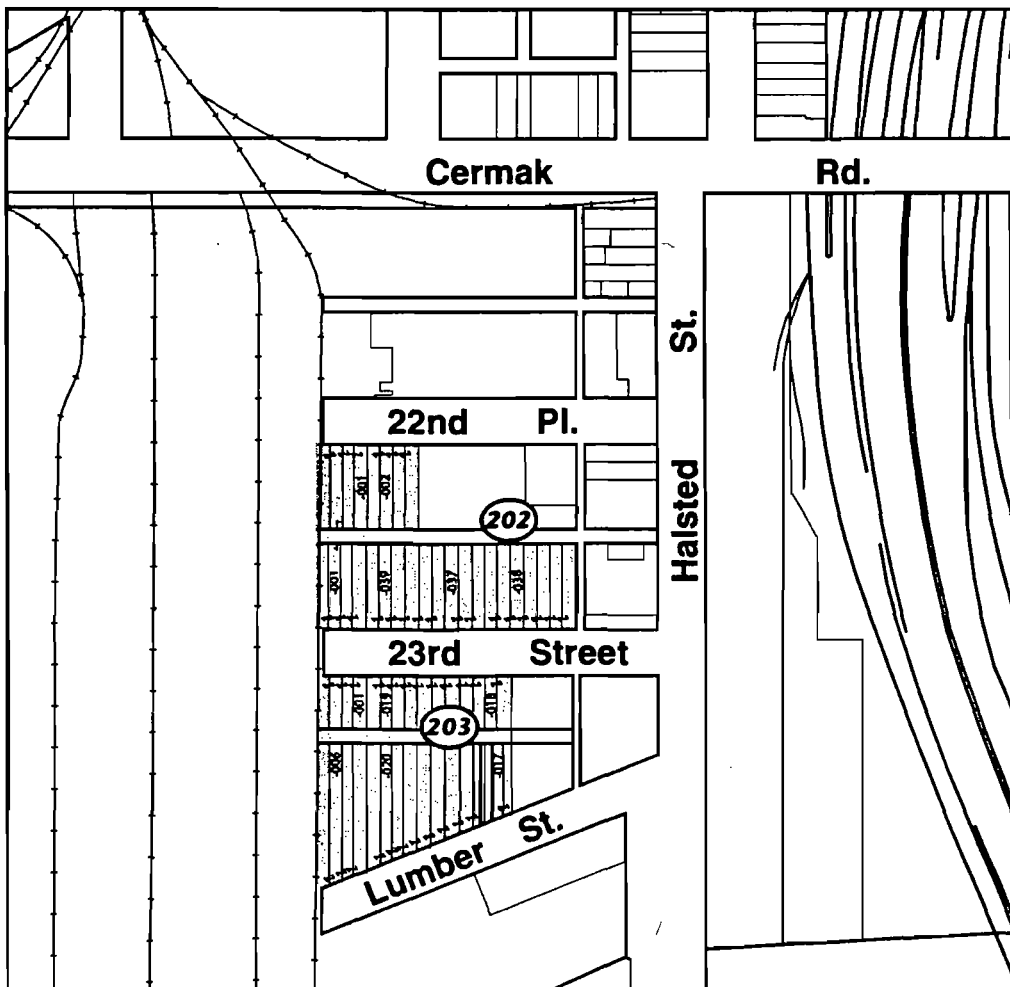
Figure 4K – Site 13.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

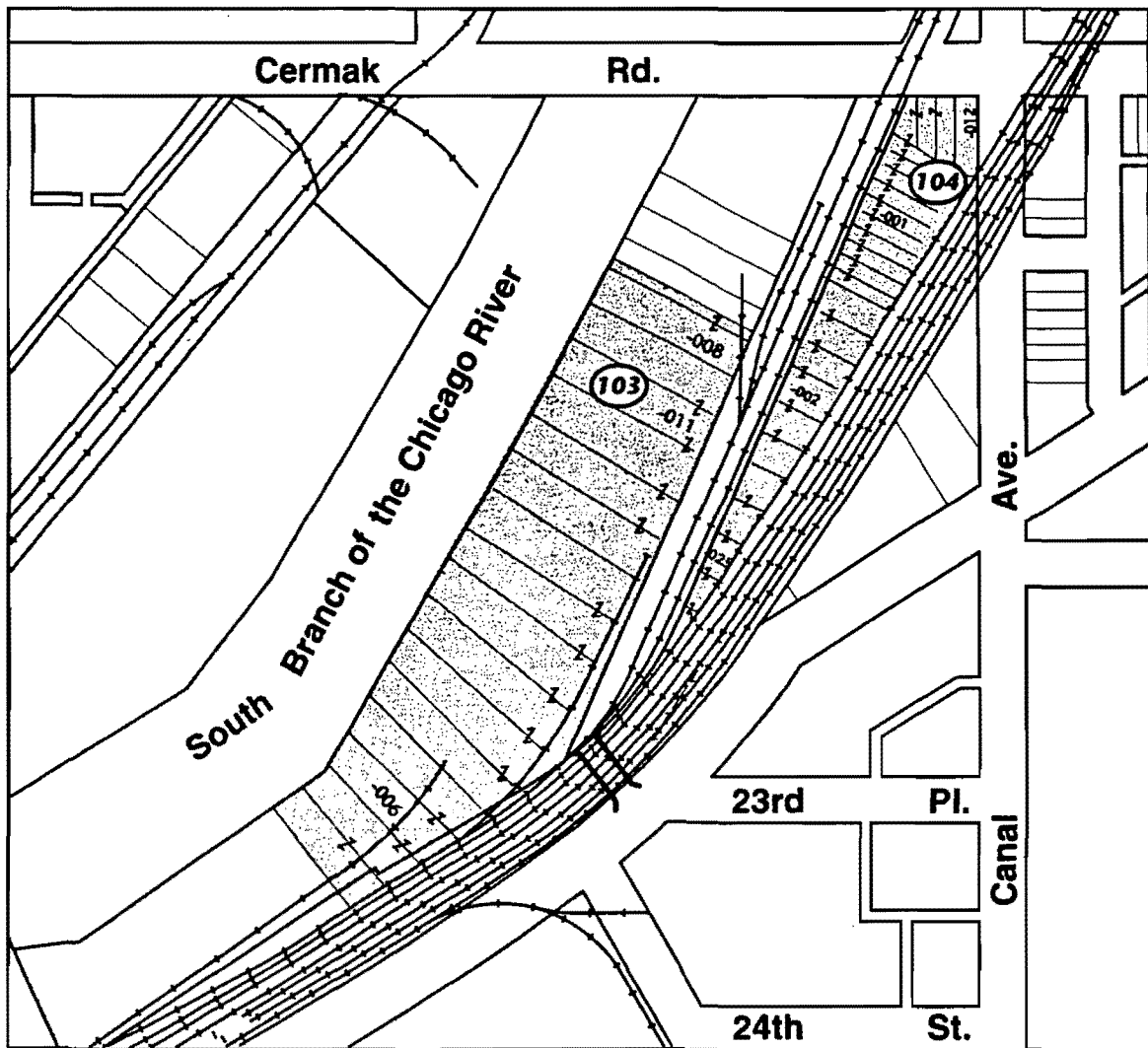
Figure 4L -- Site 14.



(Sub)Exhibit IV.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Land Acquisition By Block And Parcel
Identification Number.*

Figure 4M – Site 15.



(Sub)Exhibit V.
(To Amended Pilsen Tax Increment Financing
Redevelopment Project And Plan)

*Pilsen Project Area Tax Increment
Financing Eligibility Study.*

City Of Chicago, Illinois

*This Eligibility Study Is Subject To Review
And Comment And May Be Revised
After Comment And Hearing.*

Prepared By:
Trkla, Pettigrew, Allen & Payne, Inc.

Introduced

March 10, 1998.

EXECUTIVE SUMMARY

The purpose of this study is to determine whether the Pilsen Redevelopment Project Area (the "Project Area") qualifies for designation as a "conservation area" or a "blighted area" within the definitions set forth in the Tax Increment Allocation Redevelopment Act (the "Act"). The Act is found in Illinois Compiled Statutes, Chapter 65, Act 5, Section 11-74.4-1 *et. seq.*, as amended.

The findings presented in this study are based on surveys and analyses conducted by Trkla, Pettigrew, Allen & Payne, Inc. ("TPAP") and Andrew Heard and Associates, Ltd. and for the Project Area of approximately 907 acres located one mile southwest of the central business district of Chicago, Illinois.

TPAP has prepared this report with the understanding that the City would rely on (i) the findings and conclusions of this report in proceeding with the designation of the Project Area as a redevelopment project area under the Act, and (ii) the fact that TPAP has obtained the necessary information to conclude that the Project Area can be designated as a redevelopment project area in compliance with the Act.

The total Project Area consists of an area of 101 full and partial blocks. The area includes Pilsen's industrial corridor and the commercial areas along Ashland Avenue, Blue Island Avenue and Oakley Avenue. The total Project Area is generally bounded by Cullerton Avenue (between Ashland Avenue and Morgan Street) and 16th Street (between Morgan Street and Stewart Avenue) on the north, Stewart Avenue and the Chicago River on the east, the Stevenson Expressway and 33rd Street on the south. The western boundary is Western Avenue between Bross Avenue and Blue Island Avenue, Blue Island Avenue between Western Avenue and Cermak Road, and Ashland Avenue between Cermak Road and 21st Street.

The boundaries of the Project Area are shown in Figure 1, *Boundary Map*. A more detailed description of the Project Area is presented in *Section II, The Pilsen Avenue Project Area*.

As set forth in the Act, a "redevelopment project area" means an area designated by the municipality which is not less in the aggregate than 1½ acres, and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as an industrial park conservation area or a blighted area or a conservation area, or a combination of both blighted and conservation areas. ~~The Project Area exceeds the minimum acreage requirements of the Act.~~

As set forth in the Act, "conservation area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50 percent or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of three or more of the following factors--dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning--is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area.

As set forth in the Act, "blighted area" means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements; because of a combination of five or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning, is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts

is impaired by: (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land; or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of way, or (5) the area, prior to the area's designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least five years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 or more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within five years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of the subsections (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

While it may be concluded that the mere presence of the minimum number of the stated factors may be sufficient to make a finding of conservation or blight, this evaluation was made on the basis that the conservation or blighting factors must be present to an extent which would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of conservation or blighting factors throughout the study area must be reasonable so that basically good areas are not arbitrarily found to be conservation areas or blighted simply because of proximity to areas which are blighted.

On the basis of this approach, the Project Area is found to be eligible both as a blighted area and as a conservation area within the definitions set forth in the Act. In general, the Project Area can be divided into two parts: a) the "industrial district," which is determined to be a "blighted area" and is generally bounded by 16th Street on the north, Stewart Avenue and the Chicago River on the east, the Stevenson Expressway and 33rd Street on the south, and Western Avenue on the west; and b) the "commercial district," which is determined to be a "conservation area" and is located along Ashland Avenue north of Cermak Road, Blue Island Avenue between Western Avenue and Laflin Street, and along Oakley Avenue between 23rd Place and 25th Street.

INDUSTRIAL DISTRICT - BLIGHTED AREA

This portion of the Project Area includes all of the industrial areas, including mixed commercial and isolated residential properties and excludes the Ashland Avenue, Blue Island Avenue and Oakley Avenue commercial corridors. The industrial district also includes Perez Public School, located in a block adjacent to the industrial area. This entire industrial area is found to be eligible as a blighted area within the definition set forth in the Act. Specifically:

- Of the 14 blighting factors set forth in the Act for an “improved” blighted area, 10 are present in the industrial district of the Project Area. Nine factors (age, dilapidation, obsolescence, deterioration, structures below minimum code standards, excessive vacancies, deleterious land-use or layout, depreciation of physical maintenance and lack of community planning) are present to a major extent and one factor (excessive land coverage) is present to a limited extent.
- The factors present are reasonably distributed throughout the industrial district of the Project Area.
- All blocks within the industrial district of the Project Area show the presence of blight factors.
- The industrial district of the Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.

