

SECTION 2. Section 2-14-132 of the Municipal Code of Chicago is hereby amended by inserting the language underscored, as follows:

2-14-132 Impoundment.

(1) Whenever the owner of a vehicle seized and impounded pursuant to Sections 3-46-076, 3-56-155, 4-68-195, 9-80-220, 9-112-640 or 9-114-420 of this Code (for purposes of this section, the "status-related offense sections"), or Sections 7-24-225, 7-24-226, 7-28-390, 7-28-440, 7-38-115(c-5), 8-4-130, 8-8-060, 8-20-070, 9-12-090, 9-76-145, 9-80-225, 9-80-240, 9-92-035, 10-8-480(c), 11-4-1410, 11-4-1500 or 15-20-270 of this Code (for purposes of this section, the "use-related offense sections") requests a preliminary hearing in person and in writing at the department of administrative hearings, within 15 days after the vehicle is seized and impounded, an administrative law officer of the department of administrative hearings shall conduct such preliminary hearing within 48 hours of request, excluding Saturdays, Sundays and legal holidays, unless the vehicle was seized and impounded pursuant to Section 7-24-225 and the department of police determines that it must retain custody of the vehicle under the applicable state or federal forfeiture law. If, after the hearing, the administrative law officer determines that there is probable cause to believe that the vehicle was used in a violation of this Code for which seizure and impoundment applies, or, if the impoundment is pursuant to Section 9-92-035, that the subject vehicle is eligible for impoundment under that section, the administrative law officer shall order the continued impoundment of the vehicle as provided in this section unless the owner of the vehicle pays to the city the amount of the administrative penalty prescribed for the code violation plus fees for towing and storing the vehicle. If the vehicle is also subject to immobilization for unpaid parking and/or compliance violations, the owner of the vehicle must also pay the amounts due for all such outstanding violations prior to the release of the vehicle. If the administrative law officer determines there is no such probable cause, or, if the impoundment is pursuant to Section 9-92-035, that the subject vehicle has previously been determined not to be eligible for impoundment under that section, the vehicle will be returned without penalty or other fees.

(Omitted text is not affected by this ordinance.)

SECTION 3. This ordinance shall take effect 30 days after its passage and publication.

AMENDMENT NO. 1 TO NORTH PULLMAN TAX INCREMENT FINANCING REDEVELOPMENT PLAN AND PROJECT.

[O2013-5994]

The Committee on Finance submitted the following report:

CHICAGO, September 11, 2013.

To the President and Members of the City Council:

Your Committee on Finance, having had under consideration a communication recommending a proposed ordinance concerning the authority to approve Amendment Number 1 to the North Pullman Tax Increment Financing Redevelopment Plan and Project, 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, with no dissenting vote.

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 Moreno, Fioretti, Dowell, Burns, Hairston, Sawyer, Holmes, Harris, Beale, Pope, Balcer, Cárdenas, Quinn, Burke, Foulkes, Thompson, Thomas, Lane, O'Shea, Cochran, Brookins, Muñoz, Zalewski, Chandler, Solis, Maldonado, Burnett, Ervin, Graham, Reboyras, Suarez, Waguespack, Mell, Austin, Colón, Sposato, Mitts, Cullerton, Laurino, P. O'Connor, M. O'Connor, Reilly, Smith, Tunney, Arena, Cappleman, Pawar, Osterman, Moore, Silverstein -- 50.

Nays -- None.

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

The following is said ordinance as passed:

WHEREAS, Under ordinances adopted on June 30, 2009, and published in the *Journal of the Proceedings of the City Council of the City of Chicago* (the "*Journal*") for such date at pages 65068 to 65180, 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 "Plan") for a portion of the City known as the "North Pullman Redevelopment Project Area" (the "Area"); (ii) designated the Area as a "redevelopment project area" within the requirements of the Act; and (iii) adopted tax increment financing for the Area (the foregoing three ordinances are collectively referred to herein as the "TIF Ordinances"); and

WHEREAS, Public Act 92-263, which became effective on August 7, 2001, amended the Act to provide that, under Section 11-74.4-5(c) of the Act, amendments to a redevelopment plan which do not (1) add additional parcels of property to the proposed redevelopment project area, (2) substantially affect the general land uses proposed in the redevelopment plan, (3) substantially change the nature of the redevelopment project, (4) increase the total estimated redevelopment project cost set out in the redevelopment plan by more than 5 percent after adjustment for inflation from the date the plan was adopted, (5) add additional redevelopment project costs to the itemized list of redevelopment project costs set out in the redevelopment plan, or (6) increase the number of inhabited residential units to be displaced from the redevelopment project area, as measured from the time of creation of the redevelopment project area, to a total of more than 10, may be made without further hearing, provided that notice is given as set forth in the Act as amended; and

WHEREAS, The Corporate Authorities now desire to amend the Plan to amend the map of the Land Use Plan to change the proposed land use for one parcel, which such amendment shall not (1) add additional parcels of property to the proposed redevelopment project area, (2) substantially affect the general land uses proposed in the redevelopment plan, (3) substantially change the nature of the redevelopment project, (4) increase the total estimated redevelopment project cost set out in the redevelopment plan by more than 5 percent after adjustment for inflation from the date the plan was adopted, (5) add additional redevelopment project costs to the itemized list of redevelopment project costs set out in the redevelopment plan, or (6) increase the number of inhabited residential units to be displaced from the redevelopment project area, as measured from the time of creation of the redevelopment project area, to a total of more than 10; 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 Number 1 To The Plan. The Amendment Number 1 of the Plan attached hereto as Exhibit 1 is hereby approved. Appendix 1 -- Map 7 of the Plan, "Proposed Future Land Use Map", is hereby replaced in its entirety with Appendix 1 -- Map 7, "Revised Proposed Future Land Use Map", a copy of which is attached hereto in Exhibit 1. Except as amended hereby, the Plan shall remain in full force and effect.

SECTION 3. 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 4. Superseder. All ordinances (including, without limitation, the TIF Ordinances), resolutions, motions or orders in conflict with this ordinance are hereby repealed to the extent of such conflicts.

SECTION 5. Effective Date. This ordinance shall be in full force and effect immediately upon its passage.

Exhibit 1 referred to in this ordinance reads as follows:

Exhibit "1".
(To Ordinance)

*Amendment No. 1 To North Pullman Tax Increment
Financing Redevelopment Plan And Project.*

The second paragraph of Section 4, Redevelopment Plan and Project, subsection entitled "Proposed Future Land Use" on page 65096 of the *Journal of the Proceedings of the City Council of the City of Chicago* of June 30, 2009, should be deleted and replaced with the following:

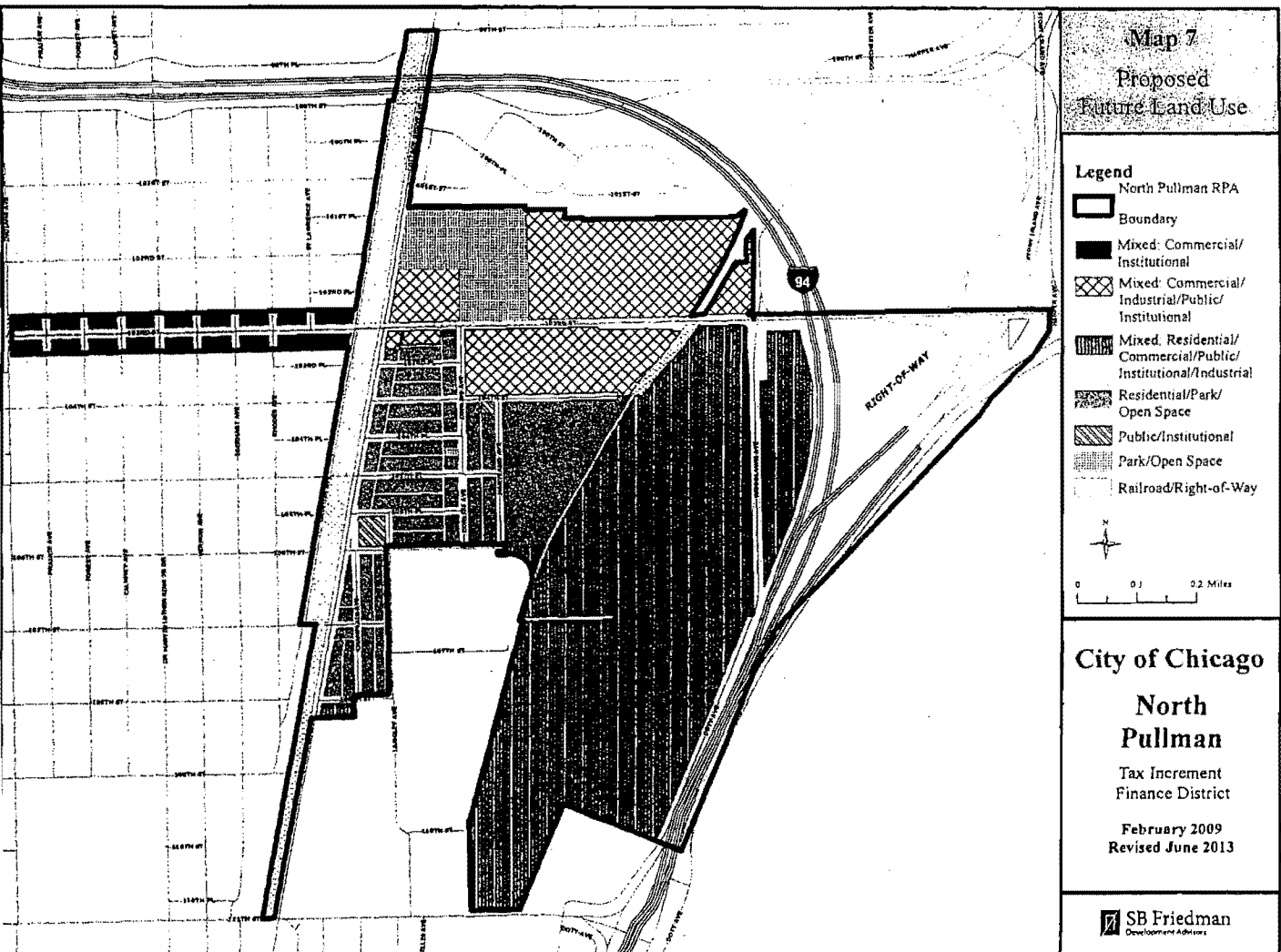
The proposed future land use for the study area is as a mixed-use (commercial/institutional, commercial/industrial/public/institutional, residential/commercial/public/institutional) as well as residential/park/open space, park/open space and railroad rights-of-way district, as shown on Map 7 in Appendix 1. These proposed future land uses are consistent with not only the historical land use patterns and current redevelopment trends in and around the RPA, but also the need to serve the community with modern facilities of the types noted above. The proposed future land uses within the RPA include a range of residential and retail/commercial uses; residential units above retail and commercial uses; institutional/commercial and educational, civic, and institutional uses. The proposed future land uses shown on Map 7 are the predominant uses and are not exclusive of any other uses.

[Appendix 1 -- Map 7 referred to in this Amendment Number 1 to North Pullman Tax Increment Financing Redevelopment Plan and Project printed on page 58828 of this *Journal*.]

Appendix 1 -- Map 7.
(To Amendment Number 1 To North Pullman Tax Increment
Financing Redevelopment Plan And Project)

Revised Proposed Future Land-Use Map.

Figure C. Proposed Land Use Map



DECLARATION OF INTENT TO ISSUE CITY OF CHICAGO YEAR 2014 WATER AND WASTEWATER REVENUE BONDS.

[O2013-5756]

The Committee on Finance submitted the following report:

CHICAGO, September 11, 2013.

To the President and Members of the City Council:

Your Committee on Finance, having had under consideration a communication recommending a proposed ordinance concerning the authority to evidence the City's intent to issue City of Chicago 2014 Water and Wastewater Revenue Bonds, amount of Bonds not to exceed: \$700,000,000, 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, with no dissenting vote.

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 Moreno, Fioretti, Dowell, Burns, Hairston, Sawyer, Holmes, Harris, Beale, Pope, Balcer, Cárdenas, Quinn, Burke, Foulkes, Thompson, Thomas, Lane, O'Shea, Cochran, Brookins, Muñoz, Zalewski, Chandler, Solis, Maldonado, Burnett, Ervin, Graham, Reboyras, Suarez, Waguespack, Mell, Austin, Colón, Sposato, Mitts, Cullerton, Laurino, P. O'Connor, M. O'Connor, Reilly, Smith, Tunney, Arena, Cappleman, Pawar, Osterman, Moore, Silverstein -- 50.

Nays -- None.

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

The following is said ordinance as passed:

North Pullman Redevelopment Project Area
Tax Increment Finance District
Eligibility Study, Redevelopment Plan and Project

City of Chicago
Richard M. Daley, Mayor

February 27, 2009

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Appendices

- Appendix 1: Maps
- Appendix 2: Boundary and Legal Description
- Appendix 3: Housing Impact Study
- Appendix 4: Summary of Estimated 2007 EAV (by PIN)

S. B. Friedman & Company
Suite 820, 221 N. LaSalle Street
Chicago, IL 60601-1302
Phone: 312/424-4250; Fax: 312/424-4262
Contact Person: Stephen B. Friedman

1. Executive Summary

In June 2008, *S. B. Friedman & Company* was engaged to conduct a Tax Increment Financing Eligibility Study (the “Eligibility Study”) for the proposed North Pullman Redevelopment Project Area. This report details the eligibility factors found within the proposed North Pullman Redevelopment Project Area in support of its designation as a “conservation area” within the definitions set forth in the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq., as amended (the “Act”), and thus in support of its designation as the North Pullman Redevelopment Project Area (the “North Pullman RPA” or “RPA”). In addition, since the Eligibility Study has determined that the RPA qualifies as a conservation area, this report also contains the Redevelopment Plan and Project (the “Redevelopment Plan” or “Redevelopment Plan and Project”) for the North Pullman RPA.

The North Pullman RPA is located within the Pullman and Roseland community areas (“Community Area”) of the City of Chicago (“City”), and is generally bounded by S. Doty and S. Stony Island Avenues on the east; E. 106th, E. 108th and E. 111th Streets on the south; S. Cottage Grove and S. Indiana Avenues to the west; and E. 101st and E. 103rd Streets on the north. The North Pullman RPA is located within the Pullman and Roseland community areas, and is presently located in City Wards 8, 9, and 10.

Determination of Eligibility

This Eligibility Study concludes that the North Pullman RPA is eligible for Tax Increment Financing (“TIF”) designation as a “conservation area” because 50 percent or more of the structures in the area are 35 years in age or older, and because the following five eligibility factors have been found to be present to a meaningful extent and reasonably distributed throughout the RPA:

1. Lack of Growth in Equalized Assessed Value (EAV);
2. Deterioration;
3. Inadequate Utilities;
4. Environmental Contamination; and
5. Excessive Vacancies.

In addition, a portion of the RPA is vacant. The Eligibility Study concludes that the vacant portion of the North Pullman RPA is eligible for TIF designation as a “blighted area” because the following three eligibility factors have been found to present to a meaningful extent:

1. Environmental Contamination;
2. Deterioration of Structures or Site Improvements in Neighboring Areas Adjacent to the Vacant Land; and
3. Obsolete Platting.

Redevelopment Plan: Goal, Objectives, and Strategies

Goal. The overall goal of the Redevelopment Plan is to reduce or eliminate the conditions that qualify the North Pullman RPA as a conservation area, and to provide the mechanisms necessary to support public and private development and improvements in the RPA. This goal is to be achieved through an integrated and comprehensive strategy that leverages public resources to stimulate private investment in rehabilitation of existing structures and new development. Eliminating these conditions and facilitating development within the RPA will facilitate reestablishment of the RPA as a cohesive and vibrant mixed-use area that provides a broad range of both housing opportunities and commercial/retail uses, while accommodating public and institutional uses where appropriate. Redevelopment of the RPA will improve retail, commercial, and housing conditions; improve the relationship between the area's land uses; and attract private redevelopment.

Objectives. Fifteen broad objectives support the overall goal of area-wide revitalization of the North Pullman RPA. These include:

1. Provide resources for the rehabilitation and modernization of existing structures and the reuse and rehabilitation of architecturally and historically significant structures, especially those structures within the designated Pullman Chicago Landmark District and the Pullman Historic District listed on the National Register of Historic Places, and any structures ranked "orange" or "red" (the highest significance levels) in the Chicago Historic Resources Survey;
2. Facilitate residential development and redevelopment that will accommodate current and future residents of the RPA, including affordable housing and a variety of housing tenure (ownership versus rental);
3. Facilitate redevelopment of vacant or under-utilized industrial properties and the transition of such properties to land uses which are more in keeping with the character of the existing North Pullman community;
4. Provide resources for environmental remediation on former industrial properties to allow for the transition of such properties to land uses which are more in keeping with the character of the existing North Pullman community;
5. Encourage high-quality retail development that promotes a lively pedestrian environment, incorporates enhanced plazas and green spaces, provides sufficient off-street parking, and adequately serves households residing in the area;
6. Improve the quality of existing open space, plazas, and streetscape elements to provide the community with safe, attractive public gathering spaces;
7. Provide resources for the sustainable rehabilitation of existing residential buildings;
8. Improve public transit facilities within the RPA;

9. Provide resources for the creation and/or improvement of community facilities to offer health/wellness, education, social support, and job training opportunities for RPA residents;
10. Improve vehicular circulation throughout the RPA through improvements to streets, alleys and loading areas;
11. Promote commercial and residential development and redevelopment that is “transit-oriented” in nature and reflects site design and mixes of uses that promote transit ridership and accessibility;
12. Replace or repair public infrastructure where needed, including streets, sidewalks, curbs, gutters, underground water and sanitary systems, alleys, bridges, and viaducts;
13. Provide opportunities for women-owned, minority-owned, and locally owned businesses to share in job opportunities associated with the redevelopment of the North Pullman RPA, particularly in the design and construction industries;
14. Support job training and welfare to work programs and increase employment opportunities for City residents; and
15. Provide daycare assistance to support employees of local businesses.