THE COMMERCIAL DISTRICT - CONSERVATION AREA

This portion of the Project Area includes several commercial corridors of the Pilsen Neighborhood and generally consists of the commercial frontage along Ashland Avenue, Blue Island Avenue and Oakley Avenue. The commercial district also includes a total of three schools, located in blocks adjacent to the commercial corridors to include: Benito Juarez High School, Whittier Elementary, and DeLa Cruz Specialty School. This commercial district is found to be eligible as a conservation area within the definition set forth in the Act. Specifically:

- 91 percent (152 buildings) of the 167 buildings in the commercial district of the Project Area are 35 years in age or older.
- Of the remaining 14 factors set forth in the Act for conservation areas, nine are present in the commercial district of the Project Area. Six factors (obsolescence, deterioration, structures below minimum code standards, deleterious land-use or layout, depreciation of physical maintenance and lack of community planning) are present to a major extent. Three factors (dilapidation, excessive vacancies, and excessive land coverage) are present to a limited extent.
- The factors present are reasonably distributed throughout the commercial district of the Project Area.

- All blocks within the commercial district of the Project Area show the presence of the conservation factors.
- The commercial district of the Project Area includes only real property and improvements thereon substantially benefited by the proposed redevelopment project improvements.

I. BASIS FOR REDEVELOPMENT

The Illinois General Assembly made two key findings in adopting the Act:

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

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

To ensure that the exercise of these powers is proper and in the public interest, the Act also specifies certain requirements which must be met before a municipality can proceed with implementing a redevelopment project. One of these requirements is that the municipality must demonstrate that a prospective redevelopment project qualifies either as a "blighted area" or as a "conservation area" within the definitions for each set forth in the Act (in Section 11-74.4-3). These definitions are described below.

ELIGIBILITY OF A BLIGHTED AREA

A blighted area may be either improved or vacant. If the area is improved (*e.g.*, with industrial, commercial and residential buildings or improvements), a finding may be made that the area is blighted because of the presence of a combination of five or more of the following 14 factors:

- Age
- Dilapidation
- Obsolescence
- Deterioration
- Illegal use of individual structures
- Presence of structures below minimum code standards
- Excessive vacancies
- Overcrowding of structures and community facilities
- Lack of ventilation, light, or sanitary facilities
- Inadequate utilities
- Excessive land coverage
- Deleterious land-use or lay-out
- Depreciation of physical maintenance
- Lack of community planning.

If the area is vacant, it may be found to be eligible as a blighted area based on the finding that the sound growth of the taxing districts is impaired by one of the following criteria:

- A combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land.
- The area immediately prior to becoming vacant qualified as a blighted improved area.
- The area consists of an unused quarry or unused quarries.
- The area consists of unused railyards, rail tracks or railroad rights-of-way.
- The area, prior to the area's designation, is subject to chronic flooding which adversely impacts on real property which is included in or (is) in proximity to any improvement on real property which has been in existence for at least five years and which substantially contributes to such flooding.
- The area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites.
- The area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within five years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of the subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

ELIGIBILITY OF A CONSERVATION AREA

A conservation area is an improved area in which 50 percent or more of the structures in the area have an age of 35 years or more and there is a presence of a combination of three or more of the 14 factors listed below. Such an area is not yet a blighted area, but because of a combination of three or more of these factors, the area may become a blighted area.

- Dilapidation
- Obsolescence
- Deterioration
- Illegal use of individual structures
- Presence of structures below minimum code standards
- Abandonment
- Excessive vacancies
- Overcrowding of structures and community facilities
- Lack of ventilation, light, or sanitary facilities
- Inadequate utilities
- Excessive land coverage

- Deleterious land-use or lay-out
- Depreciation of physical maintenance
- Lack of community planning.

While the Act defines a blighted area and a conservation area, it does not define the various factors for each, nor does it describe what constitutes the presence or the extent of presence necessary to make a finding that a factor exists. Therefore, reasonable criteria should be developed to support each local finding that an area qualifies as either a blighted area or as a conservation area. In developing these criteria, the following principles have been applied:

1. The minimum number of factors must be present and the presence of each must be documented;
2. For a factor to be found present, it should be present to a meaningful extent so that a local governing body may reasonably find that the factor is clearly present within the intent of the Act; and
3. The factors should be reasonably distributed throughout the redevelopment project area.

It is also important to note that the test of eligibility is based on the conditions of the area as a whole; it is not required that eligibility be established for each and every property in the project area.

II. THE PILSEN REDEVELOPMENT PROJECT AREA

The Project Area includes Pilsen's industrial corridor and the concentrated commercial areas along Ashland Avenue, Blue Island Avenue and Oakley Avenue. The industrial district is generally bounded by 16th Street on the north; Stewart Avenue, on the east; the Stevenson Expressway on the south; Western Avenue on the west; and Blue Island Avenue and the blocks fronting Cermak Road on the north. The commercial district includes the frontage of Ashland Avenue, from Cermak Road to 21st Street; Blue Island Avenue, between Western Avenue and Laflin Street; and Oakley Avenue, between 23rd Place and 25th Street and adjacent blocks containing schools along these commercial corridors.

The total Project Area contains 510 buildings and encompasses 907 acres, including street and alley rights of way, the South Branch of the Chicago River and related slip canals. The acreage is distributed as indicated in Table 1 below.

**Table 1: Acreage Distribution
Pilsen Redevelopment Project Area**

Area	Total Acres	Percent of Total
• Commercial District	47	5.2%
• Industrial District	860	94.8%
Total	907	100.0%

The industrial district of the Project Area consists of large industrial parcels along the north side of the South Branch of the Chicago River and shallow depth linear blocks along the south side of the river. A wide variety of industrial uses exist, dominated by warehousing, trucking terminals, scrap and related recycling yards, contracting yards, the Commonwealth Edison Power Plant site, several boat storage yards, a rail intermodal freight yard, metal manufacturing, and miscellaneous industrial activity. There is a significant amount of underutilized land in the area which contain numerous large and small vacant buildings which are predominantly industrial. The Project Area also contains a large quarry site in the southeast corner of the area along Halsted Street which is currently being filled. In the northern portion of the industrial area there are several blocks with residential frontage, including several school sites and a neighborhood park which are in conflict with adjacent industrial activity. Building deterioration, vacancies, poor streets, abandoned rail spurs, limited access, and widespread dumping and debris in vacant areas and in blocks along the river characterize most of the industrial district.

The commercial district of the Project Area consists of commercial block fronts dominated by turn-of-century buildings. Many of the buildings consist of two and three stories containing mixed commercial and residential uses with apartments above the first floor. This district includes a portion of several commercial streets of the Pilsen Neighborhood and services the day to day shopping needs of the area residents. The commercial district is dominated by a wide variety of small businesses with residential properties mixed in most blocks. The small businesses include: wholesale and retail trade and convenience commercial services, including a wide variety of auto related retail and service, restaurants, and a limited number of offices.

The commercial district is quite active with small businesses and stores and has very few vacancies. However, in spite of the high occupancy and activity rate, the commercial district is currently in need of revitalization. The commercial district is characterized by an aging housing stock, exhibiting physical depreciation and high density use, along with cluttered signage. To prevent further building deterioration, a general need for increased improvements and maintenance is required to sustain the area as a viable commercial district.

Figure 2, *Existing Generalized Land Use Map*, illustrates the general land use within the Project Area

III. ELIGIBILITY SURVEY AND ANALYSIS FINDINGS: IMPROVED AREAS

An analysis was made of each of the conservation and blighted area eligibility factors listed in the Act to determine whether each or any are present in the Project Area, and if so, to what extent and in what locations. Surveys and analyses conducted by TPAP and Andrew Heard & Associates included:

1. Exterior survey of the condition and use of each building;
2. Site surveys of streets, alleys, sidewalks, curbs and gutters, lighting, parking facilities, landscaping, fences and walls, and general property maintenance;
3. Analysis of existing uses and their relationships;
4. Comparison of current land use to current zoning ordinance and the current zoning map;
5. Analysis of original and current platting and building size and layout;
6. Analysis of vacant sites and vacant buildings;
7. Analysis of building floor area and site coverage;
8. Analysis of building permits issued for the Project Area from 1/4/93 to 2/20/98;
9. Analysis of building code violations for the Project Area from 1/1/94 to 6/20/97;
10. Review of previously prepared plans, studies and data.

Figure 3 presents the survey form used to record the building conditions.

The following statement of findings is presented for each blight and conservation area factor listed in the Act. The conditions that exist and the relative extent to which each factor is present in the Project Area are described below.

A factor noted as not present indicates either that no information was available or that no evidence could be documented as part of the various surveys and analyses. A factor noted as present to a limited extent indicates that conditions exist which document that the factor is present, but that the distribution or impact of the conservation or blight condition is limited. Finally, a factor noted as present to a major extent indicates that conditions exist which document that the factor is present throughout major portions of the block, and that the presence of such conditions has a major adverse impact or influence on adjacent and nearby development.

What follows is the summary evaluation of age criteria and the 14 factors for a conservation area, and the 14 factors, including age, for an "improved" blighted area as applied to industrial district. The factors are presented in order of their listing in the Act.

A. AGE

Age is a primary and prerequisite factor in determining an area's qualification for designation as a conservation area. Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures over a period of years. Since building deterioration and related structural problems can be a function of time, temperature, moisture and level of maintenance over an extended period of years, structures which are 35 years or older typically exhibit more problems and require greater maintenance than more recently constructed buildings. Structures within the Project Area are some of the oldest buildings in the city, particularly the buildings along the commercial corridors in the commercial district, which date back to 1880's through the 1920's.

Conclusion

Industrial District

Of the 343 buildings in the industrial district, 281, or 82 percent are 35 years in age or older. Age as a factor of blight is present to a major extent in the industrial district.

Commercial District

Of the 167 buildings in the commercial district, 152, or 91 percent are 35 years in age or older. The commercial district meets the conservation area prerequisite that more than 50 percent of the structures are 35 years of age or older.

Figure 4, *Age*, illustrates the location of all buildings in the Project Area which are more than 35 years of age.

B. DILAPIDATION

Dilapidation refers to advanced disrepair of buildings and site improvements. Webster's New Collegiate Dictionary defines "dilapidate," "dilapidated" and "dilapidation" as follows:

- Dilapidate, "... to become or cause to become partially ruined and in need of repairs, as through neglect."
- Dilapidated, "... falling to pieces or into disrepair; broken down; shabby and neglected."
- Dilapidation, "... dilapidating or becoming dilapidated; a dilapidated condition."

To determine the existence of dilapidation, an assessment was undertaken of all buildings within the Project Area. The process used for assessing building conditions, the standards and criteria used for evaluation, and the findings as to the existence of dilapidation are presented below.

The building condition analysis is based on an exterior inspection of all buildings undertaken during the months of May and June of 1997. Noted during the inspections were structural deficiencies in building components and related environmental deficiencies in the Project Area.

1. Building Components Evaluated

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

Primary Structural

These include the basic elements of any building: foundation walls, load bearing walls and columns, roof and roof structure.

Secondary Components

These components are generally secondary to the primary structural components and are necessary parts of the building, including porches and steps, windows and window units, doors and door units, chimneys, gutters and downspouts.

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

2. Building Rating Classifications

Based on the evaluation of building components, each building was rated and classified into one of the following categories:

Sound

Buildings which contain no defects, are adequately maintained, and require no treatment outside of normal maintenance as required during the life of the building.

Deficient

Buildings which contain defects (loose or missing material or holes and cracks) over either limited or widespread areas which may or may not be correctable through the course of normal maintenance (depending on the size of the building or number of buildings in a large complex). Deficient buildings contain defects which, in the case of limited or minor defects, clearly indicate a lack of or a reduced level of maintenance. In the case of major defects, advanced defects are present over widespread areas would require major upgrading and significant investment to correct.

Dilapidated

Buildings which contain major defects in primary and secondary components over widespread areas. The defects are so serious and advanced that the building is considered to be substandard, requiring improvements or total reconstruction which may either be infeasible or difficult to correct.

Conclusion**Industrial District**

Seventy buildings of the 343 buildings, situated in 30 of the 80 blocks containing buildings, are in substandard (dilapidated) condition. Dilapidation as a factor is present to a major extent in 13 blocks and to a limited extent in 17 blocks of the industrial district.

Commercial District

Thirteen of the 167 buildings are in substandard (dilapidated) condition. Dilapidation as a factor is present to a major extent in two blocks and to a limited extent in five blocks of the commercial district.

Figure 5, *Dilapidation*, illustrates the location of substandard buildings in the Project Area.

C. OBSOLESCENCE

Webster's New Collegiate Dictionary defines "obsolescence" as "being out of use; obsolete." "Obsolete" is further defined as "no longer in use; disused" or "of a type or fashion no longer current." These definitions are helpful in describing the general obsolescence of buildings or site improvements in a proposed redevelopment project area. In making findings with respect to buildings, it is important to distinguish between functional obsolescence, which relates to the physical utility of a structure, and economic obsolescence, which relates to a property's ability to compete in the market place.

Functional Obsolescence

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

Economic Obsolescence

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

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

Obsolescence as a factor should be based upon the documented presence and reasonable distribution of buildings and site improvements evidencing such obsolescence.

1. Obsolete Building Types

Functional or economic obsolescence in buildings, which limits their long-term use or reuse, is typically difficult and expensive to correct. Deferred maintenance, deterioration and vacancies often result, which can have an adverse effect on nearby and surrounding development and detract from the physical, functional and economic vitality of the area.

Characteristics observed in the obsolete buildings include the following:

- Small, narrow buildings with limited floor plates.
- Single purpose buildings designed for a specific use which are not easily adaptable or suited to other uses, including metal storage or butler-type industrial buildings including accessory buildings.
- Multi-story industrial buildings with inefficient or outdated mechanical systems, including the lack of central air conditioning, small elevators or the lack of freight elevators and limited lighting.
- Lack of or inadequate loading facilities.
- Buildings with single-pane windows and limited insulation, resulting in high energy loss.
- Lack of ADA (American Disability Act) access provisions at entry areas, elevators and in bathrooms.
- Residential buildings converted to accommodate additional units or converted or expanded to accommodate commercial activity.
- Long narrow storefronts with limited or lack of natural light, converted to dwelling units.

2. Obsolete Platting

The Project Area was originally platted well before the turn of the century. Residential blocks outside of the industrial areas are platted in the typical grid pattern dominated by narrow parcels that are 25 feet wide or less. Platting in the large industrial blocks south of Cermak Road is not consistent with present standards resulting in super blocks. These blocks are excessive in length and or depth with difficult access to properties. Overall, the platting within the Project Area is not consistent with modern day standards.

Conclusion

Industrial District

Obsolescence as a factor is present to a major extent in 35 blocks and to a limited extent in 22 blocks. One hundred twelve buildings are obsolete due to limited size, or single-purpose design which would be difficult and unfeasible to adapt to new uses, or consist of multi-story buildings with advanced age, deterioration, vacant space, outdated mechanical systems, maintenance difficulties, or are not easily adaptable to compete with newer buildings.

Commercial District

Obsolescence as a factor is present to a major extent in four blocks and to a limited extent in 12 blocks. These include buildings of inadequate, limited size or shape for which they are being used or which have limited utility for alteration to accommodate other occupancies. Obsolescence also includes commercial storefront buildings converted to residential use with limited accommodation for light and ventilation.

Figure 6, *Obsolescence*, illustrates the location of obsolete buildings in the Project Area.

D. DETERIORATION

Deterioration refers to any physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair.

- Deterioration may be evident in basically sound buildings containing minor defects, such as lack of painting, loose or missing materials, or holes and cracks over limited areas. This deterioration can be corrected through normal maintenance.
- Deterioration which is not easily correctable and cannot be accomplished in the course of normal maintenance may also be evident in buildings. Such buildings may be classified as minor deficient or major deficient buildings, depending upon the degree or extent of defects. Minor deficient and major deficient buildings are characterized by defects in the secondary building components (*e.g.*, doors, windows, fire escapes, gutters and downspouts, fascia materials, etc.), and defects in primary building components (*e.g.*, foundations, exterior walls, floors, roofs, etc.), respectively.

It should be noted that all buildings and site improvements classified as dilapidated are also deteriorated.

Deterioration of Buildings

The analysis of building deterioration is based on the survey methodology and criteria described in the preceding section on "Dilapidation." In the industrial district, of the total 343 buildings, 282, or 82 percent, are classified as deteriorating or deteriorated. In the commercial district, of the total 167 buildings, 123, or 74 percent, are classified as deteriorating or deteriorated.

Table 2, *Summary of Building Deterioration*, summarizes building deterioration within the blocks containing buildings in the Project Area.

Deterioration of Street Pavement, Alleys, Curbs, Gutters and Sidewalks

Field surveys were conducted to identify the condition of streets, alleys, curbs, gutters and sidewalks in the Project Area. The majority of the streets contain poor pavement conditions, lack curbs or walks in most blocks, and are littered with debris and fly dumping.

Conclusion

Industrial District

Deterioration as a factor is present to a major extent in 67 blocks and to a limited extent in six blocks. Deterioration includes deteriorating buildings, parking and site service areas, streets, curbs and gutters, sidewalks.

Commercial District

Deterioration as a factor is present to a major extent in 14 blocks and to a limited extent in six of the 21 blocks. Deterioration includes deteriorating buildings, parking and site service areas, streets, curbs and gutters, sidewalks.

Figure 7, *Deterioration*, illustrates deterioration within the built-up portions of the Project Area.

E. ILLEGAL USE OF INDIVIDUAL STRUCTURES

Illegal use of individual structures refers to the presence of uses or activities which are not permitted by law.

Conclusion

No illegal uses of individual structures were evident from the field surveys conducted.

Table 2: Summary of Building Deterioration**INDUSTRIAL DISTRICT**

Survey Block Number	Number of Buildings	Building Condition			
		Sound	Deteriorated/ Deteriorating	Substandard/ Dilapidated	
1.	17-21-305	13	2	8	3
2.	17-21-306	24	1	7	16
3.	17-21-330	1	0	1	0
4.	17-21-307	8	0	8	0
5.	17-21-309	1	0	0	1
6.	17-21-310	0	0	0	0
7.	17-21-311	1	0	1	0
8.	17-21-327	3	1	2	0
9.	17-21-326	5	0	3	2
10.	17-21-325	7	0	5	2
11.	17-21-331	1	0	1	0
12.	17-21-332	4	1	3	0
13.	17-21-323	1	0	0	1
14.	17-21-322	1	0	1	0
15.	17-28-104/105/(21-336)	3	0	3	0
16.	17-28-103/(17-21-333/334/335)	5	0	4	1
17.	17-28-101	1	0	1	0
18.	17-28-102	8	0	7	1
19.	17-28-100	6	0	6	0
20.	17-29-203	1	0	0	1
21.	17-29-202	0	0	0	0
22.	17-29-201	6	0	3	3
23.	17-21-328	4	2	1	1
24.	17-21-329	5	0	5	0
25.	17-20-331	2	0	2	0
26.	17-20-330	2	0	2	0
27.	17-20-322	1	0	1	0

Table 2 continued: Summary of Building Deterioration

Survey Block Number	Number of Buildings	Building Condition			
		Sound	Deteriorated/ Deteriorating	Substandard/ Dilapidated	
28.	17-20-404	3	1	2	0
29.	17-20-405	1	0	1	0
30.	17-20-415	0	0	0	0
31.	17-20-414	1	0	1	0
32.	17-20-425	10	0	6	4
33.	17-20-426	6	0	3	3
34.	17-20-433	1	0	1	0
35.	17-20-432	2	0	1	1
36.	17-20-444	3	0	3	0
37.	17-20-445	11	0	7	4
38.	17-20-434/435	9	1	4	4
39.	17-20-443	1	0	0	1
40.	17-20-441	1	0	0	1
41.	17-20-442	0	0	0	0
42.	17-20-440	1	0	1	0
43.	17-20-439	1	0	1	0
44.	17-20-438	15	0	10	3
45.	17-20-429	1	0	1	0
46.	17-20-335	2	0	1	1
47.	17-20-334	3	0	3	0
48.	17-20-333	5	0	5	0
49.	17-20-332	1	0	0	1
50.	17-20-324	1	0	1	0
51.	17-29-200	6	5	1	0
52.	17-29-103	2	0	2	0
53.	17-29-102	3	0	3	0
54.	17-29-101	12	9	2	1

Table 2 continued: Summary of Building Deterioration

Survey Block Number	Number of Buildings	Building Condition		
		Sound	Deteriorated/ Deteriorating	Substandard/ Dilapidated
55. 17-29-100	14	2	11	1
56. 17-30-210	18	8	8	2
57. 17-30-209	2	1	1	0
58. 17-30-208	7	1	6	0
59. 17-30-302	7	4	2	1
60. 17-30-300	14	9	5	0
61. 17-31-101/102	7	1	5	1
62. 17-31- 200/201/207/208	2	0	2	0
63. 17-31-203	3	1	2	0
64. 17-29-300	4	0	1	3
65. 17-29-308	2	0	2	0
66. 17-29-303	3	1	2	0
67. 17-29-301	2	2	0	0
68. 17-29-302	1	1	0	0
69. 17-29-304	0	0	0	0
70. 17-29-310	1	0	1	0
71. 17-29-416	8	1	7	0
72. 17-29-417	1	0	1	0
73. 17-29-403	0	0	0	0
74. 17-29-404	8	1	5	2
75. 17-29-400	2	1	1	0
76. 17-29-402	1	0	0	1
77. 17-29-405/406/407	2	1	1	0
78. 17-28-111	1	0	1	0
79. 17-20-430	2	0	2	0
80. 17-20-325	15	1	11	3
Industrial Area Total	343	61	212	70

Table 2 continued: Summary of Building Deterioration

COMMERCIAL DISTRICT		Building Condition			
Survey Block Number	Number of Buildings	Sound	Deteriorated/ Deteriorating	Substandard/ Dilapidated	
1.	17-19-429	2	1	1	0
2.	17-19-425	6	2	3	1
3.	17-20-318	14	0	12	2
4.	17-20-319	1	0	0	1
5.	17-20-329	1	1	0	0
6.	17-20-327	9	1	8	0
7.	17-20-322	6	1	5	0
8.	17-30-120	2	1	0	1
9.	17-30-121	5	0	5	0
10.	17-30-112	10	5	5	0
11.	17-30-115	10	5	5	0
12.	17-30-119	8	4	4	0
13.	17-30-122	3	0	3	0
14.	17-30-116	15	9	6	0
15.	17-30-125	19	1	17	1
16.	17-30-206	10	3	7	0
17.	17-30-124	6	0	5	1
18.	17-30-203	9	3	6	0
19.	17-30-204	3	2	1	0
20.	17-30-202	15	2	7	6
21.	17-30-207	20	2	18	1
Commercial Area Total	167	44	110	13	
Project Area Total	510	105	322	83	
Percent	100%	21%	63%	16%	

E. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards include all structures which do not meet the standards of subdivision, building, housing, property maintenance, fire, or other governmental codes applicable to the property. The principal purposes of such codes are to require buildings to be constructed so that they will be strong enough to support the loads expected, to be safe for occupancy against fire and similar hazards, and/or to establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies which threaten health and safety.

Determination of the presence of structures below minimum code standards was based upon visible defects and advanced deterioration of building components from the exterior surveys, which was then compared to the of City of Chicago's Building Code Violations for the Pilsen Area between 1/1/94 and 6/20/97.

Conclusion

Industrial District

Existence of structures below minimum code standards is present to a major extent in 40 blocks and to a limited extent in 14 blocks affecting 167 of the 343 buildings. Advanced defects, which are below the minimum code standards, are visible on the exterior of these buildings.

Commercial District

Existence of structures below minimum code standards is present to a major extent in six blocks and to a limited extent in nine blocks affecting 110 of the 167 buildings. Advanced defects, which are below the minimum code standards, are visible on the exterior of these buildings.

Figure 8 illustrates the location of buildings below minimum code standards.

G. ABANDONMENT

Abandonment as a factor applies only to conservation areas. Webster's New Collegiate Dictionary defines "abandonment" as "to give up with the intent of never again claiming one's right or interest"; or "to give over or surrender completely; to desert."

Conclusion

Based on the analysis of properties within the commercial district of the Project Area, abandonment as a factor is not found to be present.

H. EXCESSIVE VACANCIES

Excessive vacancies as a factor refers to the presence of buildings or sites which are either unoccupied or not fully utilized, and which exert an adverse influence on the surrounding area because of the frequency or duration of vacancies. Excessive vacancies include properties for which there is little expectation for future occupancy or utilization.