Strategies. These objectives will be implemented through four specific and integrated strategies. These include:

1. **Implement Public Improvements.** A series of public improvements throughout the North Pullman RPA may be designed and implemented to build upon and improve the character of the area, and to create a more conducive environment for private development. Public improvements that are implemented with TIF assistance are intended to complement and not replace existing funding sources for public improvements in the RPA. These improvements may include improvement of new streets, streetscaping, street and sidewalk lighting, alleyways, underground water and sewer infrastructure, parks or open space, and other public improvements consistent with the Redevelopment Plan and Project. These public improvements may be completed pursuant to redevelopment agreements with private entities or intergovernmental agreements with other public entities, and may include the construction, rehabilitation, renovation, or restoration of public improvements on one or more parcels.
2. **Encourage Private Sector Activities and Support Rehabilitation of Existing Buildings.** Through the creation and support of public-private partnerships, or through written agreements, the City may provide financial and other assistance to encourage the private sector to undertake rehabilitation and redevelopment projects and other improvements, in addition to programming such as job training and retraining, that are consistent with the goals of this Redevelopment Plan and Project.

The City may enter into redevelopment agreements or intergovernmental agreements with private or public entities to construct, rehabilitate, renovate, or restore private or public improvements on one or several parcels (collectively referred to as “Redevelopment Projects”). The City may also provide financial assistance to local property owners through programs such as the TIF Neighborhood Improvement Program.

The City requires developers who receive TIF assistance for market-rate housing to set aside twenty percent (20 percent) of the units to meet affordability criteria established by the City’s Department of Community Development or any successor agency. Generally, this requirement means that affordable for-sale housing units should be priced at a level that is affordable to persons earning no more than one hundred percent (100 percent) of the area median income, and affordable rental units should be affordable to persons earning no more than sixty percent (60 percent) of the area median income. TIF funds can also be used to pay for up to fifty percent (50 percent) of the cost of construction or up to seventy-five percent (75 percent) of interest costs for new housing units to be occupied by low-income and very low-income households as defined in Section 3 of the Illinois Affordable Housing Act.

Any development that receives TIF assistance must also meet the City’s Sustainable Development Policy requirements, as set forth by the Department of Community Development. These policies promote sustainable building practices and involve environmentally responsible design, construction and maintenance techniques that are available for and may apply to both new and existing structures.

3. **Develop Vacant and Underutilized Sites.** The redevelopment of vacant and underutilized properties within the North Pullman RPA is expected to stimulate private investment and increase the overall taxable value of properties within the RPA. Development of vacant and/or underutilized sites is anticipated to have a positive impact on other properties beyond the individual project sites.
4. **Facilitate Property Assembly, Demolition, and Site Preparation.** Financial assistance may be provided to private developers seeking to acquire land, and to assemble and prepare sites in order to undertake projects in support of this Redevelopment Plan and Project.

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

Demolition of any structure within the designated Chicago Landmark Pullman District must be reviewed by the Commission on Chicago Landmarks and approved by City Council. Structures outside of the Chicago Landmark Pullman District which are ranked “orange” or “red” in the Chicago Historic Resources Survey are subject to the 90-Day Demolition-Delay Ordinance.

Required Findings

The conditions required under the Act for the adoption of the Eligibility Study and Redevelopment Plan and Project are found to be present within the North Pullman RPA.

1. The RPA has not been subject to growth and development through investment by private enterprise. The EAV of the North Pullman RPA has not kept pace with the City of Chicago as a whole. In addition, construction activity within the RPA has been limited to a small number of buildings, and the total value of these construction projects has been minimal relative to the estimated market value of the area.
2. Without the support of public resources, the redevelopment objectives of the North Pullman RPA will most likely not be realized. TIF assistance may be used to fund rehabilitation, infrastructure improvements, and expansions to public facilities. Without the creation of the North Pullman RPA, these types of projects are not likely to occur.
3. The North Pullman RPA includes only the contiguous real property that is expected to substantially benefit from the proposed Redevelopment Plan and Project improvements.
4. The proposed land uses described in this Redevelopment Plan and Project will be approved by the Chicago Plan Commission prior to its adoption by the City Council.

2. Introduction

The Study Area

This document serves as the Eligibility Study and Redevelopment Plan and Project for the North Pullman Redevelopment Project Area. The North Pullman RPA is located within the Pullman and Roseland community areas of the City of Chicago (the “City”), in Cook County (the “County”). In June 2008, *S. B. Friedman & Company* was engaged to conduct a study of certain properties in these neighborhoods to determine whether the area containing these properties would qualify for status as a “blighted area” and/or “conservation area” under the Act.

The Eligibility Study and Plan summarizes the analyses and findings of *S. B. Friedman & Company*’s work, which, unless otherwise noted, is the responsibility of *S. B. Friedman & Company*. The City is entitled to rely on the findings and conclusions of this Eligibility Study and Plan in designating the North Pullman Redevelopment Project Area as a redevelopment project area under the Act. *S. B. Friedman & Company* has prepared this Eligibility Study and Plan with the understanding that the City would rely: 1) on the findings and conclusions of the Eligibility Study and Plan in proceeding with the designation of the North Pullman Redevelopment Project Area and the adoption and implementation of the Plan, and 2) on the fact that *S. B. Friedman & Company* has obtained the necessary information to conclude that the North Pullman Redevelopment Project Area can be designated as a Redevelopment Project Area under the Act and that the Eligibility Study and Plan will comply with the Act.

The community context of the North Pullman RPA is detailed on Map 1 in Appendix 1. The RPA is generally bounded by S. Doty and S. Stony Island Avenues on the east; E. 106th, E. 108th and E. 111th Streets on the south; S. Cottage Grove and S. Indiana Avenues to the west; and E. 101st and E. 103rd Streets on the north. The RPA consists of 807 tax parcels on 38 blocks, and is located wholly within the City of Chicago. The RPA consists of improved parcels, with the exception of the 11.5-acre parcel located near the intersection of E. 104th Street and S. Maryland Avenue, west of the Chicago South Shore & South Bend Railroad spur.

Map 2 in Appendix 1 details the boundary of the North Pullman RPA, which includes only the contiguous real property that is expected to substantially benefit from the Redevelopment Plan and Project improvements discussed herein.

Map 4 in Appendix 1 depicts the boundaries of the Pullman Chicago Landmark District, portions of which are included within the RPA. Those portions of the Chicago Landmark district are bounded by E. 104th Street on the north, S. Maryland Avenue on the east, E. 106th Street on the south, and S. Corliss Avenue on the west, as well as those bounded roughly by E. 106th Street on the north, S. Langley Avenue on the east, E. 108th Street on the South, and S. Cottage Grove Avenue on the west.

The RPA also includes portions of the larger Pullman Historic District, listed on the National Register of Historic Places and also depicted in Map 4 in Appendix 1. The National Register

district is bounded by E. 103rd Street on the north, the Chicago South Shore & South Bend Railroad spur on the east, E. 115th Street on the south, and S. Cottage Grove Avenue on the west. Appendix 2 contains a legal description of the North Pullman RPA.

The Eligibility Study covers events and conditions that exist and that were determined to support the designation of the North Pullman RPA as a “conservation area” under the Act at the completion of our research on February 9, 2009 and not thereafter. Events or conditions, such as governmental actions and additional developments occurring after that date are excluded from the analysis. The improved parcels suffer from lack of growth and investment, deterioration, inadequate utilities, and excessive vacancies. In addition, many buildings show visible signs of disinvestment that include structural cracks, brick work in need of tuck pointing, sunken roofs and more. Without a comprehensive approach to address these issues, the RPA is not likely to see substantial private investment. The Redevelopment Plan and Project address these issues by providing the means to facilitate private development and rehabilitation, and the construction of public infrastructure.

These improvements will benefit all of the property within the RPA by alleviating conditions qualifying the RPA as a conservation area.

*History of Community Area*¹

The North Pullman RPA is located within two community areas on the South Side of the City of Chicago: Pullman and Roseland. The majority of the RPA is located with the Pullman Community Area, which is bounded roughly by E. 95th Street on the north; an irregular eastern boundary extending south from E. 96th Street to approximately E. 103rd Street along S. Stony Island Avenue, and then south to E. 115th Street along the Bishop Ford Expressway; E. 115th Street to the south; and S. Cottage Grove Avenue to the west. The western portion of the RPA lies in the Roseland Community Area. The history of each Community Area in which portions of the RPA is located is described below.

Pullman. The Pullman community originated as a planned industrial town, built by George Pullman, railroad car manufacturer, with plants, public facilities and 1,750 residential units for Pullman employees and their families. The housing stock consisted of primarily two-story, single-family row houses, and the community's first residents settled in 1881.

In 1894, a workers' strike caused by a decrease in wages that was not coupled with a decrease in rents for housing brought on several changes. Perhaps the most significant of these was that the charter of the Pullman Company no longer allowed it to own or manage a town, thus allowing workers to buy their own homes. Nevertheless, the community suffered and population decreased without the support of the Pullman Company. In the early 1900s, population started to decline as demand increased for less skilled workers.

In the early 1900s Pullman was annexed as part of the City of Chicago. Between 1930 and 1960, most new residential development took place in the northern section between E. 95th and E. 99th Streets while homes in the original Pullman area began to show signs of deterioration. 1960 marked the beginning of large-scale migration of African-Americans into the neighborhood, with the area between E. 103rd and E. 111th Streets becoming one-fifth African-American by 1970.

In 1960, it was recommended that the area between E. 111th and E. 115th Streets be destroyed to make way for an industrial park. In response to these efforts, residents lobbied to keep the neighborhood intact and the community was designated a city, state and national historical landmark. In 1972 and 1993, the City of Chicago designated the Pullman District as a Chicago Landmark. The landmark district is roughly bounded by E. 104th, E. 115th, S. Cottage Grove and S. Langley Streets. And in 1973, the Historic Pullman Foundation was established to preserve and restore the neighborhood's architectural character.

Outside of the Pullman Chicago Landmark District, there are several buildings which have been identified as historically and architecturally significant in the Chicago Historic Resources Survey. Though they are not Chicago Landmarks or included in Landmark Districts, those buildings or

¹ Information on the history of the Pullman and Roseland community areas was derived from the *Local Community Fact Book of Chicago Metropolitan Area 1990*, edited by the Chicago Fact Book Consortium (copyright 1995, Board of Trustees of the University of Illinois), and the *Encyclopedia of Chicago* (published in hard copy in 2004 by the Newberry Library and in electronic format in 2005 by the Chicago Historical Society). Additional information was obtained from the Illinois Historic Preservation Agency.

structures ranked “orange” and “red” (the highest significance levels) in the Chicago Historic Resources Survey possess historical or architectural significance.

The Pullman Car Works shut down in 1981. In 1991, the Illinois Historic Preservation Agency (“IHPA”) purchased the Clock Tower Administration Building, the Assembly Shops and the Hotel Florence with the intention of creating a museum highlighting the history of the community and the company. A fire in December of 1998 destroyed a significant portion of the Administration Building and Assembly Shops and delayed rehabilitation on the site. IHPA is developing a conceptual plan for the historical site so that it can be a cultural and tourist destination in the near future.

In July 2008, Ryerson, a metal distributor and processor, vacated the remaining portion of the Pullman Company site. The 165.5-acre site currently sits vacant.

Since its peak in 1970, Pullman’s population has decreased by nearly 20 percent to 8,951 as of the 2000 U.S. Census. According to the 2000 Census, approximately 82 percent of residents are African-American, more than one-fifth live below the poverty line and 17 percent are unemployed.

Roseland. Having been mostly swampland, Roseland had its first settlers arrive in 1848. These settlers were from North Holland area of the Netherlands and were seeking land suitable for truck farming. In 1852, two railroads, the Illinois Central and the Rock Island, were laid through the area. By the late 1800s workers from the Pullman factory had also begun to move into the Roseland area. Although the surrounding area was becoming more and more industrial, Roseland maintained its agricultural and residential character.

During the 1920s, Roseland’s population increased 53 percent with an influx of Lithuanians, Germans, Italians and African-Americans, and residential development increased. In the 1940s, population increased again, by 29 percent, with African-Americans being the driver of this growth.

The 1960s saw the beginning of disinvestment in the Roseland community as large numbers of businesses and industries, such as Sears, left the area. Decreased production at the Pullman factory negatively impacted the community as well, as some residents moved to the suburbs to follow jobs.

Since its peak in 1970, Roseland’s population has decreased by nearly 24 percent to 52,724 as of the 2000 U.S. Census. According to the 2000 Census, approximately 98 percent of residents are African-American, more than one-fifth live below the poverty line and 17 percent are unemployed.

Existing Land Use

Based on *S. B. Friedman & Company’s* research, nine land uses have been identified within the North Pullman RPA:

- Commercial;
- Residential;
- Mixed: Commercial and Residential;

- Industrial;
- Public/Institutional (including public facilities, religious institutions, and social services);
- Parks/Open space;
- Railroad/Rights-of-way;
- Vacant improved land; and
- Vacant unimproved land.

The existing land use pattern in the North Pullman RPA is shown in Map 3 in Appendix 1. This map represents the predominant land use in the area on a parcel-by-parcel basis. The land use displayed was the land use most apparent during field observation. The mixed-use designation is used for those parcels that contain two or more of the following land uses: residential, commercial, or public/institutional.

Overall, the area contains mainly commercial, residential, and mixed land uses. Commercial and mixed uses are concentrated along the western portion of 103rd Street. Residential uses are found throughout the RPA, primarily east of S. Cottage Grove Avenue. Light industrial uses are concentrated on the eastern portion of E. 103rd street, while public and institutional uses are dispersed throughout the RPA.

Commercial. Commercial and retail development is located primarily along E. 103rd Street, especially in the street's western section.

Residential. Residential uses are found throughout the RPA. Single-family row homes are the predominant building type. There are several multi-family rental apartment buildings that include two- and three-flats throughout the RPA, as well as a larger, 210-unit, project-based Section 8 development. Some residential units are also located on the upper floors of mixed-use buildings on E. 103rd Street. The RPA does not contain any condominium units.

Light Industrial. There are several light industrial uses located along E. 103rd Street near S. Woodlawn Avenue.

Public/Institutional. There are several public and/or institutional uses located in the RPA. These include numerous religious uses and several schools located throughout the RPA.

Parks/Open Space. The RPA contains one Chicago Park District park: Gately Park, located at the corner of S. Cottage Grove Avenue and E. 103rd Street.

Vacant Land. There are numerous vacant parcels of varying sizes distributed throughout the RPA. The largest of these is the 11.5-acre former Union Foundry site, located near E. 104th Street and S. Maryland Avenue west of the Chicago South Shore & South Bend Railroad spur.

Historically Significant Structures

The RPA includes a portion of the Pullman District, a designated Chicago Landmark district. This district includes those properties bounded by E. 104th Street on the north, S. Maryland Avenue on the east, E. 106th Street on the south, and S. Corliss Avenue on the west, as well as those bounded roughly by E. 106th Street on the north, S. Langley Avenue on the east, E. 108th Street on the south and S. Cottage Grove Avenue on the west.

In addition, the RPA also includes portions of the Pullman Historic District listed on the National Register of Historic Places. The National Register District is bounded by E. 103rd Street on the north, the Chicago South Shore & South bend Railroad spur on the east, E. 115th Street on the south and Cottage Grove Avenue on the west. The majority of the RPA (approximately 96% of the area) is included in this National Register District.

3. Eligibility Analysis

Provisions of the Illinois Tax Increment Allocation Redevelopment Act

Based upon the conditions found within the North Pullman RPA at the completion of *S. B. Friedman & Company's* research, it has been determined that the North Pullman RPA meets the eligibility requirements of the Act as a "conservation area." The following text outlines the provisions of the Act to establish eligibility.

Under the Act, two primary avenues exist to establish eligibility for an area to permit the use of tax increment financing for area redevelopment: declaring an area as a "blighted area" and/or a "conservation area."

"Blighted areas" are those improved or vacant areas with blighting influences that are impacting the public safety, health, morals, or welfare of the community, and are substantially impairing the growth of the tax base in the area. "Conservation areas" are those improved areas which are deteriorating and declining and may become blighted if the deterioration is not abated.