Excessive building vacancies are found throughout much of the entire Project Area. Vacancies include buildings which are entirely vacant and buildings with vacant floor areas. Vacancies are prevalent in both industrial buildings, including large multi-story warehouses, commercial buildings and residential buildings.

Information regarding vacancies in individual buildings was obtained from exterior building surveys conducted by TPAP and Andrew Heard & Associates. Vacancies were determined by the presence of a combination of the following factors: shuttered or gutted buildings, boarded buildings, obvious vacant units, or signs advertising building space available.

Conclusion

Industrial District

Excessive vacancies as a factor is present to a major extent in 15 blocks and to a limited extent in 23 blocks and includes vacant buildings and vacant space within buildings.

Commercial District

Excessive vacancies as a factor is present to a limited extent in 11 blocks and includes vacant buildings and vacant space within buildings.

Figure 9, *Excessive Vacancies*, illustrates buildings in the Project Area which are 20 percent or more vacant.

I. OVERCROWDING OF STRUCTURES AND COMMUNITY FACILITIES

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

Conclusion

No conditions of overcrowding of structures and community facilities have been documented as part of the exterior surveys undertaken within the Project Area.

J. LACK OF VENTILATION, LIGHT, OR SANITARY FACILITIES

Lack of ventilation, light, or sanitary facilities refers to substandard conditions which adversely affect the health and welfare of building occupants, *e.g.*, residents, employees, or visitors.

Typical requirements for ventilation, light, and sanitary facilities include:

- Adequate mechanical ventilation for air circulation in spaces/rooms without windows, *i.e.*, bathrooms, and rooms that produce dust, odor or smoke;
- Adequate natural light and ventilation by means of skylights or windows, proper window sizes, and adequate room area to window area ratios; and
- Adequate sanitary facilities, *i.e.*, garbage storage/enclosure, bathroom facilities, hot water, and kitchens.

Conclusion

The factor of lack of ventilation, light, or sanitary facilities is not documented as part of the exterior surveys conducted for the Project Area.

K. INADEQUATE UTILITIES

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

Conclusion

No determination of existing utilities and conditions of inadequate utilities has been documented as part of the surveys and analyses undertaken within the Project Area.

L. EXCESSIVE LAND COVERAGE

Excessive land coverage refers to the over-intensive use of land and the crowding of buildings and accessory facilities on a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and shape in relation to present-day standards for health and safety. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of the spread of fires due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provisions for loading and service. Excessive land coverage has an adverse or blighting effect on nearby development.

Conclusion**Industrial District**

Excessive land coverage as a factor is present to a major extent in eight blocks and to a limited extent in seven blocks. Excessive land coverage includes parcels which exhibit inadequate space for off-street parking, loading and service due to the position or size of the buildings located on the parcel.

Commercial District

Excessive land coverage as a factor is present to a major extent in one block and to a limited extent in one block. Excessive land coverage includes parcels with multiple buildings, including rear buildings fronting on alleys and buildings which cover the site to an extent which allows limited or lack of off-street parking, loading and service.

Figure 10, *Excessive Land Coverage*, illustrates buildings and sites in the Project Area which exhibit excessive land coverage.

M. DELETERIOUS LAND-USE OR LAYOUT

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

Deleterious layout includes evidence of improper or obsolete platting of the land, inadequate street layout, and parcels of inadequate size or shape to meet contemporary development standards. It also includes evidence of improper layout of buildings on parcels and in relation to other nearby buildings.

Throughout much of the Project Area, there are blocks which contain a mixture of uses including residential uses located within commercial corridors, or residential uses in industrial areas or in close proximity to industrial blocks. Several enclaves of blocks with residential frontage are surrounded by industrial activity. The incompatible mix and resulting impact continues to have a negative affect in the area blocks where these conditions are present. Deleterious layout include the inconsistent pattern of blocks with super blocks along the river and other large blocks. These blocks combined with active and inactive rail spurs, limited access to the interior of blocks and confusing interior circulation are additional impacts on the area.

Conclusion**Industrial District**

Deleterious land use or layout includes incompatible uses and improper platting or layout of parcels or buildings in relation to proper orientation of structures on a property. Deleterious land use is present to a major extent in 12 blocks and to a limited extent in three blocks.

Commercial District

Deleterious land use or layout includes incompatible uses and improper platting or layout of parcels or buildings in relation to proper orientation of structures on a property. Deleterious land use is present to a major extent in three blocks and to a limited extent in 10 blocks.

Figure 11, *Deleterious Land Use or Layout*, illustrates sites in the Project Area which exhibit deleterious land use or layout.

N. DEPRECIATION OF PHYSICAL MAINTENANCE

Depreciation of physical maintenance refers to the deferred maintenance of buildings, parking areas and public improvements such as alleys, sidewalks and streets.

The presence of this factor within the Project Area includes:

- Buildings and Premises. In the industrial district, 282 of the 343 total buildings suffer from deferred maintenance of windows, doors, store fronts, exterior walls, cornices, fire escapes, porches and steps, loading docks, fascias gutters and downspouts and chimneys. In the commercial district, 123 of the 167 total buildings suffer from deferred maintenance as stated above. Yards and premises throughout much of the entire Project Area contain high weeds, deteriorated fencing, exposed junk storage, including junk cars, and debris.
- Streets, alleys, sidewalks, curbs and gutters. Deterioration of these improvements is widespread throughout the area's local interior streets. Pavement conditions are poor with pot holes, exposing the initial brick pavers and sections of curb and sidewalks are broken or missing. Fly dumping, including car tires, garbage bags, litter and debris is present on local streets near and under viaducts and along where streets terminate at the South Branch of the Chicago River. Most all of the underutilized and vacant land and parcels contain large amount of debris, high weeds and discarded refuse.
- Parking surface and site surface areas. Large parking areas within the industrial blocks contain only gravel surface with pot holes, weed growth and depressions. Industrial and commercial properties along major streets contain parking surface with either gravel or deteriorated asphalt and lack striping or bumper stops.

Conclusion**Industrial District**

Depreciation of physical maintenance as a factor is present to a major extent throughout the entire industrial area. This includes deferred maintenance or lack of maintenance of buildings and premises, including surface parking and loading areas, streets, curbs, gutters, sidewalks and vacant or underutilized land areas filled with debris and weed growth.

Commercial District

Depreciation of physical maintenance as a factor is present to a major extent throughout almost the entire commercial district except for the four blocks along the Oakley Avenue frontage, between Blue Island Avenue and 23rd Place.

Figure 12, *Depreciation of Physical Maintenance*, illustrates the presence of the factor in the built-up portions of the Project Area.

O. LACK OF COMMUNITY PLANNING

The Project Area blocks were platted and buildings were constructed prior to the existence of a community plan. Industrial and commercial blocks were originally platted and developed on a parcel-by-parcel and building-by-building basis, with little evidence of coordination and planning among buildings and activities. The area contains both large and small blocks for industrial use, incompatible relationship with residential activity in several areas and, limited east-west access, to a majority of the industrial activity, including low viaduct clearance from the Archer Avenue side of the area. The lack of community planning prior to development has contributed to some of the problem conditions which characterize the overall Project Area.

Conclusion

Industrial District

Lack of community planning is present to a major extent throughout the entire industrial area. The irregular block size and pattern, limited interior street access, mix of industrial, commercial and residential areas, and building setbacks occurred without the benefit or guidelines of a community plan during the early development of the area. The factor of a lack of community planning is present to a major extent throughout the industrial district of the Project Area.

Commercial District

Lack of community planning is present to a major extent throughout the entire commercial district. The narrow lot size, placement of buildings, lack of adequate parking and provisions for loading and service, and the existence of residential properties mixed with commercial buildings, occurred on a building by building basis during the early development of these corridors without guidelines for building set backs, parking and loading standards as part of an overall community plan.

IV. DETERMINATION OF PROJECT AREA ELIGIBILITY

INDUSTRIAL DISTRICT - BLIGHTED AREA

The industrial district of the Project Area meets the requirements of the Act for designation as an improved "blighted area". There is a reasonable presence and distribution of 10 of the 14 factors listed in the Act for improved blighted areas . These blighting factors include the following.

1. Age
2. Dilapidation
3. Obsolescence
4. Deterioration
5. Structures below minimum code standards
6. Excessive vacancies
7. Excessive land coverage
8. Deleterious land-use or layout
9. Depreciation of physical maintenance
10. Lack of community planning

COMMERCIAL DISTRICT - CONSERVATION AREA

The commercial district of the Project Area meets the requirements of the Act for designation as a "conservation area." Over 50 percent of the buildings are 35 years in age or older. Of the total 167 buildings in the commercial district, 152 (or 91 percent) are 35 years of age or older.

In addition to age, there is a reasonable presence and distribution of nine of the 14 factors listed in the Act for conservation areas. These conservation factors include the following:

1. Dilapidation
2. Obsolescence
3. Deterioration
4. Structures below minimum code standards
5. Excessive vacancies
6. Excessive land coverage
7. Deleterious land use or layout
8. Depreciation of physical maintenance
9. Lack of community planning

The commercial district is not yet a blighted area but shows evidence of continuing deterioration and decline and may become a blighted area.

A summary of conservation and blight factors by block is contained in Table 3, *Distribution of Blighting Factors in Industrial District* and Table 4, *Distribution of Conservation Factors in Commercial District*.

The eligibility findings indicate that the Project Area is in need of revitalization and guided growth to ensure that it will contribute to the long-term physical, economic, and social well-being of the City. The Project Area is deteriorating and declining. All factors indicate that the Project Area as a whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without public action.

Table 3: Distribution of Blighting Factors in Industrial District

- Factor present to a MAJOR extent
○ Factor present to a MINOR extent

Block No.	Age 1	Dilapidation 2	Obsolescence 3	Deterioration 4	Illegal use of individual structures 5	Structures below code 6	Excessive vacancies 7	Overcrowding of structures 8	Lack of light, ventilation or sanitary facilities 9	Inadequate utilities 10	Excessive land coverage 11	Deliterious land use 12	Depreciation of physical maintenance 13	Lack of community planning 14	Number of Factors Present	
															Major	Minor
1. 17-21-305	●	○	○	●		●					○	●	●	●	6	3
2. 17-21-306	●	●	○	●		●	○				○	●	●	●	7	3
3. 17-21-330	●			●		●	●						●	●	6	0
4. 17-21-307	●		●	●		●	○						●	●	6	1
5. 17-21-309	●	●	●	●		●	●						●	●	8	0
6. 17-21-310												●	●	●	3	0
7. 17-21-311	●		●	●		●					●		●	●	7	0
8. 17-21-327	●		○	●		●	○						●	●	5	2
9. 17-21-326	●	○	○	●		○							●	●	4	3
10. 17-21-325	●	○	○	●		●	○					○	●	●	5	4
11. 17-21-331	●		●	●		●							●	●	6	0
12. 17-21-332	○		○	●									●	●	3	2
13. 17-21-323	●	●	●	●		●							●	●	7	0
14. 17-21-322	●		●	●									●	●	5	0
15. 17-28-104/ 105/(21-336)	●		○	●		○							●	●	4	2
16. 17-28-103/(17- 21-335/334/333)	●	○	○	●		○	○						●	●	4	4
17. 17-28-101	●		●	●		●							●	●	6	0
18. 17-28-102	●	○	○	●		●	○				●		●	●	6	3
19. 17-28-100	●		●	●		●							●	●	6	0
20. 17-29-203	●	●		●		●	●					●	●	●	8	0
21. 17-29-202				●								●	●	●	4	0
22. 17-29-201	●	●	●	●		●	●				○		●	●	8	1
23. 17-21-328	●	○	●	●		○	●					●	●	●	7	2
24. 17-21-329	●			●		○							●	●	4	1
25. 17-20-331	●			●									●	●	4	0
26. 17-20-330	●		●	●		●	●						●	●	7	0
27. 17-20-322	●		●	●							●		●	●	6	0

Table 3 continued: Distribution of Blighting Factors in Industrial District

- Factor present to a MAJOR extent
○ Factor present to a MINOR extent

Block No.	Age 1	Dilapidation 2	Obsolescence 3	Deterioration 4	Illegal use of individual structures 5	Structures below code 6	Excessive vacancies 7	Overcrowding of structures 8	Lack of light, ventilation or sanitary facilities 9	Inadequate utilities 10	Excessive land coverage 11	Deliterious land use 12	Depreciation of physical maintenance 13	Lack of community planning 14	Number of Factors Present	
															Major	Minor
28. 17-20-404	●			●		○					●		●	●	5	1
29. 17-20-405	●			●		●							●	●	5	0
30. 17-20-415			●										●	●	3	0
31. 17-20-414	●		●									●	●	●	5	0
32. 17-20-425	●	○	○	●		●	○				○	●	●	●	6	4
33. 17-20-426	●	●	○	●		●	●					●	●	●	8	1
34. 17-20-433	●			●		●	●						●	●	6	0
35. 17-20-432	●	●		●		●	●						●	●	7	0
36. 17-20-444	●		○	●		●	○						●	●	5	2
37. 17-20-445	●	○		●		●	○				○	○	●	●	5	4
38. 17-20-434/435	●	○		●		●	○					●	●	●	6	2
39. 17-20-443	●	●	●	●		●	●				●		●	●	9	0
40. 17-20-441	●	●	●	●		●	●						●	●	8	0
41. 17-20-442				●									●	●	3	0
42. 17-20-440	●			●		●							●	●	5	0
43. 17-20-439	●		●	●									●	●	5	0
44. 17-20-438	●	○	○	●		●	○					●	●	●	6	3
45. 17-20-429	●		●	●		●							●	●	6	0
46. 17-20-335	●	●	●	●		●	●						●	●	8	0
47. 17-20-334	●		●	●		●	○						●	●	6	1
48. 17-20-333	●		○	●		●	○				○		●	●	5	3
49. 17-20-332	●	●	●	●		●							●	●	7	0
50. 17-20-324	●		●	●									●	●	5	0
51. 17-29-200	●		●	○			○						○	●	3	3
52. 17-29-103	●		●	●		●	●						●	●	7	0
53. 17-29-102	○		○	○		●	●						●	●	4	3
54. 17-29-101	○	○	○	○		○	○						○	●	1	7

Table 4: Distribution of Conservation Factors in Commercial District

● Factor present to a MAJOR extent
○ Factor present to a MINOR extent

Block No.	Age	Dilapidation 1	Obsolescence 2	Deterioration 3	Illegal use of individual structures 4	Structures below code 5	Abandonment 6	Excessive vacancies 7	Overcrowding of structures 8	Lack of light, ventilation or sanitary facilities 9	Inadequate utilities 10	Excessive land coverage 11	Deliberate land use 12	Depreciation of physical maintenance 13	Lack of community planning 14	Number of Factors Present (Age not included)	
																Major	Minor
1	17-19-429			○									●	○	●	2	2
2	17-19-425	●	○	●		○		○						●	●	3	3
3	17-20-318	●	○	○	●	●							○	●	●	4	3
4	17-20-319	●	●	●	●	●						●	●	●	●	8	0
5	17-20-329												●	●	●	1	0
6	17-20-327	●		○	●	○		○					●	●	●	4	3
7	17-20-322	●		○	●	○		○					○	●	●	3	4
8	17-30-120	●	●	●	●	●								●	●	6	0
9	17-30-121	●		●	●	○								●	●	3	1
10	17-30-112	●		○	○								○	○	●	1	4
11	17-30-115	●		○	○			○					○	○	●	1	5
12	17-30-119	●		○	○			○						○	●	1	4
13	17-30-122	●		●	●	○		○						●	●	3	2
14	17-30-116	●		○	○	○		○					○	○	●	1	6
15	17-30-125	●	○	●	●	●		○				○	○	●	●	5	4
16	17-30-206	●		○	●	○								●	●	3	2
17	17-30-124	●	○	○	●	●							○	●	●	4	3
18	17-30-203	●		○	●	○		○					○	●	●	3	4
19	17-30-204	●		●	○									●	●	2	1
20	17-30-202	●	○	○	●	●		○					○	●	●	4	4
21	17-30-207	●		○	●	○		○					○	●	●	3	4
Totals:		2/5	4/12	14/6	0/0	6/9	0/0	0/11	0/0	0/0	0/0	1/1	3/10	14/5	21/0	65	59

Major/Minor

[Figure 1 -- Boundary Map referred to in this Pilsen Area Tax Increment Financing Eligibility Study constitutes Figure 1 to the Redevelopment Project and Plan and is printed on page ____ of this *Journal*.]

[Figure 2 -- Existing Generalized Land-Use Map referred to in this Pilsen Area Tax Increment Financing Eligibility Study constitutes Figure 2 to the Redevelopment Project and Plan and is printed on page ____ of this *Journal*.]

[Figures 3, 4, 5 6, 7, 8, 9, 10, 11 and 12 referred to in this Pilsen Project Area Tax Increment Financing Eligibility Study printed on pages ____ through ____ of this *Journal*.]

Figure 4a.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Age -- Pilsen (Northern).

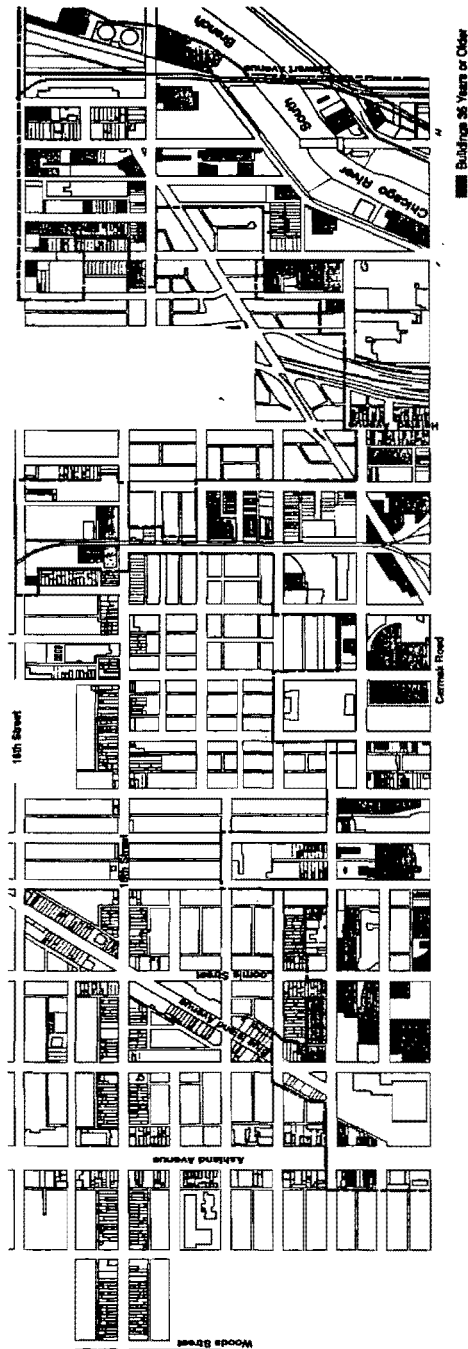


Figure 4b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Age -- Pilsen (Southern).

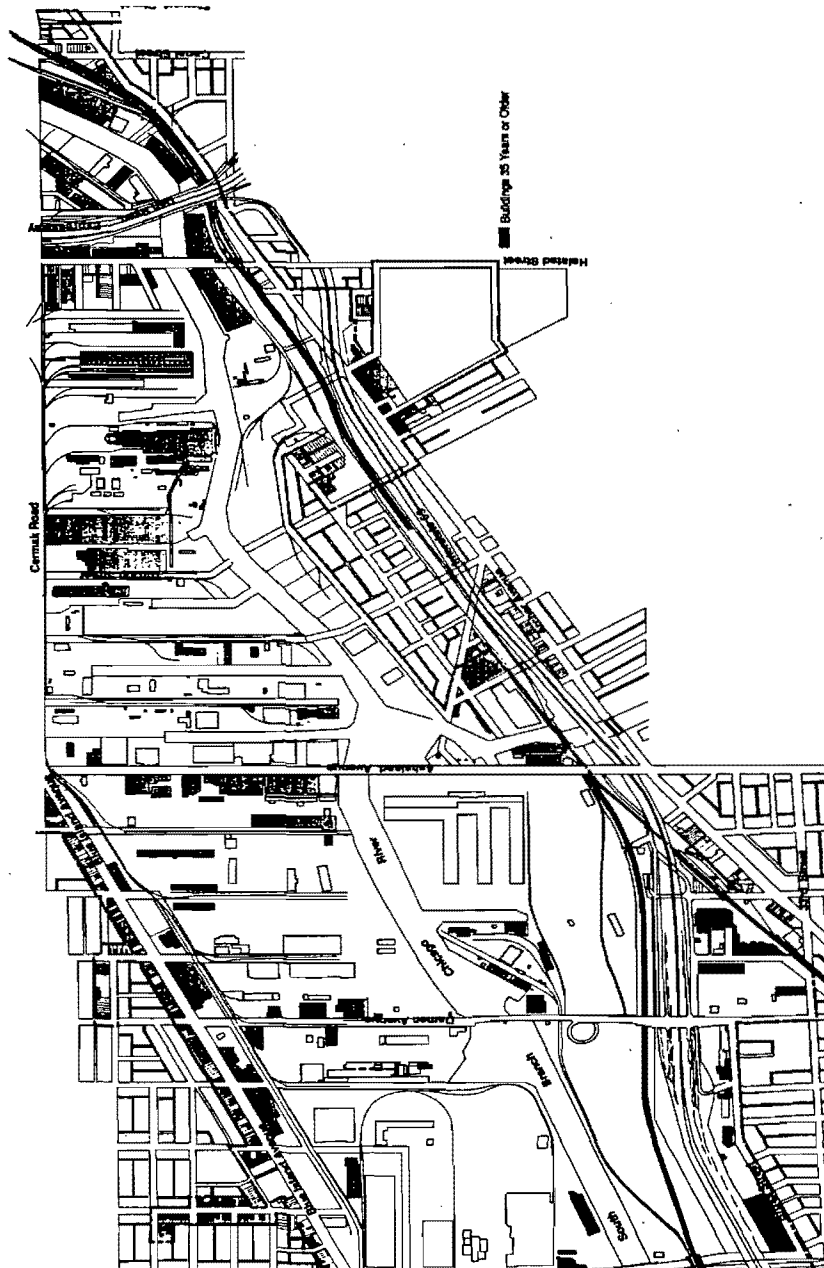


Figure 5a.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Dilapidation -- Pilsen (Northern).

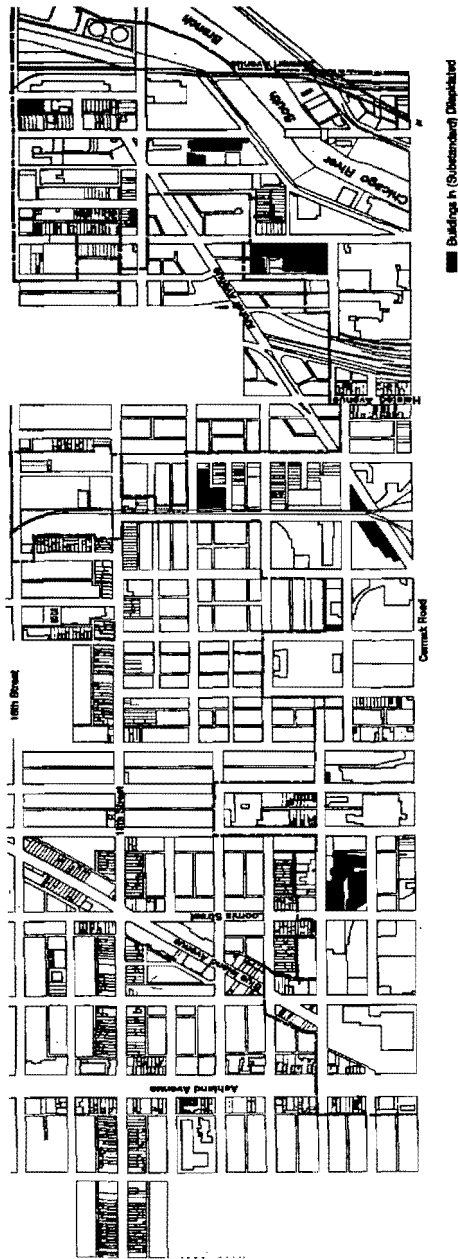


Figure 5b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Dilapidation -- Pilsen (Southern).