The statutory provisions of the Act specify how a district can be designated as a "conservation" and/or "blighted area" district based upon an evidentiary finding of certain eligibility factors listed in the Act. The eligibility factors for each designation are identical for improved property. A separate set of factors exists for the designation of vacant land as a "blighted area." There is no provision for designating vacant land as a conservation area.

Factors for Improved Property

For improved property to constitute a "blighted area," a combination of five or more of the following thirteen eligibility factors listed at 65 ILCS 5/11-74.4-3 (a) and (b) must meaningfully exist and be reasonably distributed throughout the RPA. "Conservation areas" must have a minimum of fifty percent (50%) of the total structures within the area aged 35 years or older, plus a combination of three or more of the 13 eligibility factors which are detrimental to the public safety, health, morals, or welfare and which could result in such an area becoming a blighted area.

Dilapidation. An advanced state of disrepair or neglect of necessary repairs to the primary structural components of buildings or improvements in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.

Obsolescence. The condition or process of falling into disuse. Structures have become ill-suited for the original use.

Deterioration. With respect to buildings, defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. With respect to surface improvements, that the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas evidence deterioration including, but not

limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces.

Presence of Structures Below Minimum Code Standards. All structures that do not meet the standards of zoning, subdivision, building, fire, and other governmental codes applicable to property, but not including housing and property maintenance codes.

Illegal Use of Individual Structures. The use of structures in violation of the applicable Federal, State, or local laws, exclusive of those applicable to the presence of structures below minimum code standards.

Excessive Vacancies. The presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent, or duration of the vacancies.

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

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

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

Deleterious Land Use or Layout. The existence of incompatible land use relationships, buildings occupied by inappropriate mixed uses, or uses considered to be noxious, offensive, or unsuitable for the surrounding area.

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

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

Lack of Growth in Equalized Assessed Value. The total equalized assessed value of the proposed redevelopment project area has declined for three of the last five calendar years prior to the year in which the redevelopment project area is designated or is increasing at an annual rate that is less than the balance of the municipality for three of the last five calendar years for which information is available or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three of the last five calendar years prior to the year in which the redevelopment project area is designated.

Factors for Vacant Land

Under the provisions of the "blighted area" section of the Act, for vacant land to constitute a "blighted area," a combination of two or more of the following six factors must be identified as being present to a meaningful extent and reasonably distributed which act in combination to impact the sound growth in tax base for the proposed district.

Obsolete Platting of Vacant Land. Parcels of limited or narrow size or configurations of parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements, or platting that failed to create rights-of-ways for streets or alleys or that created inadequate right-of-way widths for streets, alleys, or other public rights-of-way or that omitted easements for public utilities.

Diversity of Ownership. Diversity of ownership is when adjacent properties are owned by multiple parties. When diversity of ownership of parcels of vacant land is sufficient in number to retard or impede the ability to assemble the land for development, this factor applies.

Tax and Special Assessment Delinquencies. Tax and special assessment delinquencies exist or the property has been the subject of tax sales under the Property Tax Code within the last five years.

Deterioration of Structures or Site Improvements in Neighboring Areas Adjacent to the Vacant Land. Evidence of structural deterioration and area disinvestment in blocks adjacent to the vacant land may substantiate why new development had not previously occurred on the vacant parcels.

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

Lack of Growth in Equalized Assessed Value. The total equalized assessed value of the proposed redevelopment project area has declined for three of the last five calendar years prior to the year in which the redevelopment project area is designated or is increasing at an annual rate that is less than the balance of the municipality for three of the last five calendar years for which information is available or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three of the last five calendar years prior to the year in which the redevelopment project area is designated.

Additionally, under the “blighted area” section of the Act, eligibility may be established for those vacant areas that would have qualified as a blighted area immediately prior to becoming vacant. Under this test for establishing eligibility, building records may be reviewed to determine that a combination of five or more of the 13 “blighted area” eligibility factors for improved property listed above were present immediately prior to demolition of the area’s structures.

The vacant “blighted area” section includes six other tests for establishing eligibility but none of these are relevant to the conditions within the North Pullman RPA.

Methodology Overview and Determination of Eligibility

Analysis of eligibility factors was done through research involving an extensive field survey of all property within the North Pullman RPA and a review of building and property records, environmental studies, and Illinois Environmental Protection Agency (IEPA) databases. Building and property records include building code violation citations, building permit data, assessor information, and information on the age and condition of sewer and water lines within the study area. Our survey of the area established that there are 292 primary structures and 807 tax parcels within the North Pullman RPA. Ancillary structures are excluded from this total. Ancillary structures might include sheds, detached garages, car ports, and other non-primary structures.

The North Pullman RPA was examined for qualification factors consistent with either the “blighted area” or “conservation area” requirements of the Act. Based upon these criteria, the North Pullman RPA qualifies for designation as a “conservation area” as defined by the Act, and a portion near the intersection of E. 104th Street and S. Maryland Avenue qualifies for designation as a “blighted area” as defined by the Act.

To arrive at this designation, *S. B. Friedman & Company* noted the number of eligibility factors present and analyzed the distribution of the eligibility factors on a building-by-building and/or parcel-by-parcel basis and on a block-by-block basis. When appropriate, *S. B. Friedman & Company* calculated the presence of eligibility factors on infrastructure and ancillary properties associated with the structures. The eligibility factors were correlated to buildings and/or parcels using structure-base maps, property files created from field observations, record searches, and field surveys. This information was then graphically plotted on a parcel map of the North Pullman RPA by block to establish the distribution of eligibility factors, and to determine which factors were present to a major extent.

Major factors are used to establish eligibility. These factors are present to a meaningful extent and reasonably distributed throughout the RPA. Minor factors are supporting factors present to a meaningful extent on some of the parcels or on a scattered basis. Their presence suggests that the area is at risk of experiencing more extensive deterioration and disinvestment.

To reasonably arrive at this designation, *S. B. Friedman & Company* documented the existence of qualifying eligibility factors and confirmed that a sufficient number of factors were present within the North Pullman RPA and reasonably distributed.

Although it may be concluded under the Act that the mere presence of the minimum number of the stated factors may be sufficient to make a finding of the RPA as a conservation area, this evaluation was made on the basis that the conservation area factors must be present to an extent that indicates that public intervention is appropriate or necessary.

Conservation Area Findings

As required by the Act, within a conservation area, at least fifty percent (50%) of the buildings must be 35 years of age or older, and at least three of the 13 eligibility factors must be found present to a major extent within the North Pullman RPA.

Establishing that at least 50 percent of the North Pullman RPA buildings are 35 years of age or older is a prerequisite to establishing the area as a conservation area under the Act. Based on information provided by the Cook County Assessor's office, we have established that 245 of the 292 buildings located within the North Pullman RPA (83.9 percent) are 35 years of age or older.

In addition to establishing that the North Pullman RPA meets the age requirement, our research has revealed that the following five factors are present to a major extent:

1. Lack of Growth in Equalized Assessed Value (EAV);
2. Deterioration;
3. Inadequate Utilities;
4. Environmental Contamination; and
5. Excessive Vacancies.

Based on the presence of these factors, the RPA exceeds the minimum requirements of a “conservation area” under the Act. In addition, the following three factors have been identified as minor supporting factors:

1. Presence of Structures Below Minimum Code Standards;
2. Deleterious Land Use and Layout; and
3. Excessive Land Coverage and Overcrowding of Structures and Community Facilities.

Overall, the growth in equalized assessed value of the RPA has fallen behind that of the balance of the City for three out of the last five years. All of the blocks within the RPA either contain deteriorated buildings or parking surfaces, or are served by deteriorated infrastructure, including cracked or crumbling sidewalks, deteriorated alleys, and deteriorated roadways. Half of the RPA is located on a block that exhibits excessive vacancies and over half of the RPA is subject to significant environmental contamination. One-third of the area within the RPA is located on blocks that are serviced by inadequate utilities, particularly sewer lines that are deficient relative to City standards and, therefore, overdue for repair/replacement. The high cost of upgrading these deteriorating and obsolete structures and infrastructure increases the likelihood that buildings within the RPA will fall into disrepair or disuse. Excessive vacancies that negatively impact adjacent parcels and environmental contamination are additional factors that may cause the area to fall into physical and economic decline.

Maps 5A through 5F in Appendix 1 illustrate the presence and distribution of these eligibility factors on a block-by-block basis within the RPA. The following sections summarize our field research as it pertains to each of the identified eligibility factors found within the North Pullman RPA.

MAJOR FACTORS

1. Lack of Growth in Equalized Assessed Value

Total Equalized Assessed Value (EAV) is a measure of the value of property within the North Pullman RPA. During three of the previous five years, the total growth in EAV of the North Pullman RPA has not kept pace with that of the balance of the City of Chicago. This lack of growth in EAV is an indication that the RPA suffers from a lack of private investment as compared to the balance of the City of Chicago.

Table 2: Percent Change in Annual Equalized Assessed Value (EAV)

	Change in EAV 2002/2003	Change in EAV 2003/2004	Change in EAV 2004/2005	Change in EAV 2005/2006	Change in EAV 2006/2007
North Pullman Redevelopment Area	14.58%	-13.03%	7.43%	36.43%	2.09%
City of Chicago (Balance)	17.29%	3.98%	7.29%	17.21%	5.95%

The percent change in EAV of the RPA was lower than that of the balance of the City of Chicago for three of the last five years. Therefore, the RPA as a whole qualifies for the Lack of Growth in EAV factor.

[1] EAV calculation does not include the former Union Foundry site, which is being considered for TIF eligibility under the vacant land designation.

* Qualifying periods are shaded.

2. Deterioration

This factor was given to those buildings (and corresponding parcels) where interior and/or exterior deterioration of buildings could be documented through surveys or interviews. Examples of the building deterioration observed in the field are deteriorated roofs, porches, and exterior doors and stairs; missing or deteriorating brick; and boarded windows.

Deterioration of public improvements is also evident throughout the North Pullman RPA. Many of the streets and sidewalks and nearly all of the alleys in the RPA exhibit deterioration. Parcels that are directly served by deteriorated infrastructure were deemed to exhibit the deterioration factor.

Deterioration was deemed to be present to a meaningful extent on a given block if 50 percent or more of its parcels exhibited at least one type of deterioration. One or both of these types of deterioration is present to meaningful extent on 32 of the 38 blocks within the study area. These 32 blocks encompass 99 percent of the study area. The remaining six blocks are all along the western portion of E. 103rd St. and are made up of only the areas that front E103rd St. Therefore, the combined area of the six blocks only makes up one percent of the North Pullman RPA.

3. Inadequate Utilities

The inadequate utilities factor was deemed to be present to a meaningful extent on a given block if 50 percent or more of its parcels exhibited the factor. A review of the City's water and sewer atlases found that 32 percent of the North Pullman RPA is located on blocks which are affected by inadequate utilities. This is due primarily to the number of antiquated sewer lines in the RPA, many of which were installed prior to 1908. These lines have surpassed their 100-year service lives and are in need of replacement or have been deemed inadequate by the City's water department.² There were also several locations in which the Department of Water Management indicated that relief sewers would be beneficial to the area.

² The City of Chicago Department of Water Management defines the projected service life of water and sewer lines as 100 years.

4. Environmental Contamination

Environmental investigation reports completed by independent consultants found there to be significant environmental contamination on the block most recently occupied by Ryerson. This block alone comprises 45 percent of the RPA. The environmental factor was found to be applicable if the required expenditures for remediation to make land developable constituted a material impediment to redevelopment. This condition was found to be present on that block most recently occupied by Ryerson, a distributor and processor of metals. Total remediation costs for this block to make it suitable for residential and commercial development are estimated to be up to \$8 million.

Searches of the Illinois Environmental Protection Agency's Leaking Underground Storage Tank (LUST) program and Site Remediation Program (SRP) databases were also conducted to determine whether there were any environmental issues throughout the North Pullman RPA. In this case, the environmental contamination factor was deemed to be present to a meaningful extent on a given block if 50 percent of the block area either had an unresolved LUST incident or was active in SRP. Using these criteria, one additional block was found to exhibit environmental contamination as defined in the TIF statute.

5. Excessive Vacancy

The excessive vacancy factor was found to apply to blocks encompassing 49 percent of the RPA. There are several residential blocks, particularly along Langley and Maryland Avenues, that have vacant homes which are boarded up or have City notices on the doors. The presence of these vacant buildings shows disinvestment in the housing stock and also brings down the property values of surrounding occupied homes. In addition, the former Ryerson site, which encompasses 45 percent (167 acres) of the land area of the RPA, was vacated in July 2008. The presence of such a large vacant parcel has an adverse impact on the surrounding community due to uncertainty about future uses and the possibility that it could fall into disrepair.

MINOR SUPPORTING FACTORS

In addition to the factors previously documented as being present to a major extent in the North Pullman RPA, three additional factors are present to a minor extent. These additional factors suggest that the North Pullman RPA may face gradual decline through disinvestment. Left unchecked, these conditions could accelerate the decline of the community, and combined with those factors identified as major factors, could lead to more widespread and intensive commercial and residential disinvestment.

1. Presence of Structures Below Minimum Code Standards

Relying on data provided by the City's Department of Buildings, code violation citations were issued for 78 separate property addresses within the North Pullman RPA between January 2002 and January 2009. This continuing problem underscores the documented deterioration of buildings.

Structures below code standards indicate that a building is in a current state of non-compliance and could potentially fall into more severe disrepair. This eligibility factor was present to a meaningful extent on blocks encompassing 33 percent of the area of the RPA.

2. Deleterious Land Use and Layout

Deleterious land use was found to negatively impact one block in the North Pullman RPA. The eastern half of the block bounded by E. 107th and E. 108th Streets to the north and south and S. Champlain and S. Langley Avenues to the west and east, is located directly across from several industrial uses (which are not included in the RPA). Due to the industrial uses adjacent to this block, there is heavy truck traffic that runs north up S. Langley from E. 111th and the expressway. The presence of such traffic results in noise and dust that adversely impacts residents on this block.

3. Excessive Land Coverage and Overcrowding of Structures and Community Facilities

Excessive land coverage and overcrowding of structures and community facilities was found to be present on one block in the North Pullman RPA. This block, located on the south side of 103rd Street between Cottage Grove and Woodlawn Avenues, contains a mix of institutional and industrial uses. The latter uses exhibit a lack of reasonably required off-street parking and, as demonstrated by parked vehicles which encroach onto sidewalks and the public right-of-way, and by inadequate provision for loading and service.

Blighted Area Findings

As required by the Act, two of the vacant land eligibility factors must be found present to a major extent on the vacant portion of the North Pullman RPA. A portion of the RPA, also known as the former Union Foundry site, is being considered for eligibility under these factors due to the lack of improvements on the land. Research conducted by *S. B. Friedman & Company* has revealed that the following three factors are present to a major extent:

1. Environmental Contamination;
2. Deterioration of Structures or Site Improvements in Neighboring Areas Adjacent to the Vacant Land; and
3. Obsolete Platting.

Based on the presence of these factors, the former Union Foundry site within the RPA exceeds the minimum requirements of a “blighted area” under the Act. Maps 6A through 6C in Appendix 1 illustrate the presence of these eligibility factors.

1. Environmental Contamination

The environmental factor was found to be applicable if the required expenditures for remediation to make land developable constitute a material impediment to redevelopment. The former Union Foundry site was later used for equipment storage by Pullman and manufacturing and/or warehousing by others. The buildings on the property were razed around 1984. Soil analysis identified several contaminants including lead and arsenic. It is estimated that in order for the site

to be suitable for residential use up to \$2.6 million must be spent on remediation. Such costs constitute a material impediment to the redevelopment of the site.

2. Deterioration of Structures or Site Improvements in Neighboring Areas Adjacent to the Vacant Land

As detailed in the previous section, there is evidence of structural deterioration and area disinvestment in blocks adjacent to the vacant land. Immediately adjacent to the former Union Foundry site are the former Ryerson site and Wheelworks Apartments, a project-based Section 8 residential development. Both Ryerson and Wheelworks were found to have significant structural deterioration. The adjacent residential blocks to the east and the block to the north that have public institution and industrial uses also exhibit deterioration.

3. Obsolete Platting

Aerials of the site, in addition to field observations, show that the site has insufficient access to public right of way. The property is bounded on two sides by private property and on a third side by the Chicago South Shore & South Bend Railroad spur. The site's only access to public right of way is from E. 104th Street, which dead ends at the northeast corner of the 11.5-acre parcel. Such limited access to public right of way constitutes a material impediment to redevelopment of the site. In addition, the site's highly irregular shape is not consistent with platting in the City of Chicago, and the southern portion of the site is of a shape and depth that would inhibit development.

4. Redevelopment Plan & Project

Redevelopment Needs of the North Pullman RPA

The existing land use pattern and conditions in the North Pullman RPA suggest four redevelopment needs for the area:

1. Infrastructure improvements, streetscaping, and buffering/screening between land uses;
2. Resources for commercial, residential, and mixed-use development and rehabilitation;
3. Property assembly, demolition, and site preparation; and
4. Job training and day care assistance.