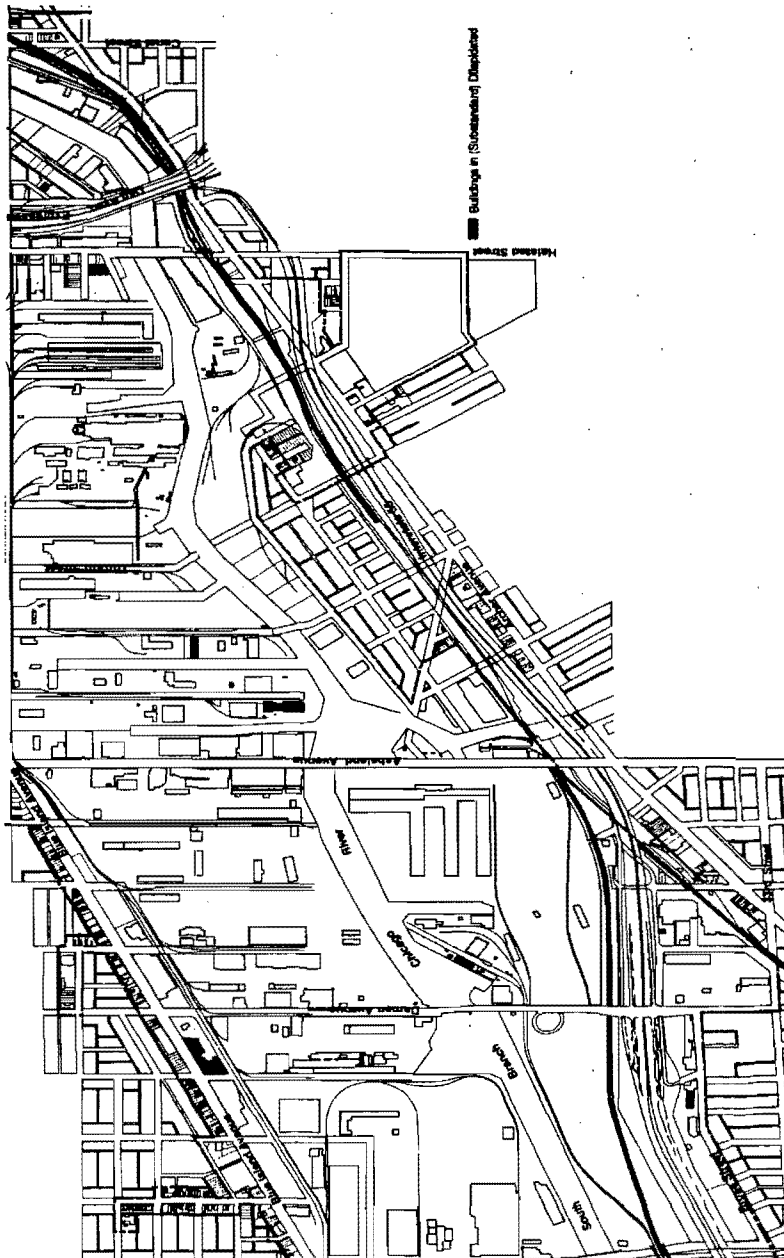


Figure 6a.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Obsolescence - Pilsen (Northern).

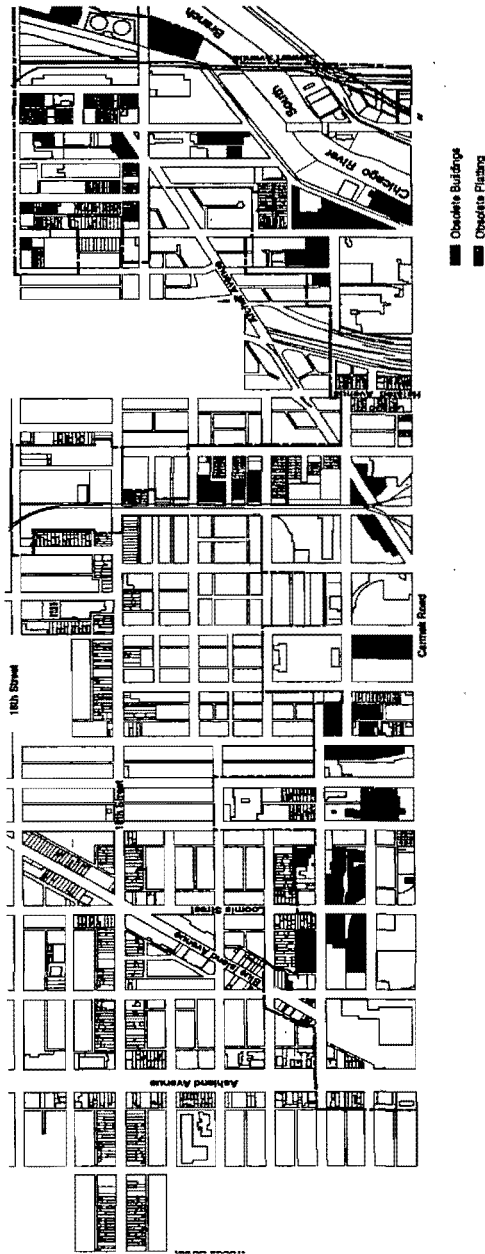


Figure 6b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Obsolescence - Pilsen (Southern).

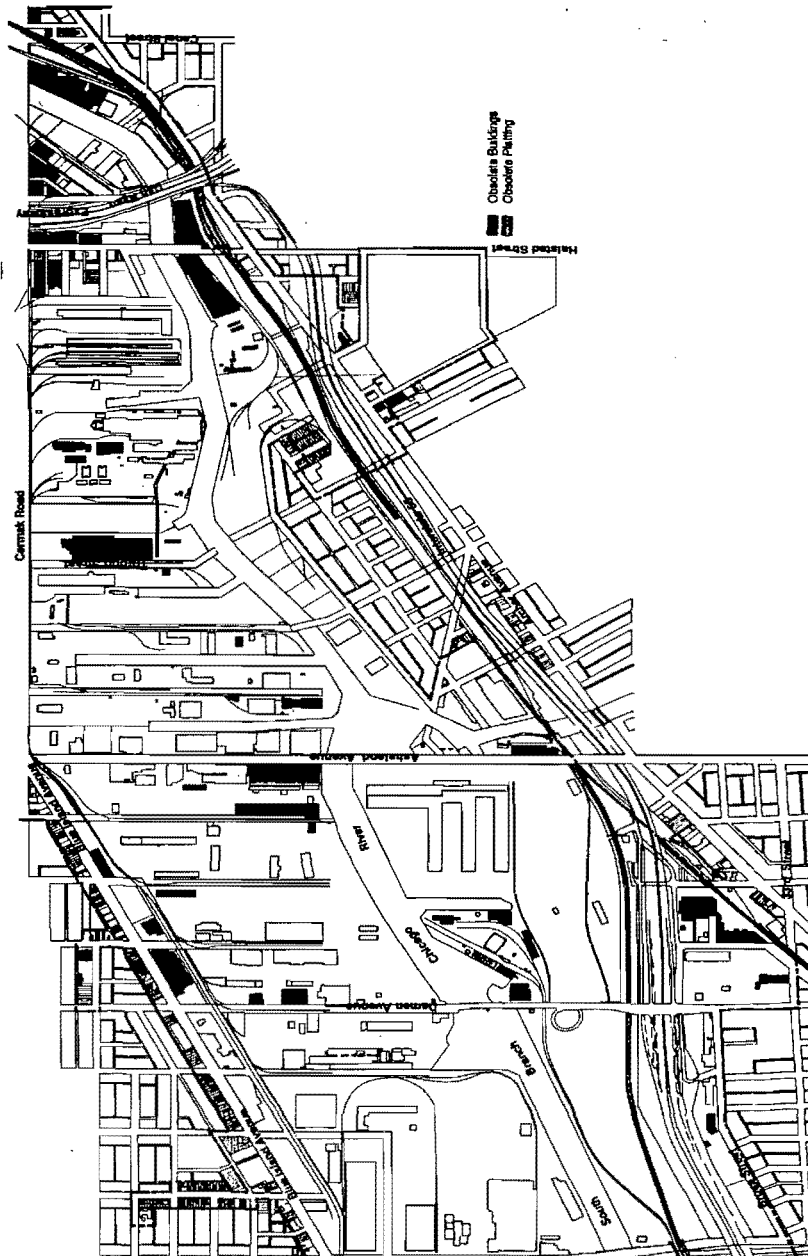


Figure 7a.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Deterioration -- Pilsen (Northern).

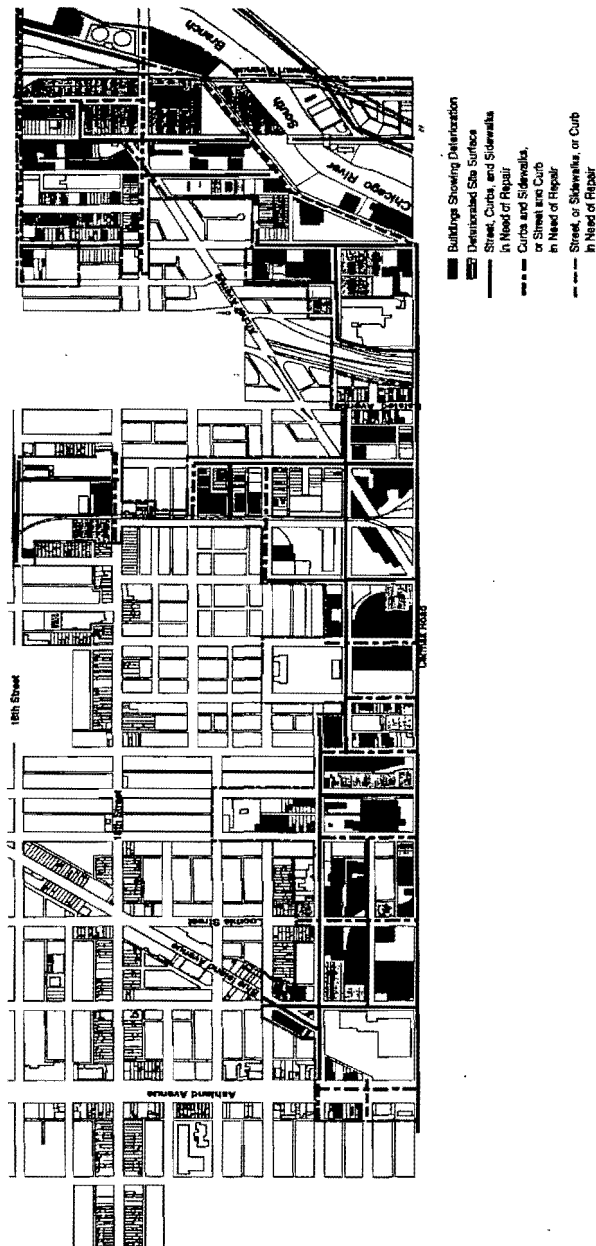


Figure 7b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)
Deterioration - Pilsen (Southern).

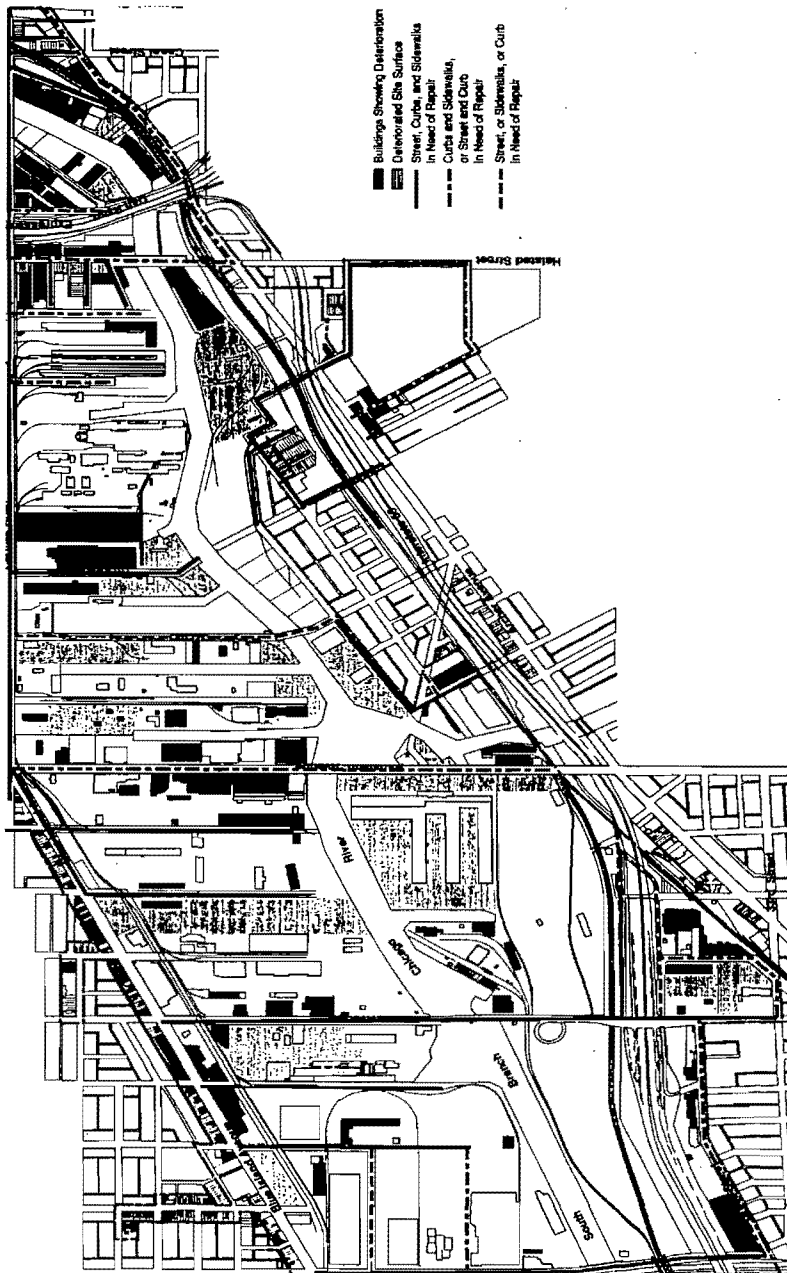


Figure 8b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Buildings Below Minimum Codes -- Pilsen (Southern).

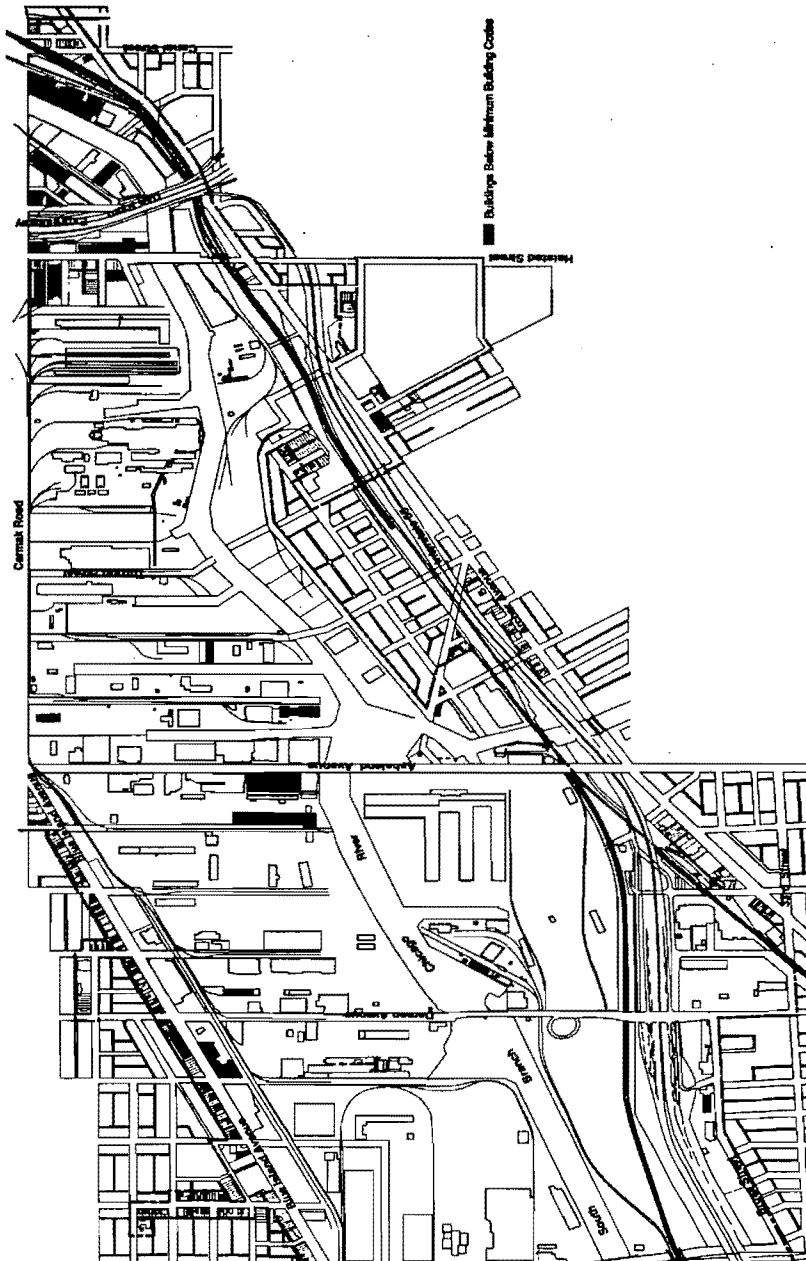


Figure 9a.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Excessive Vacancies -- Pilsen (Northern).

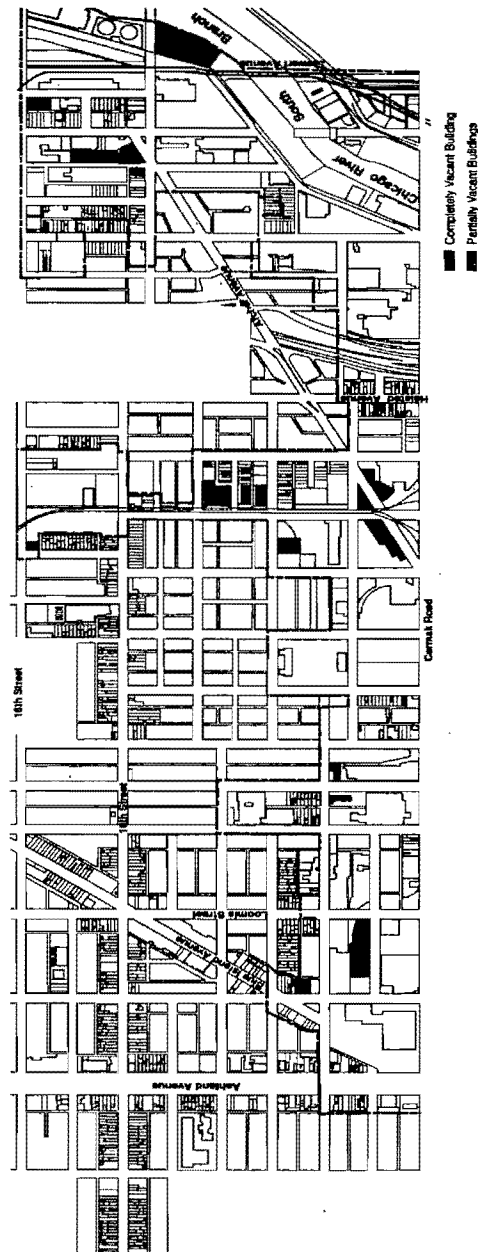


Figure 9b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Excessive Vacancies - Pilsen (Southern).

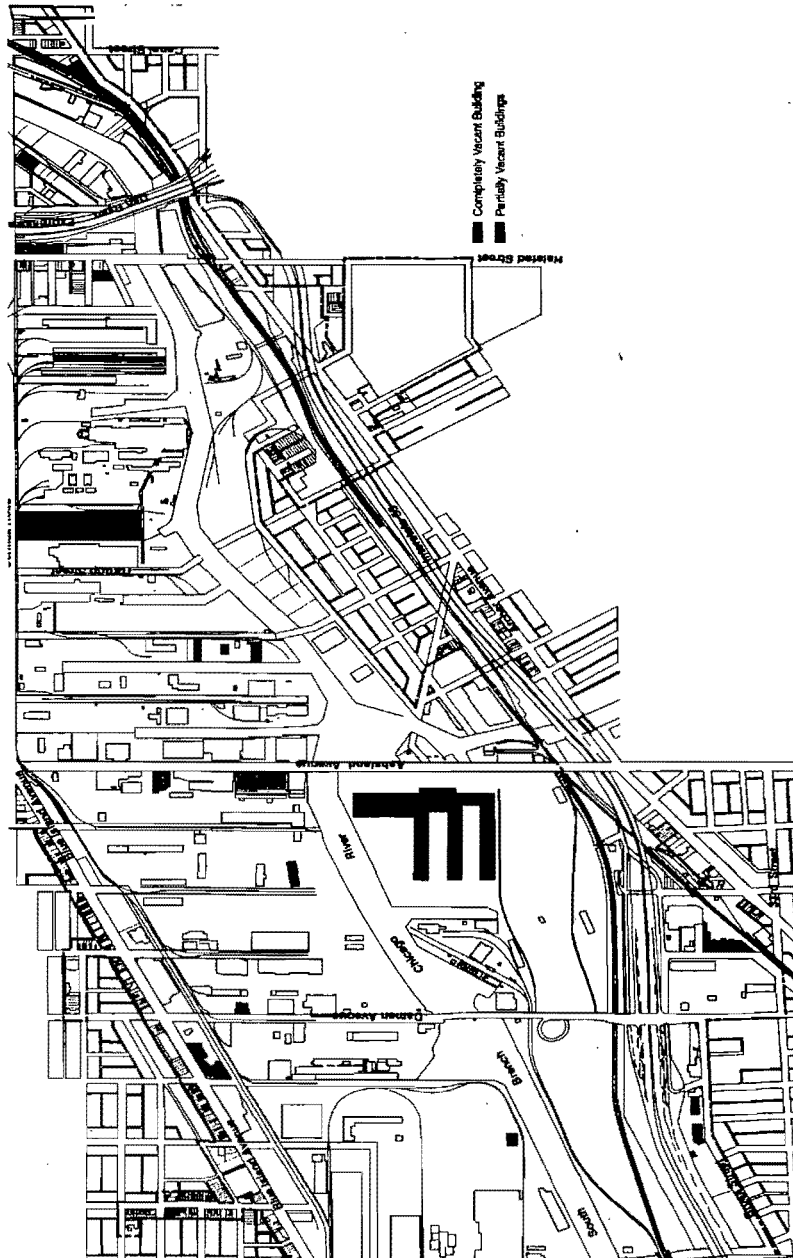


Figure 10a.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Excessive Land Coverage -- Pilsen (Northern).

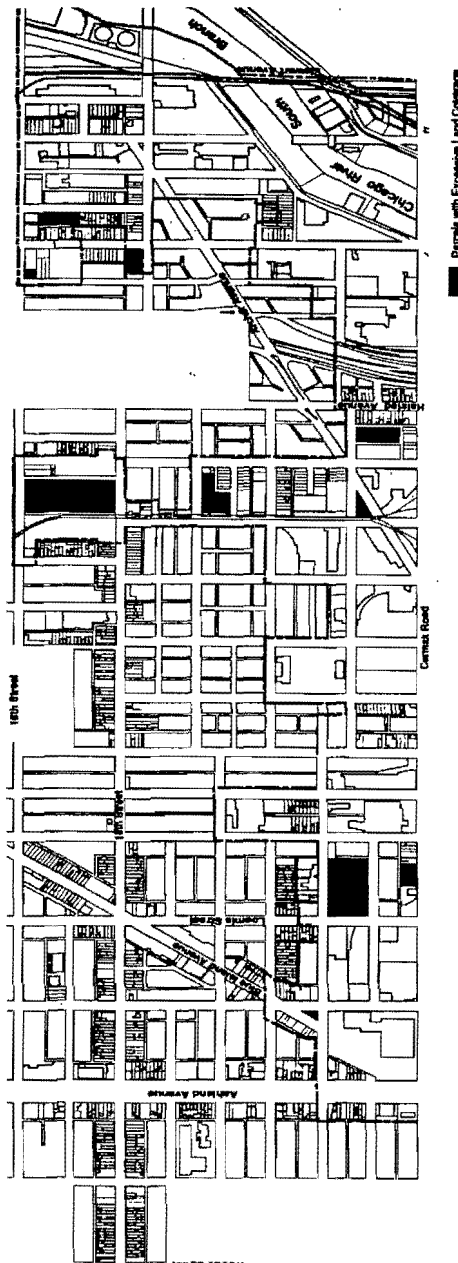


Figure 10b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Excessive Land Coverage -- Pilsen (Southern).