The Redevelopment Plan and Project identifies tools the City will use to guide redevelopment in the North Pullman RPA to create, promote, and sustain a vibrant, sustainable mixed-use community.

The goals, objectives, and strategies discussed below have been developed to address these needs and to facilitate the sustainable redevelopment of the North Pullman RPA. The proposed public improvements outlined in the Redevelopment Plan and Project will help to create an environment conducive to private investment and redevelopment within the North Pullman RPA. To support specific projects and encourage future investment in the RPA, public resources, including tax increment financing, may be used to rehabilitate older buildings, improve or repair RPA public facilities and/or infrastructure, and provide streetscape improvements. In addition, tax increment financing may be used to subsidize developer interest costs related to redevelopment projects.

Goals, Objectives, and Strategies

Goals, objectives, and strategies are designed to address the need for redevelopment within the overall framework of the Redevelopment Plan and Project for the use of anticipated tax increment funds generated within the North Pullman RPA.

Goal. The overall goal of the Redevelopment Plan is to reduce or eliminate the conditions that qualify the North Pullman RPA as a conservation area, and thus to secure the RPA's future as a cohesive and vibrant mixed-use area that provides a broad range of both housing opportunities and commercial/retail uses, while accommodating public and institutional uses where appropriate. This goal is to be achieved through an integrated and comprehensive strategy that leverages public resources to stimulate private investment in rehabilitation of existing structures, as well as new development.

Objectives. Fifteen broad objectives support the overall goal of area-wide revitalization of the North Pullman RPA. These include:

1. Provide resources for the rehabilitation and modernization of existing structures and the reuse and rehabilitation of architecturally and historically significant structures, especially

those structures within the designated Pullman Chicago Landmark District and the Pullman Historic District listed on the National Register of Historic Places, and any structures ranked “orange” or “red” (the highest significance levels) in the Chicago Historic Resources Survey;

2. Facilitate residential development and redevelopment that will accommodate current and future residents of the RPA, including affordable housing and a variety of housing tenure (ownership versus rental);
3. Facilitate redevelopment of vacant or under-utilized industrial properties and the transition of such properties to land uses which are more in keeping with the character of the existing North Pullman community;
4. Provide resources for environmental remediation on former industrial properties to allow for the transition of such properties to land uses which are more in keeping with the character of the existing North Pullman community;
5. Encourage high-quality retail development that promotes a lively pedestrian environment, incorporates enhanced plazas and green spaces, provides sufficient off-street parking, and adequately serves households residing in the area;
6. Improve the quality of existing open space, plazas, and streetscape elements to provide the community with safe, attractive public gathering spaces;
7. Provide resources for the sustainable rehabilitation of existing residential buildings;
8. Improve public transit facilities within the RPA;
9. Provide resources for creation and/or improvement of community facilities to offer health/wellness, education, social support, and job training opportunities for RPA residents;
10. Improve vehicular circulation throughout the RPA through improvements to streets, alleys and loading areas;
11. Promote commercial and residential development and redevelopment that is “transit-oriented” in nature and reflects site design and mixes of uses that promote transit ridership and accessibility;
12. Replace or repair public infrastructure where needed, including streets, sidewalks, curbs, gutters, underground water and sanitary systems, alleys, bridges, and viaducts;
13. Provide opportunities for women-owned, minority-owned, and locally owned businesses to share in job opportunities associated with the redevelopment of the North Pullman RPA, particularly in the design and construction industries;

14. Support job training and welfare to work programs and increase employment opportunities for City residents; and
15. Provide daycare assistance to support employees of local businesses.

Strategies. These objectives will be implemented through four specific and integrated strategies. These include:

1. **Implement Public Improvements.** A series of public improvements throughout the North Pullman RPA may be designed and implemented to build upon and improve the character of the area, and to create a more conducive environment for private development. Public improvements that are implemented with TIF assistance are intended to complement and not replace existing funding sources for public improvements in the RPA.

These improvements may include improvement of new streets, streetscaping, street and sidewalk lighting, alleyways, underground water and sewer infrastructure, parks or open space, and other public improvements consistent with the Redevelopment Plan and Project. These public improvements may be completed pursuant to redevelopment agreements with private entities or intergovernmental agreements with other public entities, and may include the construction, rehabilitation, renovation, or restoration of public improvements on one or more parcels.

2. **Encourage Private Sector Activities and Support Rehabilitation of Existing Buildings.** Through the creation and support of public-private partnerships, or through written agreements, the City may provide financial and other assistance to encourage the private sector to undertake rehabilitation and redevelopment projects and other improvements, in addition to programming such as job training and retraining, that are consistent with the goals of this Redevelopment Plan and Project.

The City may enter into redevelopment agreements or intergovernmental agreements with private or public entities to construct, rehabilitate, renovate, or restore private or public improvements on one or several parcels (collectively referred to as “Redevelopment Projects”). The City may also provide financial assistance to local property owners through programs such as the TIF Neighborhood Improvement Program.

The City requires developers who receive TIF assistance for market-rate housing to set aside twenty percent (20 percent) of the units to meet affordability criteria established by the City’s Department of Community Development or any successor agency. Generally, this means that affordable for-sale housing units should be priced at a level that is affordable to persons earning no more than one hundred percent (100 percent) of the area median income, and affordable rental units should be affordable to persons earning no more than sixty percent (60 percent) of the area median income. TIF funds can also be used to pay for up to fifty percent (50 percent) of the cost of construction or up to seventy-five percent (75 percent) of interest costs for new housing units to be occupied by low-income and very low-income households as defined in Section 3 of the Illinois Affordable Housing Act.

Any development that receives TIF assistance must also meet the City's Sustainable Development Policy requirements, as set forth by the Department of Community Development. These policies promote sustainable building practices and involve environmentally responsible design, construction and maintenance techniques that are available for and may apply to both new and existing structures.

3. **Develop Vacant and Underutilized Sites.** The redevelopment of vacant and underutilized properties within the North Pullman RPA is expected to stimulate private investment and increase the overall taxable value of properties within the RPA. Development of vacant and/or underutilized sites is anticipated to have a positive impact on other properties beyond the individual project sites.
4. **Facilitate Property Assembly, Demolition, and Site Preparation.** Financial assistance may be provided to private developers seeking to acquire land, and to assemble and prepare sites in order to undertake projects in support of this Redevelopment Plan and Project.

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

In connection with the City exercising its power to acquire real property, including the exercise of the power of eminent domain, under the Act in implementing the Plan, the City will follow its customary procedures of having each such acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council of the City. Acquisition of such real property as may be authorized by the City Council does not constitute a change in the nature of this Plan. Site preparation may include such preparatory work as demolition of existing improvements and environmental remediation, where appropriate.

Demolition of any structure within the designated Chicago Landmark Pullman District must be reviewed by the Commission on Chicago Landmarks and approved by City Council. Structures outside of the Chicago Landmark Pullman District which are ranked "orange" or "red" in the Chicago Historic Resources Survey are subject to the 90-Day Demolition-Delay Ordinance.

These activities are representative of the types of projects contemplated to be undertaken during the life of the North Pullman RPA. Market forces are critical to the completion of these projects. Phasing of projects will depend on the interests and resources of both public and private sector parties. Not all projects will necessarily be undertaken. Furthermore, additional projects may be identified throughout the life of the North Pullman RPA. To the extent that these projects meet the

goals, objectives, and strategies of this Redevelopment Plan and Project and the requirements of the Act and budget outlined in the next section, these projects may be considered for tax increment funding.

Proposed Future Land Use

The proposed future land use of the North Pullman RPA reflects the objectives of the Redevelopment Plan and Project, which are to provide resources for the rehabilitation of existing structures, facilitate diverse new residential and retail development, upgrade public infrastructure, and enhance the quality of community and open space resources within the RPA.

The proposed future land use for the study area is as a mixed-use (residential, retail/commercial, and public/institutional) district, as shown on Map 7 in Appendix 1. This proposed future land use is consistent with not only the historical land use patterns and current redevelopment trends in and around the RPA, but also the need to serve the community with modern facilities of the types noted above. The proposed future land use within the RPA includes a range of residential and retail/commercial uses; residential units above retail and commercial uses; and educational, civic, and institutional uses. The proposed future land uses shown on Map 7 are the predominant uses and are not exclusive of any other uses.

Assessment of Housing Impact

As set forth in the Act, if the redevelopment plan for a redevelopment project area would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and a municipality is unable to certify that no displacement will occur, the municipality must prepare a Housing Impact Study and incorporate the study in the redevelopment project plan.

The RPA contains an estimated 798 inhabited residential units. Since the redevelopment project area contains more than 75 units, a Housing Impact Study is required by the Act and was prepared by *S. B. Friedman & Company*. The results of the Housing Impact Study are described in a separate report which presents certain factual information required by the Act. The report is entitled “*North Pullman Redevelopment Project Area Tax Increment Finance District Housing Impact Study*,” and is attached as Appendix 3 to this Plan.

5. Financial Plan

Eligible Costs

The various redevelopment expenditures that are eligible for payment or reimbursement under the Act are reviewed below. Following this review is a list of estimated redevelopment project costs that are deemed to be necessary to implement this Redevelopment Plan and Project (the “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 Plan pursuant to the Act. Such costs may include, without limitation, the following:

1. Costs of studies, surveys, development of plans and specifications, and implementation and administration of the Redevelopment Plan and Project including but not limited to, staff and professional service costs for architectural, engineering, legal, 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 RPA 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, 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 costs of “welfare to work” programs implemented by businesses located within the RPA and such proposals feature a community-based training program which ensures maximum reasonable opportunities for residents of the Pullman and Roseland community areas, 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 thereunder including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for a period not exceeding 36 months following completion and including reasonable reserves related thereto;
8. To the extent the City by written agreement accepts and approves the same, all or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the Redevelopment Plan and Project;
9. Relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by 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 the RPA; and (ii) when incurred by a taxing district or taxing districts other than the City, are set forth in a written agreement by or among the City and the taxing district or taxing districts, which agreement describes the program to be undertaken including but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program, and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40, and 3-40.1 of the Public Community College Act, 110 ILCS 805/3-37, 805/3-38, 805/3-40 and 805/3-40.1, and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code, 105 ILCS 5/10-22.20a and 5/10-23.3a;
12. Interest costs incurred by a redeveloper related to the construction, renovation, or rehabilitation of a redevelopment project provided that:
 - a. Such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;
 - b. Such payments in any one year may not exceed thirty percent (30%) of the annual interest costs incurred by the redeveloper with regard to the development project during that year;

- c. If there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;
 - d. The total of such interest payments paid pursuant to the Act may not exceed thirty percent (30%) of the total: (i) cost paid or incurred by the redeveloper for the redevelopment project; and/or (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act;
 - e. For the financing of rehabilitated or new housing for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act, the percentage of seventy-five percent (75%) shall be substituted for thirty percent (30%) in subparagraphs 12b and 12d above;
13. Unless explicitly provided in the Act, the cost of construction of new, privately owned buildings shall not be an eligible redevelopment project cost;
 14. An elementary, secondary, or unit school district's increased costs attributable to assisted housing units will be reimbursed as provided in the Act;
 15. Instead of the eligible costs provided for in 12b, 12d, and 12e above, the City may pay up to 50 percent of the cost of construction, renovation, and/or rehabilitation of all low- and very low-income housing units (for ownership or rental) as defined in Section 3 of the Illinois Affordable Housing Act. If the units are part of a residential redevelopment project that includes units not affordable to low- and very low-income households, only the low- and very low-income units shall be eligible for benefits under the Act; and
 16. The costs of daycare services for children of employees from low-income families working for businesses located within the RPA and all or a portion of the cost of operation of day care centers established by RPA businesses to serve employees from low-income families working in businesses located in the RPA. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed eighty percent (80%) of the City, county, or regional median income as determined from time to time by the United States Department of Housing and Urban Development.

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 RPA for the purposes permitted by the Special Service Area Tax Act, as well as the purposes permitted by the Act.

Part of the E. 103rd St. Roseland Special Service Area (SSA #41) is currently located within the RPA.

Estimated Redevelopment Project Costs

The estimated eligible costs that are deemed to be necessary to implement this Redevelopment Plan and Project are shown in Table 3. The total eligible cost provides an upper limit on expenditures that are to be funded using tax increment revenues, exclusive of capitalized interest, issuance costs, interest, and other financing costs. Within this limit, adjustments may be made in line items without amendment to this Plan, to the extent permitted by the Act. Additional funding in the form of state, federal, county, or local grants, private developer contributions, and other outside sources may be pursued by the City as a means of financing improvements and facilities which are of benefit to the general community.

Table 3: Estimated Redevelopment Project Costs (1)

Eligible Expenses	Estimated Project Costs
Property Assembly (including environmental remediation, site preparation, demolition, and acquisition (2))	\$24,000,000
Rehabilitation of Existing Buildings, Fixtures, and Leasehold Improvements	\$5,000,000
Eligible Construction Costs (Affordable Housing Construction Costs)	\$5,000,000
Relocation Costs	\$500,000
Public Works or Improvements (including streets and utilities, parks and open space, public facilities (schools & other public facilities)) (3)	\$58,500,000
Job Training, Retraining, Welfare-to-Work	\$1,000,000
Professional Services (including analysis, administration, studies, surveys, legal, marketing, etc.)	\$2,000,000
Interest Costs	\$1,000,000
Day Care Services	\$1,000,000
TOTAL REDEVELOPMENT COSTS (4), (5), (6), (7)	\$98,000,000

(1) Over the entire 23 year life of the TIF.

(2) Property acquisitions are not planned at this time. Any property acquisitions by the City will conform to the requirements stated on page 25 of this Redevelopment Plan.

(3) 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 RPA. 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.

(4) Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest, costs of issuance, and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs.

(5) The amount of the Total Redevelopment Project Costs that can be incurred in the RPA will be reduced by the amount of redevelopment project costs incurred in contiguous RPAs, or those separated from the RPA 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 RPA, but will not be reduced by the amount of redevelopment project costs incurred in the RPA which are paid from incremental property taxes generated in contiguous RPAs or those separated from the RPA only by a public right-of-way.

(6) All costs are in 2009 dollars and may be increased by five percent (5%) after adjusting for annual inflation reflected in the Consumer Price Index (CPI) for All Urban Consumers for All Items for the Chicago-Gary-Kenosha, IL-IN-WI CMSA, published by the U. S. Department of Labor. In addition to the above stated costs, each issue of obligations issued to finance a phase of the Redevelopment Plan and Project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations, including interest costs.

(7) 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.

Adjustments to the estimated line item costs in Table 3 are anticipated, and may be made by the City without amendment to the Redevelopment Plan and Project to the extent permitted by the Act. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs as a result of changed redevelopment costs and needs.

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

Phasing and Scheduling of the Redevelopment

Each private project within the North Pullman RPA shall be governed by the terms of a written redevelopment agreement entered into by a designated developer and the City and approved by the City Council. Where tax increment funds are used to pay eligible redevelopment project costs, to the extent funds are available for such purposes, expenditures by the City shall be coordinated to coincide on a reasonable basis with the actual redevelopment expenditures of the developer(s).

The Redevelopment Plan and Project shall be completed, and all obligations issued to finance redevelopment costs shall be retired, no later than December 31st of the year in which the payment to the City treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving this Redevelopment Plan and Project is adopted (by December 31, 2033, if the ordinances establishing the RPA are adopted during 2009).

Sources of Funds to Pay 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 include land disposition proceeds, state and federal grants, investment income, private financing, and other legally permissible funds the City may deem appropriate. The City may incur redevelopment project costs which are paid for from funds of the City other than incremental taxes, and the City may then be reimbursed for such costs from incremental taxes. 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 North Pullman RPA is contiguous to or separated by only a public right-of-way from the Lake Calumet Industrial Corridor RPA, the Roseland/Michigan RPA, and the Stony Island/Burnside RPA (**Map 1**) and may in the future be contiguous to or be separated only by a public right-of-way from other redevelopment areas created under the Act. The City may utilize net incremental property taxes received from the North Pullman RPA to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas or project areas separated only by a public right-of-way, and vice versa. The amount of revenue from the RPA, made available to support such contiguous redevelopment project areas, or those separated only by a public right-of-way, when added to all amounts used to pay eligible Redevelopment Project Costs within the RPA, shall not at any time exceed the total Redevelopment Project Costs described in this Plan.

The North Pullman RPA 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 RPA, the City may determine that it is in the best interests of the City and the furtherance of the purposes of the Plan that net revenues from the RPA be made available to support any such redevelopment project areas, and vice versa. The City therefore proposes to utilize net incremental revenues received from the RPA to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas and vice versa. Such revenues may be transferred or loaned between the RPA and such areas. The amount of revenue from the RPA so made available, when added to all amounts used to pay eligible Redevelopment Project Costs within the RPA or other areas as described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in Table 3 of this Plan.

If necessary, the redevelopment plans for other contiguous redevelopment project areas that may be or already have been created under the Act may be drafted or amended as applicable to add appropriate and parallel language to allow for sharing of revenues between such districts.

Issuance of Obligations

To finance project costs, the City may issue bonds or obligations secured by Incremental Property Taxes generated within the North Pullman RPA 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 obligations bonds. In addition, 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 Eligibility Study and Redevelopment Plan and the Act shall be retired within the timeframe described under “Phasing and Scheduling of the

Redevelopment” above. 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 of a series of obligations may be sold at one or more times in order to implement this Eligibility Study and 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, and are not otherwise required, pledged, earmarked, or otherwise designated for the payment of Redevelopment Project Costs, any excess Incremental Property Taxes shall then become available for distribution annually to taxing districts having jurisdiction over the RPA in the manner provided by the Act.

Most Recent Equalized Assessed Valuation of Properties in the Redevelopment Project Area

The purpose of identifying the most recent equalized assessed valuation (“EAV”) of the North Pullman RPA is to provide an estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the North Pullman RPA. The 2007 EAV of the 807 parcels in the Project Area is approximately \$49,902,175. This total EAV amount, by PIN, is summarized in Appendix 3. The EAV is subject to verification by the Cook County Clerk. After verification, the final figure shall be certified by the Cook County Clerk, and shall become the Certified Initial EAV from which all incremental property taxes in the Project Area will be calculated by Cook County. The Plan has utilized the EAVs for the 2007 tax year. If the 2008 EAV shall become available prior to the date of the adoption of the Plan by the City Council, the City may update the Plan by replacing the 2007 EAV with the 2008 EAV.

Anticipated Equalized Assessed Valuation

By 2032, the EAV for the North Pullman RPA is projected to be approximately \$200 million. This estimate is based on several key assumptions, including: 1) an inflation factor of two-and-one-half percent (2.5 percent) per year on the EAV of all properties within the North Pullman RPA, with its cumulative impact occurring in each triennial reassessment year; and 2) an equalization factor of 2.8439 (2007 equalization factor) throughout the life of the RPA. In addition, this estimate contemplates the redevelopment of certain key sites within the RPA, including the former Ryerson site.

6. Required Findings and Tests

Lack of Growth and Private Investment

The City is required under the Act to evaluate whether or not the RPA has been subject to growth and private investment and must substantiate a finding of lack of such investment prior to establishing a tax increment financing district. To investigate a lack of growth and private investment within the North Pullman RPA, *S. B. Friedman & Company* obtained and analyzed data for all building permits issued within the RPA between 2002 and 2008. This data was provided by the Department of Buildings. In addition, tax assessment data provided by the Cook County Assessor was analyzed for both the RPA and the City of Chicago.

As discussed in the Eligibility Study above, the Equalized Assessed Value (EAV) of the North Pullman RPA has not kept pace with that of the balance of the City of Chicago for three of the previous five years for which data is available (2002-2007). During this time period, the EAV of the RPA grew at a compound annual growth rate of 7.64 percent; this rate of growth is 2.18 percent lower than the compound annual growth rate for the balance of the City, which was 9.82 percent. This suggests that private investment in the RPA has been limited relative to the rest of the City of Chicago.

The value of building permits issued for the North Pullman RPA between January 2002 and January 2009 totaled approximately \$8.3 million, or less than one percent of the total assessor's market value for the RPA per year. This rate of investment is very low when compared to the overall value of private property within the RPA, which is currently estimated to exceed \$160 million, based on assessments made by the Cook County Assessor.

In addition, a large proportion of construction activity within the RPA has been driven by the public and non-profit sectors. Publicly funded construction activity at schools within the RPA accounted for approximately \$3.5 million of those permits, or 42 percent of the total. The Pullman Presbyterian Church on East 103rd Street accounted for a further \$1.2 million of construction activity, or an additional 11 percent of the value of permits issued within the RPA. The total value of privately financed construction activity within the RPA is therefore estimated to be \$3.5 million over a seven-year period. This level of investment is equivalent to only 0.3 percent of the total assessor's market value for the RPA per year, and is insufficient to maintain existing properties or to ameliorate the conditions which qualify the North Pullman RPA for designation as a conservation area.

Finding: The Redevelopment Project Area (North Pullman RPA) on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan and Project.

Conformance to the Plans of the City

The North Pullman Redevelopment Plan and Project must conform to the comprehensive plan for the City, conform to the strategic economic development plans, or include land uses that have been approved by the Chicago Plan Commission.

The proposed land uses described in this Redevelopment Plan and Project will be approved by the Chicago Plan Commission prior to its adoption by the City Council.

Dates of Completion

The dates of completion of the project and retirement of obligations are described under “Phasing and Scheduling of the Redevelopment” in Section 5, above.

Financial Impact of the Redevelopment Project

As explained above, without the adoption of this Redevelopment Plan and Project and tax increment financing, the North Pullman RPA is not expected to see substantial investment from private enterprise. As a result, there is a genuine threat that property values in the area will stagnate or decline. This would lead to a reduction of real estate tax revenue to all taxing districts.

This document describes the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can reasonably occur. If a redevelopment project is successful, various new projects may be undertaken that will assist in alleviating blighting conditions, creating new jobs, and promoting both public and private development in the North Pullman RPA.

This Redevelopment Plan and Project is expected to have short- and long-term financial impacts on the affected taxing districts. During the period when tax increment financing is utilized, real estate tax increment revenues from the increases in EAV over and above the certified initial EAV (established at the time of adoption of this document by the City) may be used to pay eligible redevelopment project costs for the North Pullman RPA. At the time when the North Pullman RPA is no longer in place under the Act, the real estate tax revenues resulting from the redevelopment of the North Pullman RPA will be distributed to all taxing districts levying taxes against property located in the North Pullman RPA. These revenues will then be available for use by the affected taxing districts.

Demand on Taxing District Services and Program to Address Financial and Service Impact

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

The City intends to monitor development in the North Pullman RPA and with the cooperation of the other affected taxing districts will attempt to ensure that any increased needs are addressed in connection with any particular development. The following major taxing districts presently levy taxes on properties located within the North Pullman RPA and maintain the listed facilities within the boundaries of the RPA, or within close proximity (three to five blocks) to the RPA boundaries:

- 1. City of Chicago**
 - Chicago Police Department - 5th District (727 E. 111th St.)
- 2. Chicago Board of Education**
 - Bennett School (10115 S. Prairie Ave.)
 - Corliss High School (821 E. 103rd St.)
 - Kohn School (10414 S. State St.)
 - Poe Classical School (10538 S. Langley Ave.)
 - Cullen School (10650 S. Eberhart Ave.)
 - Brooks College Prep (250 E. 111th St.)
 - Pullman School (11311 S. Forrestville Ave.)
- 3. Chicago School Finance Authority**
- 4. Chicago Park District**
 - Gately Park (810 E. 103rd St.)
 - Pullman Playlot Park (11113 S. Cottage Grove Ave.)
 - Palmer Park (200 E. 111th St.)
 - Arcade Park (11144 S. St Lawrence Ave.)
 - Langley Playlot Park (700 E. 113th St.)
- 5. City of Chicago Library Fund**
 - Chicago Public Library – Pullman Branch (11001 S. Indiana Ave.)
- 6. Chicago Community College District 508**
 - Olive-Harvey College (10001 S. Woodlawn Ave.)
- 7. Metropolitan Water Reclamation District of Greater Chicago**
 - No facilities.
- 8. County of Cook**
 - No facilities.
- 9. Cook County Forest Preserve District**
 - No facilities.
- 10. Special Service Area #41 (properties in 70046 tax code only)**

Map 8 in Appendix 1 illustrates the locations of community facilities operated by the above listed taxing districts within or in close proximity to the North Pullman RPA. Redevelopment activity may cause increased demand for services from one or more of the above listed taxing districts. The anticipated nature of the increased demand for services on these taxing districts, and the proposed activities to address increased demand, are described below.

City of Chicago. The City is responsible for a wide range of municipal services including: police and fire protection; capital improvements and maintenance; water supply and distribution; sanitation service; and building, housing, and zoning codes. Replacement of vacant and under-utilized sites with active and more intensive uses may result in additional demands on services and facilities provided by the districts. While no public service facilities are operated by the City within the North Pullman RPA, the 5th District police station is within close proximity to the RPA.

Additional costs to the City for police, fire, and recycling and sanitation services arising from residential development may occur. However, it is expected that any increase in demand for the City services and programs associated with the North Pullman RPA can be handled adequately by City police, fire protection, sanitary collection and recycling services, and programs currently maintained and operated by the City. The redevelopment of the North Pullman RPA will not require expansion of services in this area.

City of Chicago Library Fund. The Library Fund, supported primarily by property taxes, provides for the operation and maintenance of City of Chicago public libraries. Additional costs to the City for library services arising from residential development may occur. However, it is expected that any increase in demand for City library services and programs associated with the North Pullman RPA can be handled adequately by existing City library services. The redevelopment of the North Pullman RPA will not require expansion of services in this area.

Chicago Board of Education and Associated Agencies. General responsibilities of the Board of Education include the provision, maintenance and operation of educational facilities and the provision of education services for kindergarten through twelfth grade.

It is possible that some families who purchase housing or rent new apartments in the North Pullman RPA will send their children to public schools, putting increased demand on area school districts. However, it is unlikely that the scope of new residential construction would exhaust the existing capacity of public schools that serve residents of the RPA.

Existing capacity was verified through data provided from the Department of School Demographics and Planning at the Chicago Public Schools (CPS). According to information from CPS, design capacity for a school is determined by counting the total number of classrooms and multiplying that number by 30. In elementary and middle schools, program capacity is calculated as 80% of the design capacity, allowing schools to use a percentage of classroom space for non-traditional learning spaces (e.g., art rooms, music rooms, computer rooms). In a high school, scheduling and more student/teacher mobility allow program capacity to be 100% of the design capacity.

Data obtained from CPS reveal that the elementary (K-8) and high schools that include the North Pullman RPA in their respective enrollment areas currently operate at following capacities:

SCHOOL NAME	Address	School Type	Inside/ Outside RPA	Enrollment as % of Design Capacity	Enrollment as % of Program Capacity
Poe	10538 S Langley Ave	Elementary	Inside	46.2%	46.2%
Smith	744 E 103rd St	Elementary	Inside	51.2%	20.3%
Corliss	821 E 103rd St	High School	Inside	NA	NA
Bennett	10115 S Prairie Ave	Elementary	Outside	64.8%	19.0%
Cullen	10650 S Eberhart Ave	Elementary	Outside	73.9%	35.3%
Pullman	11311 S Forrestville Ave	Elementary	Outside	53.3%	25.0%
Kohn	10414 S State St	Elementary	Outside	37.7%	16.3%
Brooks	250 E 111th St	High School	Outside	NA	NA

Note: High school capacity data is unavailable.

Given the predominantly commercial character of the development/redevelopment that is anticipated to occur in the North Pullman RPA, it appears unlikely that enrollment at any of the listed schools will significantly increase as a result of TIF-supported activities. Additionally, increased costs to the local schools resulting from children residing in TIF-assisted housing units will trigger those provisions within the Act that provide for reimbursement to the affected school district(s) where eligible. The City intends to monitor development in the North Pullman RPA and, with the cooperation of the Board of Education, will attempt to ensure that any increased demands on the services and capital improvements provided by the Board of Education are addressed in connection with each new residential project.

Chicago Park District. The Chicago 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.

It is expected that the households that may be added to the North Pullman RPA may generate additional demand for recreational services and programs and may create the need for additional open spaces and recreational facilities operated by the Chicago Park District. The City intends to monitor development in the North Pullman RPA and, with the cooperation of the Chicago Park District, will attempt to ensure that any increased demands for the services and capital improvements that may be provided by the Chicago Park District are addressed in connection with any particular residential development.

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.

It is expected that any increase in demand for services from Community College District 508 indirectly or directly caused by development within the North Pullman RPA can be handled adequately by the district's existing service capacity, programs, and facilities. Therefore, at this time no special programs are proposed for this taxing district. Should demand increase, the City

will work with the affected district to determine what, if any, program is necessary to provide adequate services.

Metropolitan Water Reclamation District. This district provides the main trunk lines for the collection of wastewater from Cities, Villages, and Towns, and for the treatment and disposal thereof.

It is expected that any increase in demand for treatment of sanitary and storm sewage associated with the North Pullman RPA can be handled adequately by existing treatment facilities maintained and operated by the Metropolitan Water Reclamation District of Greater Chicago. Therefore, no special program is proposed for the Metropolitan Water Reclamation District of Greater Chicago.

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

It is expected that any increase in demand for Cook County services can be handled adequately by existing services and programs maintained and operated by the County. Therefore, at this time, no special programs are proposed for this taxing district. Should demand increase, the City will work with the taxing district to determine what, if any, program is necessary to provide adequate services.

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. It is expected that any increase in demand for Forest Preserve services can be handled adequately by existing facilities and programs maintained and operated by the District. No special programs are proposed for the Forest Preserve.

Special Service Area #41. Special Service Area (SSA) #41, which funds expanded services and programs through a localized property tax levy for a contiguous subset of parcels in the district, partially overlaps with the North Pullman RPA. It is expected that any increase in demand for SSA services can be handled adequately by existing services and programs offered by the SSA. Therefore, at this time, no special programs are proposed for the SSA. Should demand increase, the City will work with the SSA to determine what, if any, program is necessary to provide adequate services.

Given the nature of the Redevelopment Plan and Project, specific fiscal impacts on the taxing districts and increases in demand for services provided by those districts cannot be wholly predicted within the scope of this plan.

7. Provisions for Amending Redevelopment Plan and Project

This Redevelopment Plan and Project and Project document may be amended pursuant to the provisions of the Act.

8. Commitment to Fair Employment Practices and Affirmative Action Plan

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



- A. The assurance of equal opportunity in all personnel and employment actions with respect to this Redevelopment Plan and Project, including, but not limited to, hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, terminations, etc. without regard to race, color, sex, age, religion, disability, national origin, ancestry, sexual orientation, marital status, parental status, military discharge status, source of income, or housing status.
- B. Meeting the City's standards for participation of twenty four percent (24%) Minority Business Enterprises and four percent (4%) Women Business Enterprises and the City Resident Construction Worker Employment Requirement as required in redevelopment agreements.
- C. The commitment to affirmative action and non-discrimination will ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.
- D. Developers will meet City standards for any applicable prevailing wage rate as ascertained by the Illinois Department of Labor to all project employees.

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

*Appendix 1:
Maps*

Map 1 Community Context

Legend

-  North Pullman RPA Boundary
-  Existing RPA Boundary



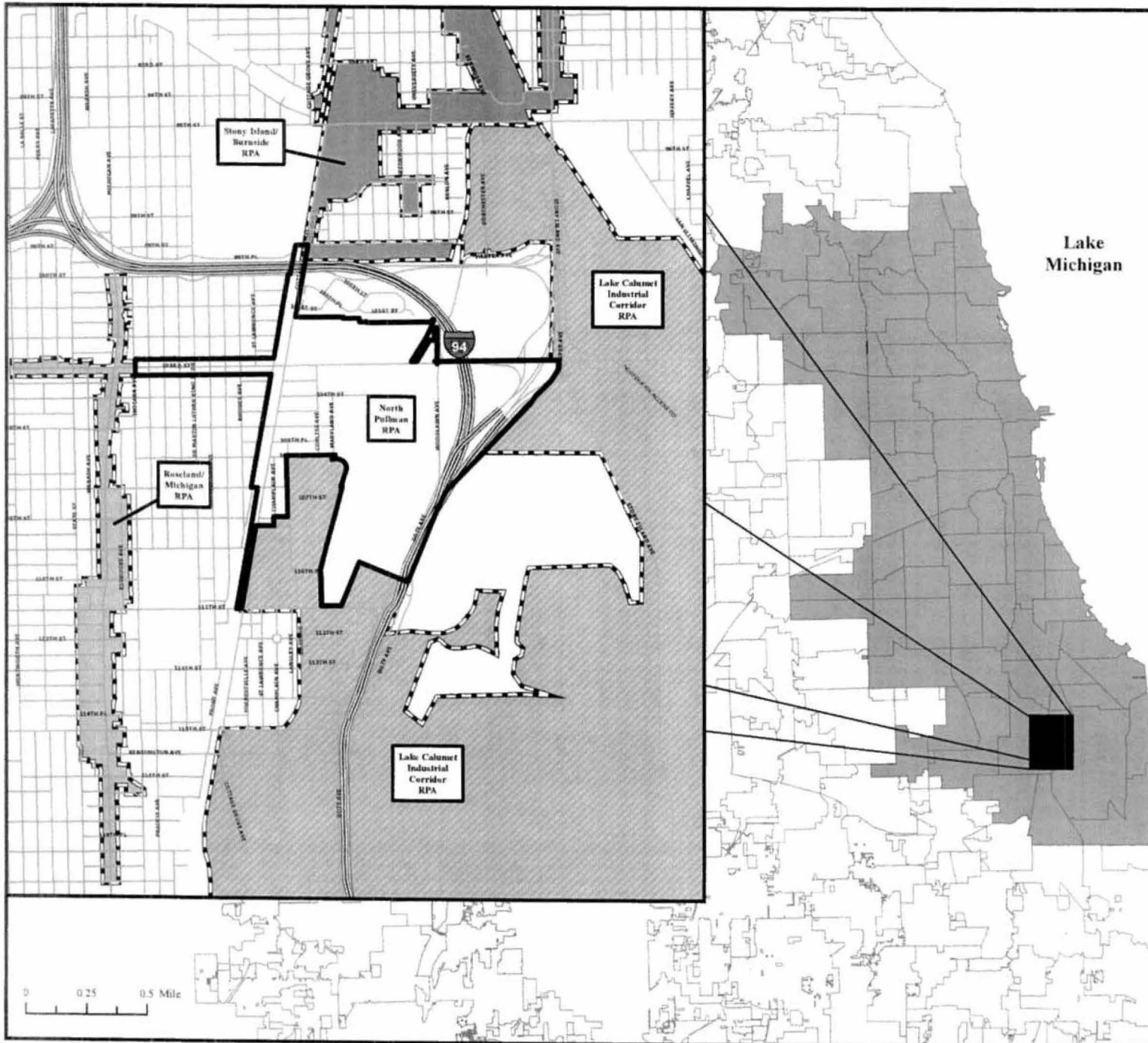
City of Chicago

North Pullman

Tax Increment
Finance District


February 2009

 **S. B. Friedman & Company**
Real Estate, Advisory and Development Consultants

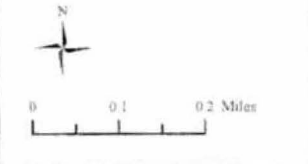




Map 2 RPA Boundary

Legend
 North Pullman RPA Boundary

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.