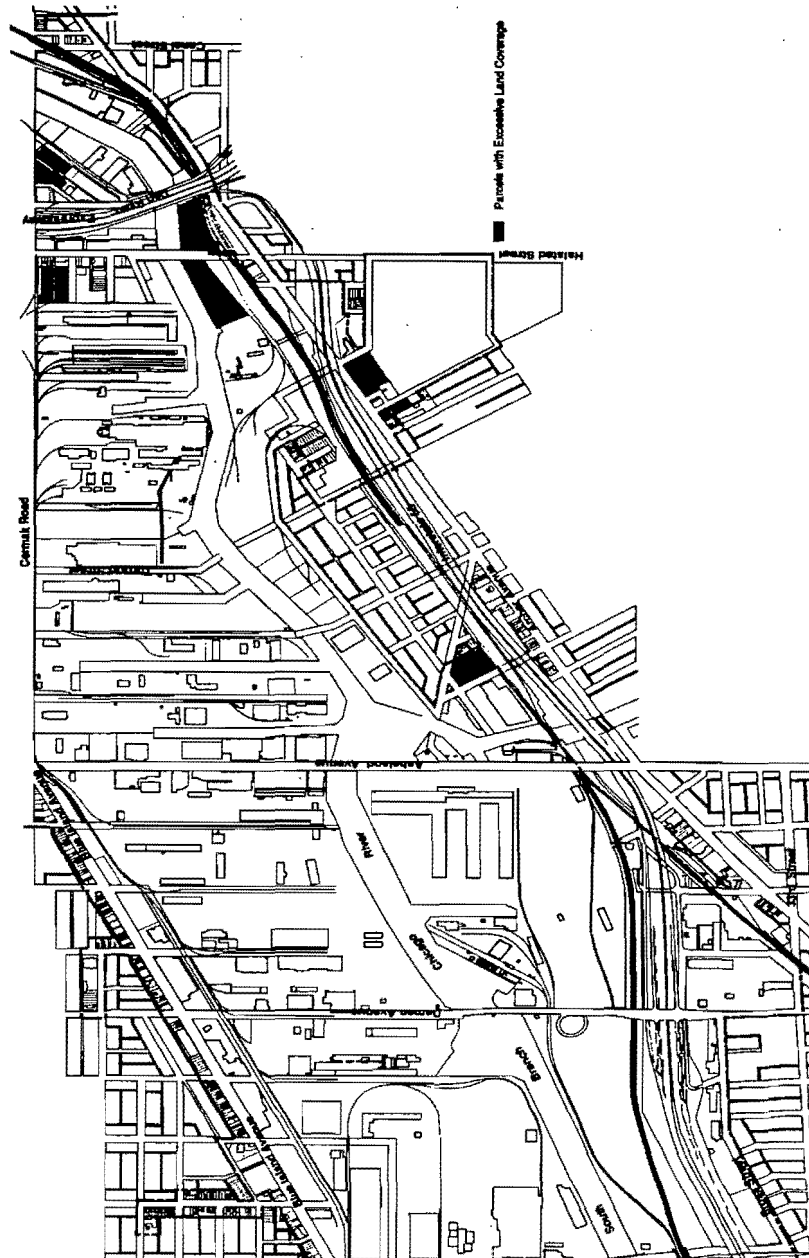


Figure 10b

Figure 11a.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Deleterious Land-Use/Layout -- Pilsen (Northern).

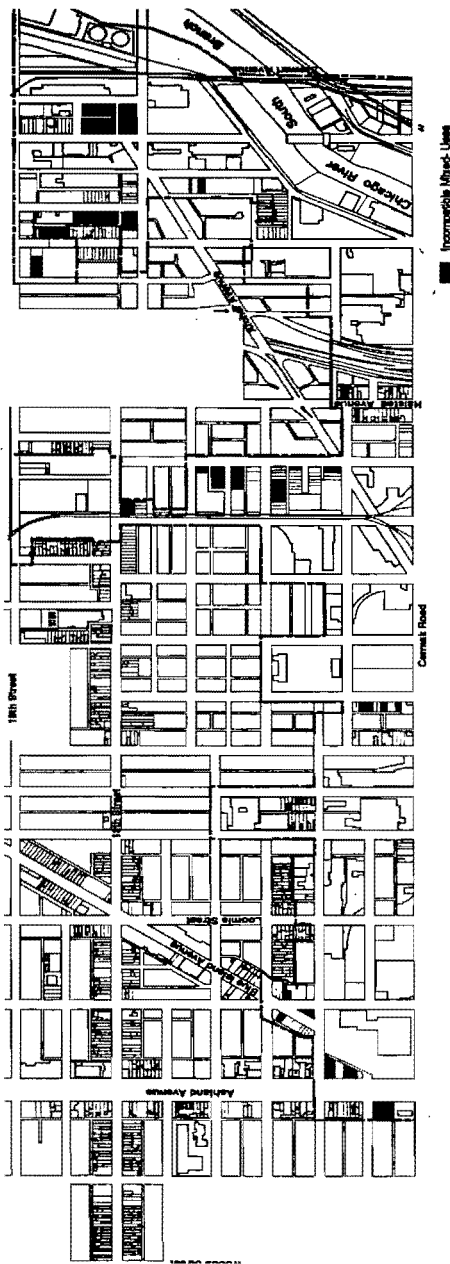


Figure 11b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Deleterious Land-Use/Layout -- Pilsen (Southern).

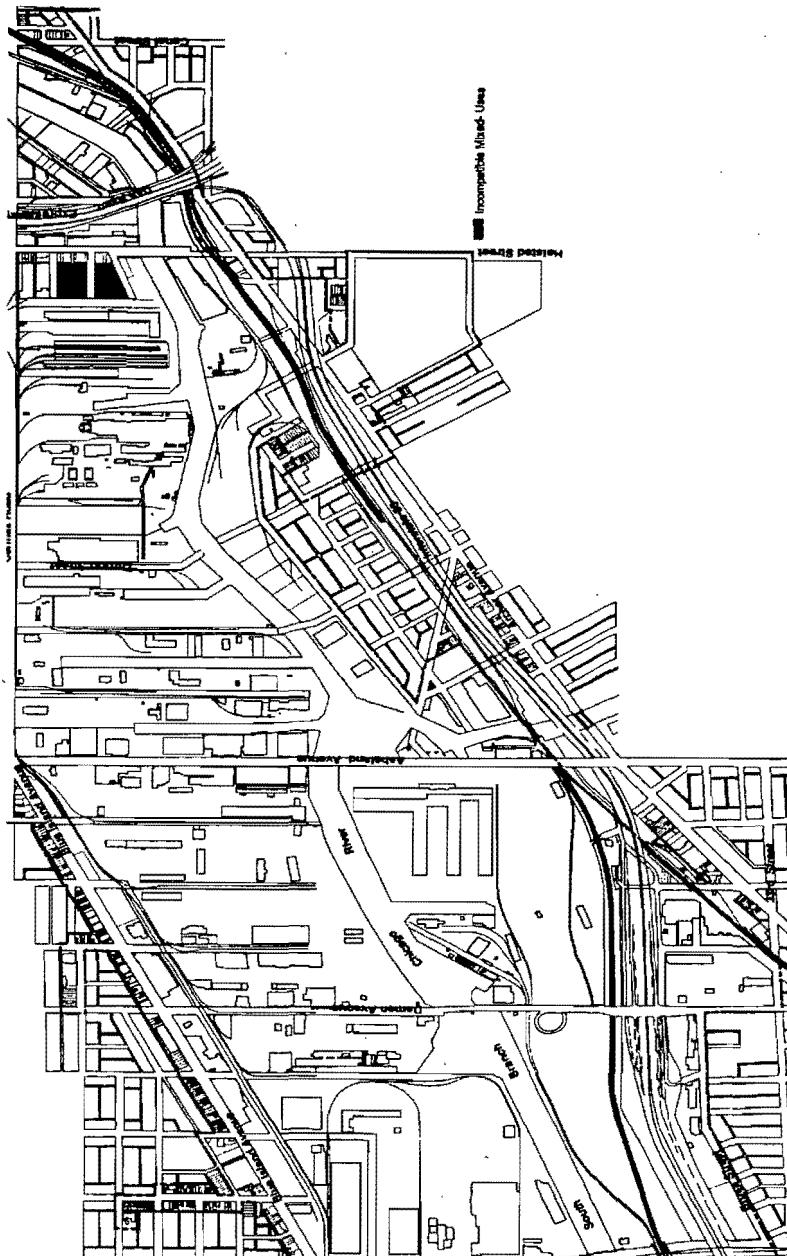


Figure 12b.
(To Pilsen Project Area Tax Increment
Financing Eligibility Study)

Depreciation Of Physical Maintenance -- Pilsen (Southern).

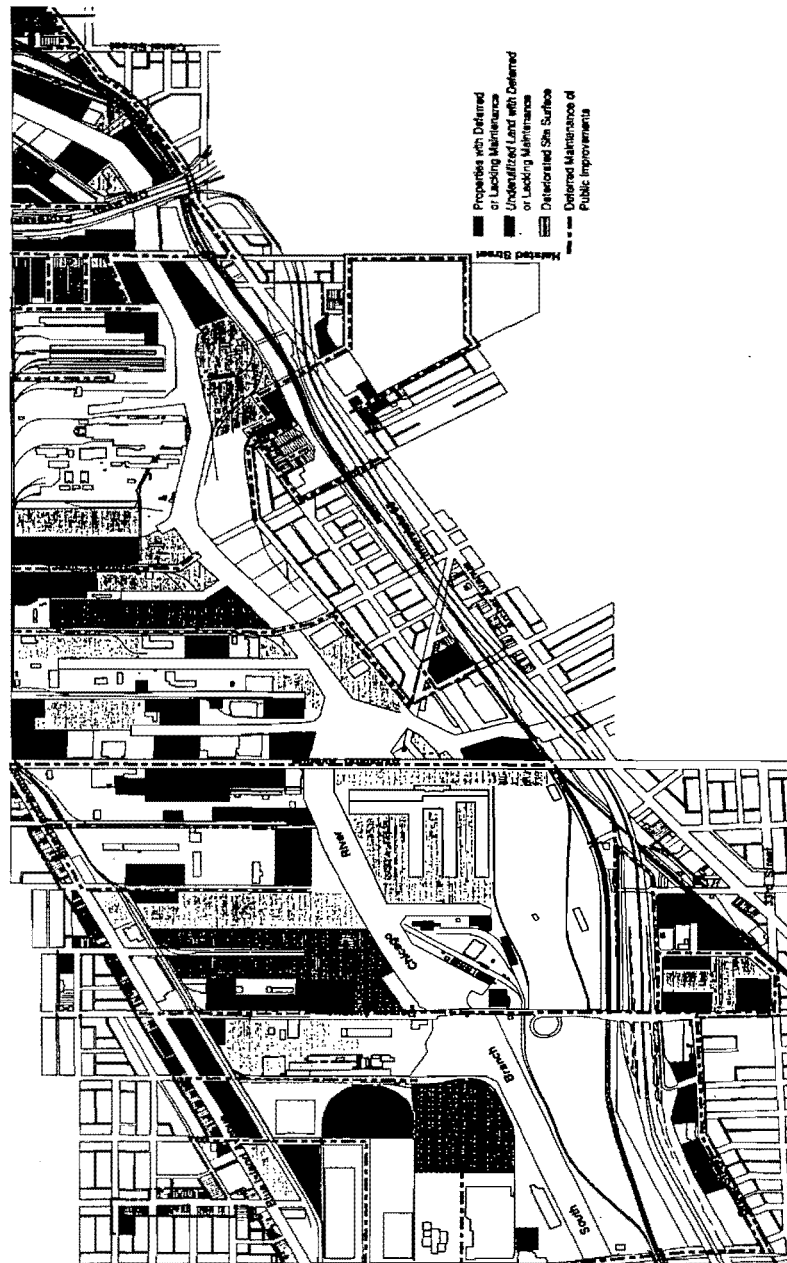


Figure 12b