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Map 3 Existing Land Use

Legend

-  North Pullman RPA Boundary
-  Commercial
-  Residential
-  Mixed: Commercial and Residential
-  Industrial
-  Public/Institutional
-  Parks/Open Space
-  Railroad/Right-of-Way
-  Vacant/Improved Land Parcel
-  Vacant/Unimproved Land Parcel



0 0.1 0.2 Miles

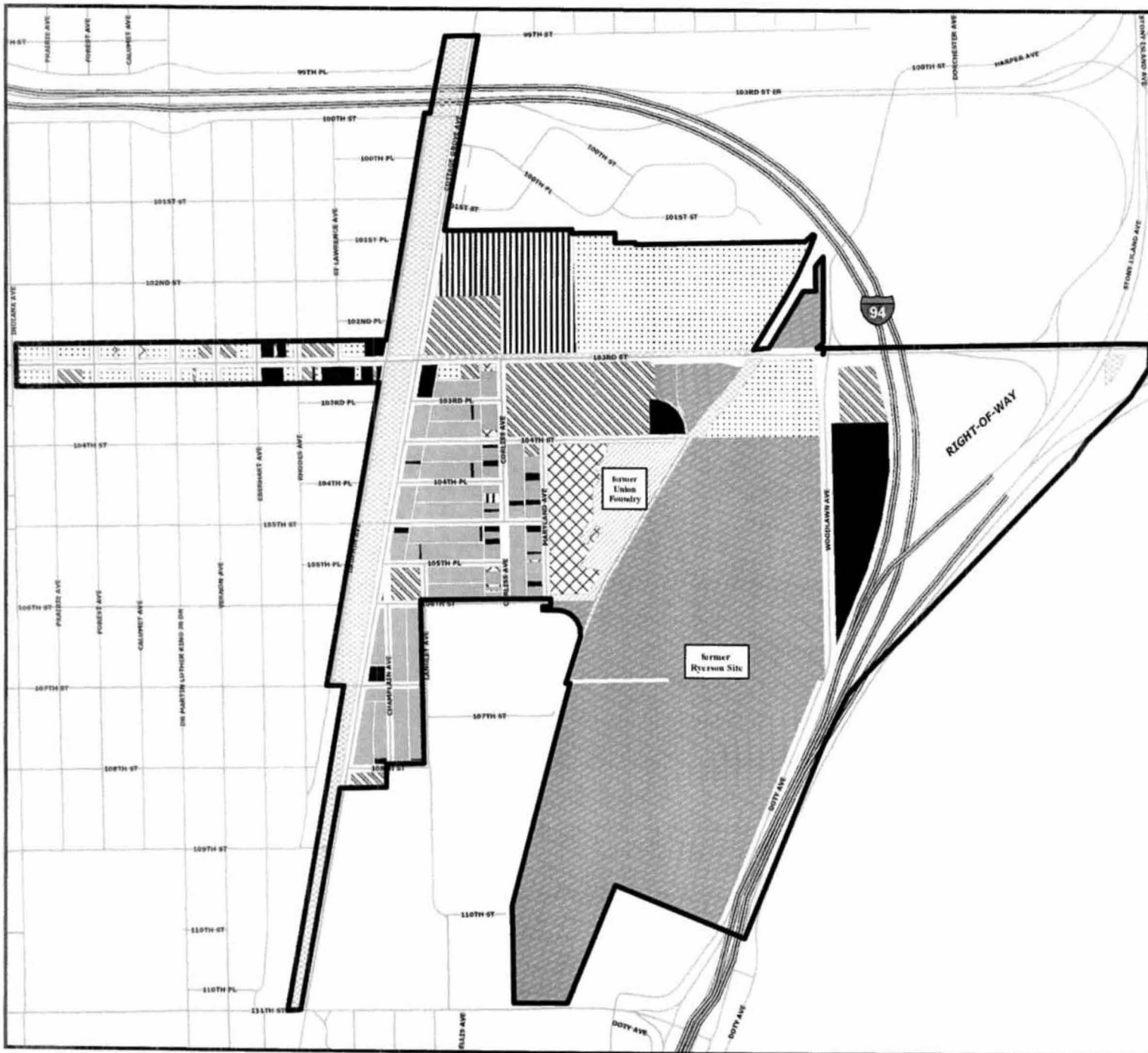
City of Chicago

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S. B. Friedman & Company
Real Estate Services and Development Consultants

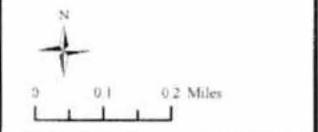




Map 4 Historic Landmark District

- Legend**
-  North Pullman RPA Boundary
 -  Pullman District (Chicago Landmark)*
 -  Pullman Historic District (National Register)**

*Based on district map made available by City of Chicago DPD, Landmarks Division
 **Based on description outlined by National Historic Landmarks Program

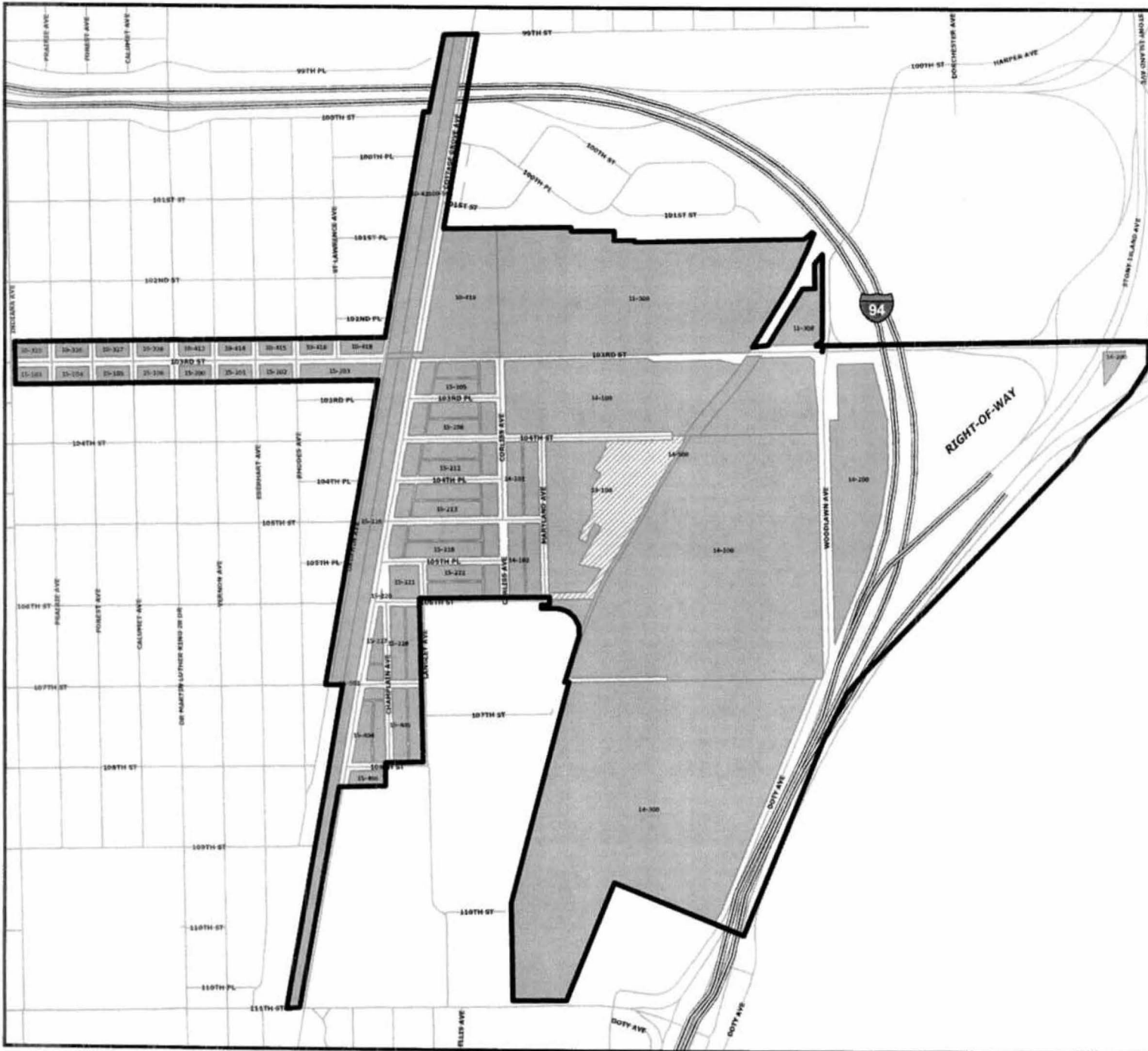


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Map 5A

Improved Land Parcels

Eligibility Factor

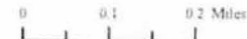
Age (35+ Years)

Legend

-  North Pullman RPA Boundary
-  PINs contain structures 35+ years old
-  Vacant/Unimproved Land Parcel

*Factor analyzed on an area-wide basis

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.

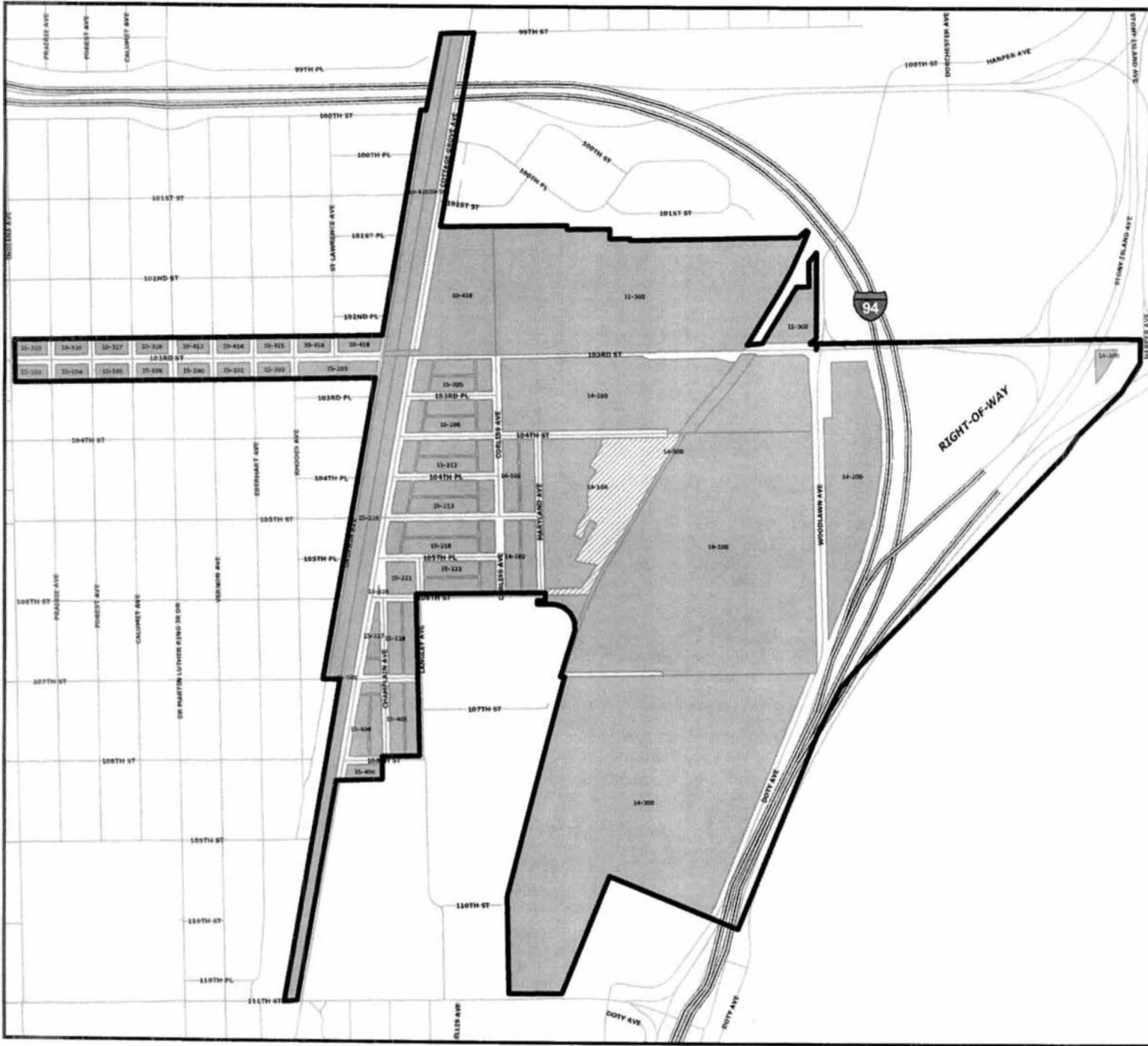


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Map 5B

Improved Land Parcels Eligibility Factor Lack of Growth in EAV

- Legend**
- North Pullman RPA Boundary
 - Lack of Growth in EAV*
 - Vacant/Unimproved Land Parcel
- *Factor analyzed on an area-wide basis

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.

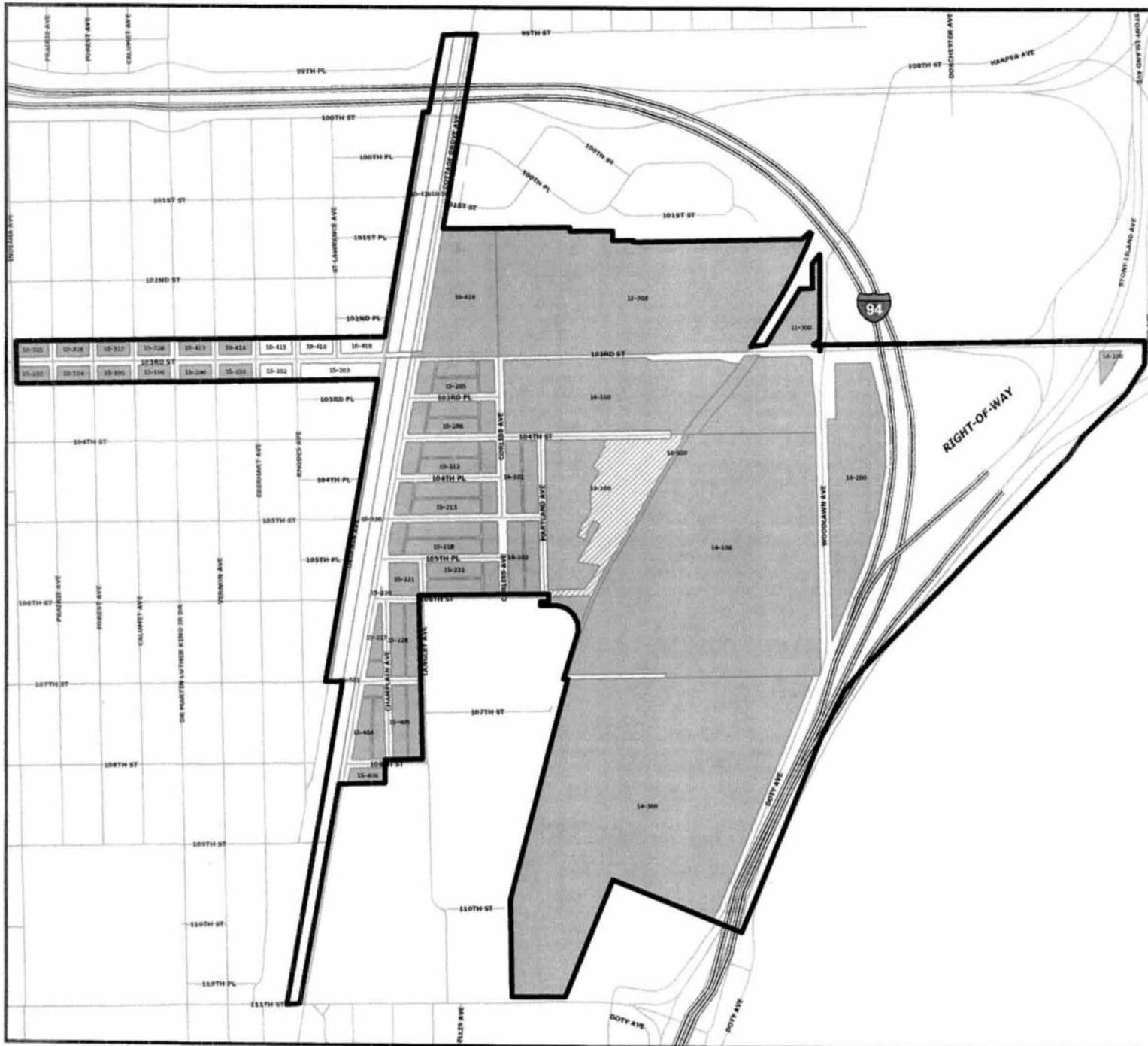


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Map 5C

Improved Land Parcels Eligibility Factor Deterioration

Legend

- North Pullman RPA Boundary
- Deterioration*
- Vacant/Unimproved Land Parcel

*Shading denotes those blocks on which the factor was found to be present to a meaningful extent

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.

0 0.1 0.2 Miles

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Map 5D

Improved Land Parcels

Eligibility Factor

Inadequate Utilities

Legend

- North Pullman RPA Boundary
- Inadequate Utilities*
- Vacant/Unimproved Land Parcel

*Shading denotes those blocks on which the factor was found to be present to a meaningful extent

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.

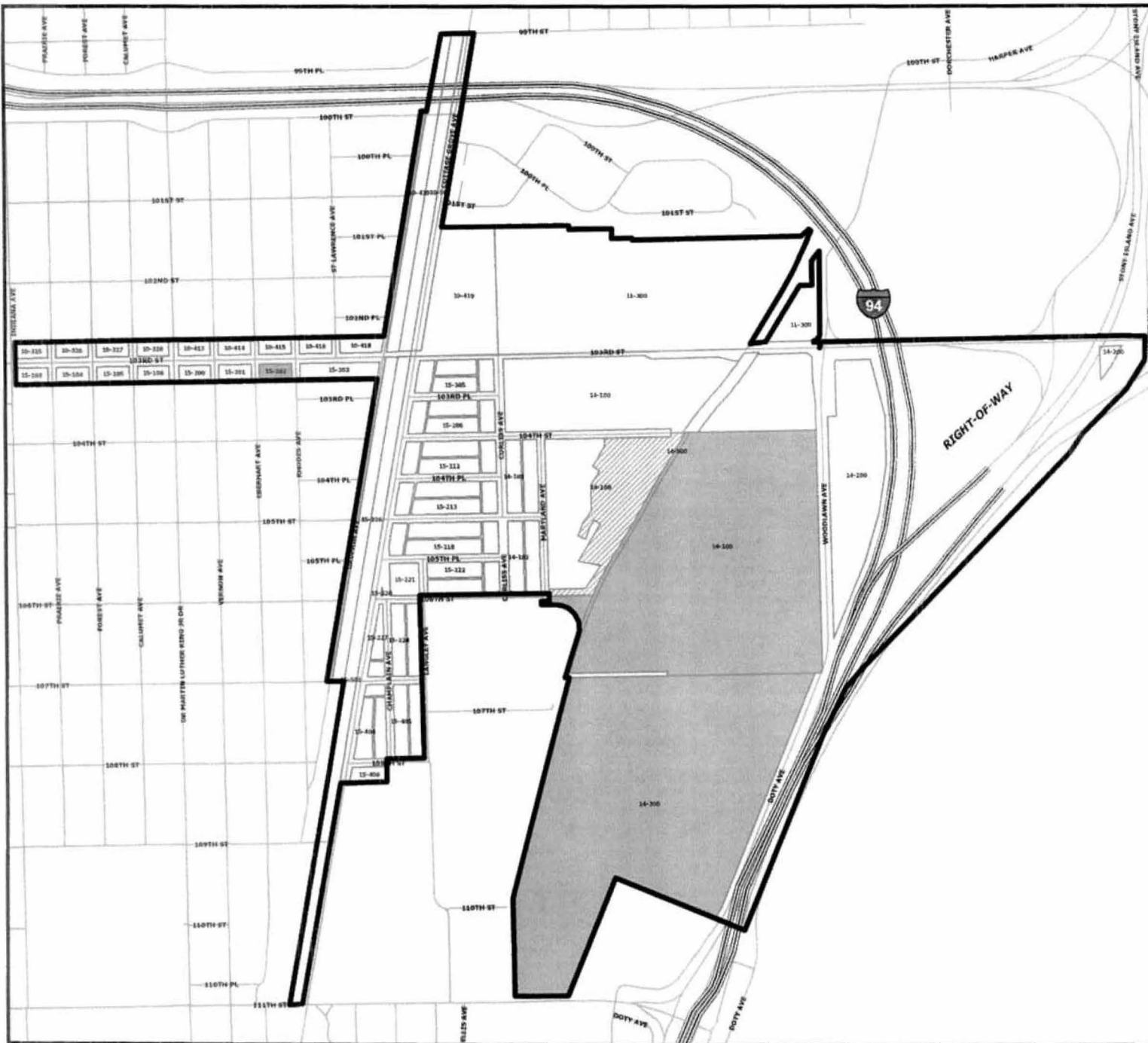
0 0.1 0.2 Miles

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Map 5E

Improved Land Parcels Eligibility Factor Environmental Contamination

Legend

- North Pullman RPA Boundary
- Environmental Contamination*
- Vacant/Unimproved Land Parcel

*Shading denotes those blocks on which the factor was found to be present to a meaningful extent

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.

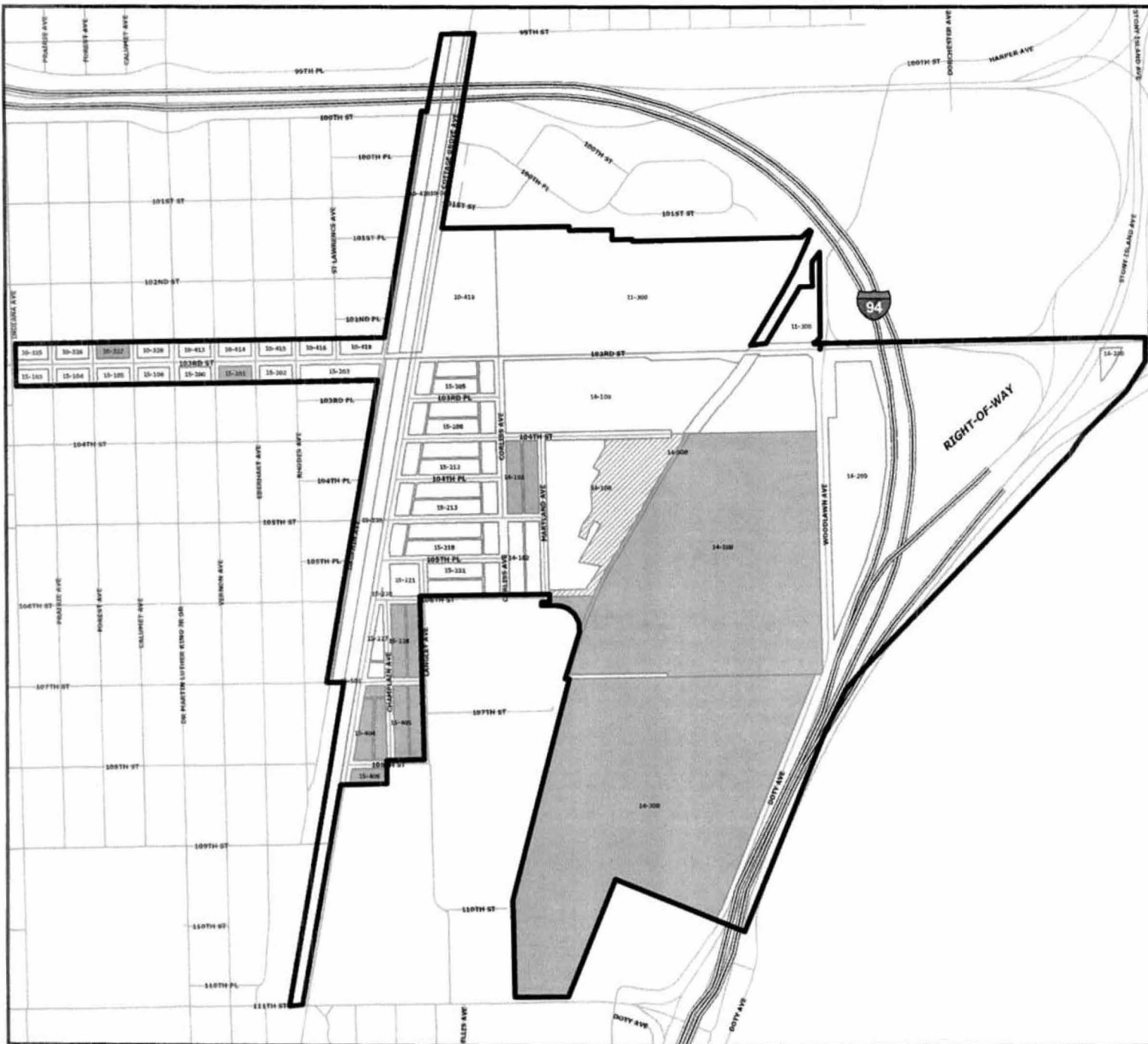
0 0.1 0.2 Miles

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Map 5F

Improved Land Parcels Eligibility Factor Excessive Vacancies

Legend

- North Pullman RPA Boundary
- Excessive Vacancies*
- Vacant/Unimproved Land Parcel

*Shading denotes those blocks on which the factor was found to be present to a meaningful extent

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.

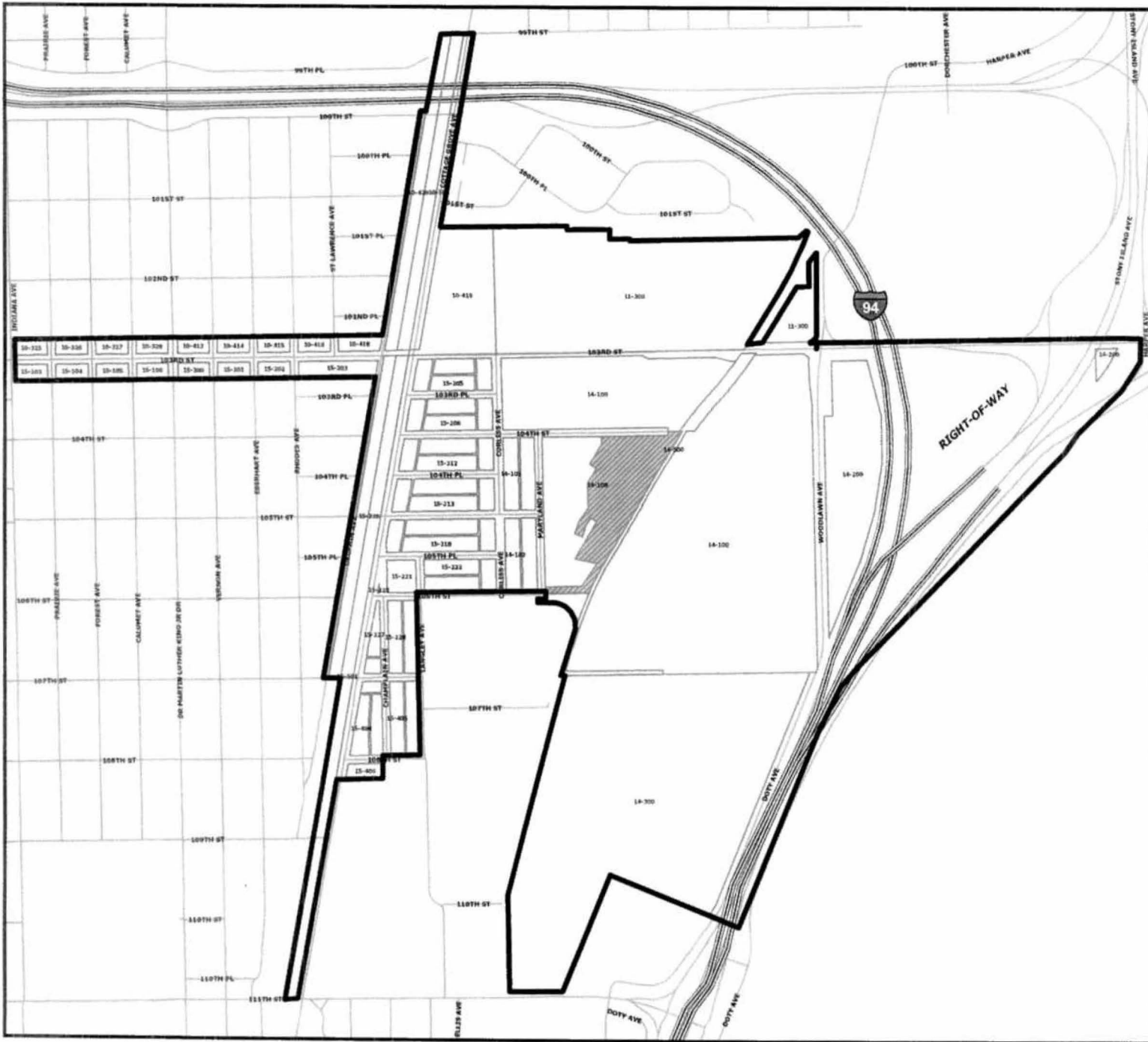
0 0.1 0.2 Miles

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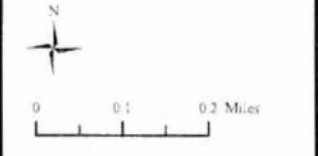


Map 6A

Vacant Land Parcel Eligibility Factor Environmental Contamination

- Legend**
-  North Pullman RPA Boundary
 -  Environmental Contamination
 -  Improved Land Block

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.



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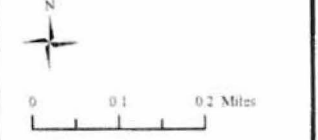


Map 6B

Vacant Land Parcel Eligibility Factor Obsolete Plating

- Legend**
-  North Pullman RPA Boundary
 -  Obsolete Plating
 -  Improved Land Block

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.

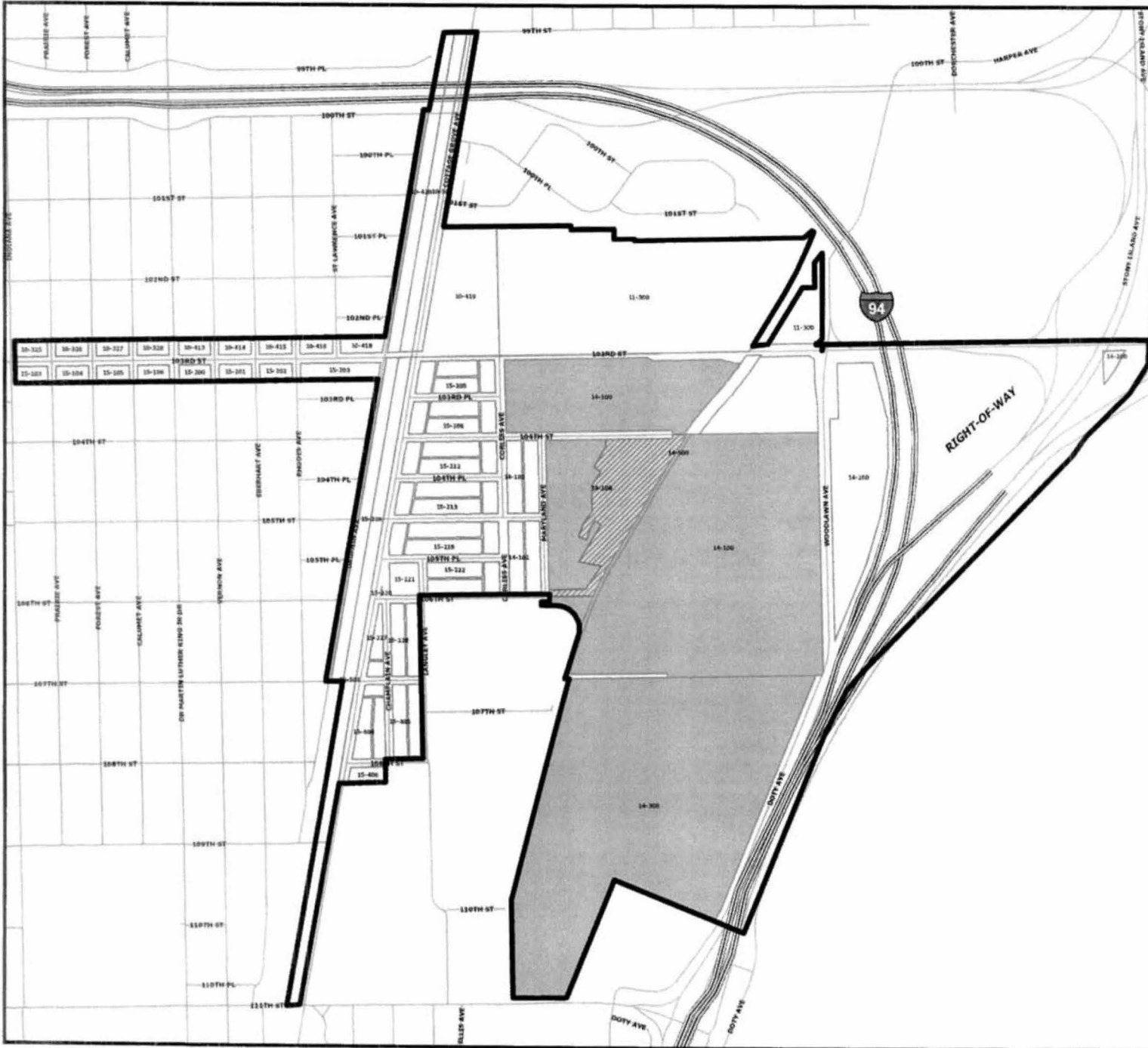


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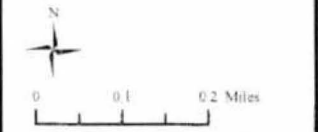


Map 6C

Vacant Land Parcel Eligibility Factor Adjacent Deterioration

- Legend**
- North Pullman RPA Boundary
 - Adjacent Deterioration
 - Deterioration/Improved Parcel
 - Improved Land Block

Note: xx-xxx denotes tax block number as defined by the Cook County Clerk. All blocks are in area 25.



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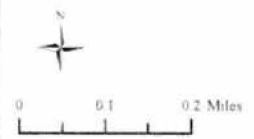
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Map 7

Proposed Future Land Use

- Legend**
-  North Pullman RPA Boundary
 -  Mixed Commercial/Institutional
 -  Mixed Commercial/Industrial/Public/Institutional
 -  Mixed Residential/Commercial/Public/Institutional
 -  Residential/Park/Open Space
 -  Public/Institutional
 -  Park/Open Space
 -  Railroad/Right-of-Way

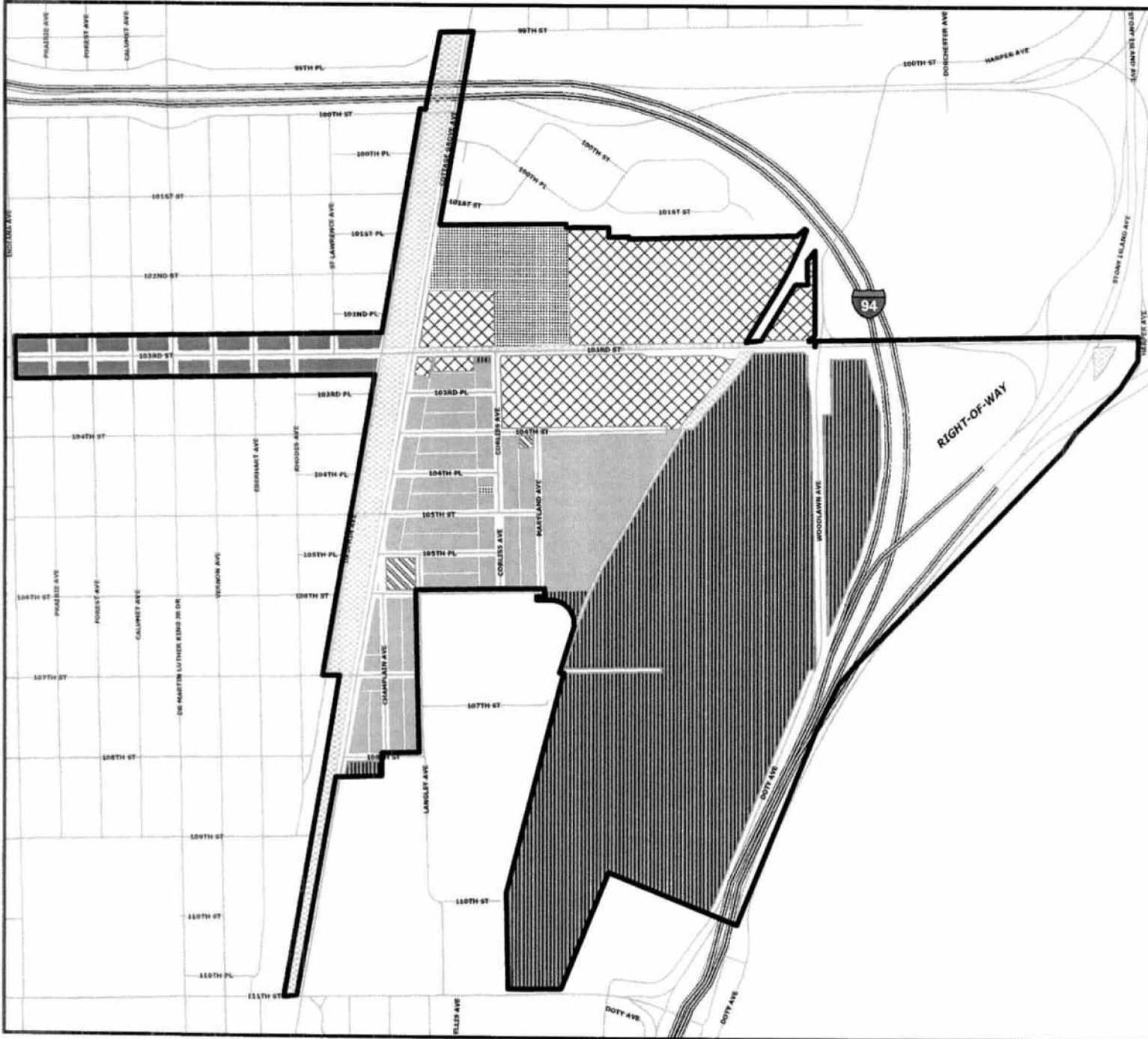


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*Appendix 2:
Boundary and Legal Description*

NORTH PULMAN TIF LEGAL DESCRIPTION

ALL THAT PART OF SECTIONS 10, 11 AND 15 IN TOWNSHIP 37 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN AND THAT PART OF SECTION 14 NORTH OF THE INDIAN BOUNDARY LINE IN TOWNSHIP 37 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 10 AND THE SOUTHERLY EXTENSION OF THE EAST LINE OF SOUTH INDIANA AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND ALONG THE EAST LINE OF SOUTH INDIANA AVENUE TO THE NORTH LINE OF THE 16 FOOT PUBLIC ALLEY LYING NORTH OF EAST 103RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE 16 FOOT PUBLIC ALLEY LYING NORTH OF EAST 103RD STREET AND ALONG THE EASTERLY EXTENSIONS THEREOF TO THE WESTERLY LINE OF SOUTH DAUPHIN AVENUE;

THENCE NORTHERLY ALONG SAID WESTERLY LINE OF SOUTH DAUPHIN AVENUE AND THE NORTHERLY EXTENSIONS THEREOF TO THE NORTH LINE OF EAST 100TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF EAST 100TH STREET TO THE WESTERLY LINE OF THE ILLINOIS CENTRAL RAILROAD RIGHT OF WAY;

THENCE NORTHERLY ALONG SAID WESTERLY LINE OF THE ILLINOIS CENTRAL RAILROAD RIGHT OF WAY TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 10;

THENCE EAST ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 10 TO THE EASTERLY LINE OF THE MICHIGAN CENTRAL RAILROAD RIGHT OF WAY;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE OF THE MICHIGAN CENTRAL RAILROAD RIGHT OF WAY TO THE NORTH LINE OF THE PARCEL OF PROPERTY BEARING PIN 25-10-419-013 EXTENDED WEST;

THENCE EAST ALONG SAID WESTERLY EXTENSION OF THE NORTH LINE OF THE PARCEL OF PROPERTY BEARING PIN 25-10-419-013 TO THE EASTERLY LINE OF SOUTH COTTAGE GROVE AVENUE;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE OF SOUTH COTTAGE GROVE AVENUE TO THE NORTH LINE OF THE PARCEL OF PROPERTY BEARING PIN 25-10-419-004, BEING THE NORTH LINE OF GATELY PARK;

THENCE EAST ALONG SAID THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 10 TO THE NORTHERLY EXTENSION OF THE EASTERLY LINE OF SOUTH COTTAGE GROVE AVENUE;

THENCE SOUTHERLY ALONG SAID NORTHERLY EXTENSION OF SOUTH COTTAGE GROVE AVENUE AND ALONG THE EASTERLY LINE, THEREOF, TO THE NORTH LINE OF THE PARCEL OF PROPERTY BEARING PIN 25-10-419-004, BEING THE NORTH LINE OF GATELY PARK;

NORTH PULMAN TIF LEGAL DESCRIPTION

THENCE EAST ALONG SAID NORTH LINE OF GATELY PARK TO A POINT ON THE WEST LINE OF SAID SECTION 11, BEING 1064.05 NORTH OF THE SOUTH LINE THEREOF;

THENCE CONTINUING EAST ALONG THE NORTH LINE OF GATELY PARK TO THE EAST LINE OF GATELY PARK, BEING A LINE 616.95 FEET EAST OF THE WEST LINE OF SAID SECTION 11;

THENCE SOUTH ALONG SAID EAST LINE OF GATELY PARK TO A POINT ON THE NORTH LINE OF THE SOUTH 1025.46 FEET OF THE SOUTHWEST QUARTER OF SAID SECTION 11;

THENCE EAST ALONG SAID NORTH LINE OF THE SOUTH 1025.46 FEET OF THE SOUTHWEST QUARTER OF SAID SECTION 11, BEING A LINE 100 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF THE TRACT OF LAND CONVEYED TO THE DEFENSE PLANT CORPORATION BY DEED DATED JUNE 16, 1941 AND RECORDED JUNE 17, 1941 AS DOCUMENT NUMBER 12704008 IN BOOK 3674, PAGE 248 THEREOF, TO A POINT 961.95 FEET EAST OF THE WEST LINE SAID SOUTHWEST QUARTER OF SECTION 11;

THENCE SOUTH 0 DEGREES 09 MINUTES 10 SECONDS EAST, 85 FEET; TO THE NORTH LINE OF THE SOUTH 940.47 FEET OF SAID SOUTHWEST QUARTER OF SECTION 11;

THENCE EAST, 165 FEET, ALONG SAID NORTH LINE OF THE SOUTH 940.47 FEET OF THE SOUTHWEST QUARTER OF SECTION 11;

THENCE SOUTH 0 DEGREES 09 MINUTES 10 SECONDS EAST, 15 FEET, TO A LINE 925.47 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 11;

THENCE EAST ON SAID LINE 925.47 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 11, 1392.62 FEET;

THENCE NORTH 44 DEGREES 02 MINUTES 25 SECONDS EAST, 50.88 FEET TO THE SOUTH LINE OF THE DAN RYAN EXPRESSWAY;

THENCE SOUTHEASTERLY ALONG SAID SOUTH LINE OF THE DAN RYAN EXPRESSWAY TO THE WESTERLY LINE OF THE PULLMAN RAILROAD COMPANY'S RIGHT OF WAY BEARING THE PIN 25-11-501-003;

THENCE SOUTHERLY ALONG SAID WESTERLY LINE OF THE PULLMAN RAILROAD COMPANY'S RIGHT OF WAY BEARING PIN 25-11-501-003 TO THE NORTH LINE OF EAST 103RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF EAST 103RD STREET TO THE EASTERLY LINE OF THE PULLMAN RAILROAD COMPANY'S RIGHT OF WAY BEARING PIN 25-11-501-003;

THENCE NORTHERLY ALONG SAID EASTERLY LINE OF THE PULLMAN RAILROAD COMPANY'S RIGHT OF WAY BEARING PIN 25-11-501-003 TO THE NORTH LINE OF THE SOUTH 517 FEET OF SAID SECTION 11;

THENCE EAST ALONG SAID NORTH LINE OF THE SOUTH 517 FEET OF SAID SECTION 11 TO A LINE 50 WEST OF AND PARALLEL WITH THE SOUTHEAST QUARTER OF SAID SECTION 11;

NORTH PULMAN TIF LEGAL DESCRIPTION

THENCE NORTH ALONG SAID PARALLEL LINE TO A POINT 678 FEET NORTH OF (AS MEASURED ALONG SAID PARALLEL LINE) OF THE SOUTH LINE OF SAID SECTION 11, BEING THE MOST NORTHWESTLY CORNER OF THE PARCEL OF PROPERTY BEARING THE PIN 25-11-300-035;

THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY LINE OF SAID PARCEL OF PROPERTY BEARING THE PIN 25-11-300-035 TO THE MOST NORTHERLY CORNER THEREOF, BEING A POINT ON THE EAST LINE OF THE WEST 20 FEET OF THE SOUTHEAST QUARTER OF SAID SECTION 11 ;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST 20 FEET OF THE SOUTHEAST QUARTER OF SAID SECTION 11 TO A POINT 441.07 NORTH OF AND 20 FEET EAST OF THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 11 (AS MEASURED ON THE WEST LINE, THEREOF, ON A LINE AT RIGHT ANGLES, THERETO);

THENCE SOUTHERLY TO A POINT ON THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION 11, 40 FEET NORTH OF THE NORTH LINE OF THE SOUTH 57 FEET THEREOF;

THENCE SOUTHWESTERLY TO A POINT ON SAID NORTH LINE OF THE SOUTH 57 FEET OF SECTION 11, 40 FEET WEST OF THE WEST LINE OF THE SOUTHEAST QUARTER THEREOF;

THENCE WEST ALONG SAID NORTH LINE OF THE SOUTH 57 FEET OF SECTION 11 TO THE EAST LINE OF THE WEST 29.5 FEET OF THE EAST 79.5 FEET OF THE SOUTHWEST QUARTER OF SAID SECTION 11;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST 29.5 FEET OF THE EAST 79.5 FEET OF THE SOUTHWEST QUARTER OF SAID SECTION 11 TO THE NORTH LINE OF EAST 103RD STREET (47 FEET NORTH OF THE SOUTH LINE OF SAID SECTION 11);

THENCE EAST ALONG SAID NORTH LINE OF EAST 103RD STREET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 11;

THENCE SOUTH ALONG SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 11, BEING ALSO A WEST LINE OF SAID PARCEL OF PROPERTY BEARING THE PIN 25-11-400-006, TO THE INTERSECTION WITH THE SOUTHEASTERLY LINE OF SAID PARCEL;

THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF PROPERTY BEARING THE PIN 25-11-400-006 TO THE NORTH LINE OF EAST 103RD STREET, BEING 47 FEET NORTH OF THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 11;

THENCE EAST ALONG SAID NORTH LINE OF EAST 103RD STREET TO THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION SAID 14;

THENCE SOUTH ALONG SAID EAST LINE OF THE NORTHEAST QUARTER OF SECTION 14 TO THE SOUTHEASTERLY LINE OF DOTY AVENUE;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF DOTY AVENUE TO THE EASTERLY EXTENSION OF THE NORTHERLY LINE OF THE PARCEL OF PROPERTY BEARING PIN 25-14-300-010;

NORTH PULMAN TIF LEGAL DESCRIPTION

THENCE WESTERLY ALONG SAID EASTERLY EXTENSION AND ALONG THE NORTHERLY LINE, THEREOF, TO THE WESTERLY LINE OF SAID PARCEL OF PROPERTY BEARING PIN 25-14-300-010;

THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID PARCEL OF PROPERTY BEARING PIN 25-14-300-010, FORMING AN ANGLE 90 DEGREES 03 MINUTES 28 SECONDS FROM THE EAST TO SOUTH FROM THE NORTHERLY LINE OF SAID PARCEL, 1040.43 FEET, TO THE NORTH LINE OF EAST 111TH STREET (BEING A LINE DRAWN PARALLEL WITH AND 50 FEET NORTH THE SOUTH LINE OF SAID SECTION 14;

THENCE WEST ALONG SAID NORTH LINE OF EAST 111TH STREET, 435.68 FEET,- TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 14;

THENCE NORTH ALONG SAID WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 14 TO A POINT ON THE EASTERLY LINE THE ROCK ISLAND RAILROAD RIGHT OF WAY, SAID POINT BEING 814.55 FEET NORTH OF THE NORTH LINE OF SAID EAST 111TH STREET;

THENCE NORTHERLY ALONG SAID EASTERLY LINE OF THE ROCK ISLAND RAILROAD RIGHT OF WAY TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 14;

THENCE WEST ALONG SAID NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 14 TO THE WESTERLY LINE OF THE ROCK ISLAND RAILROAD RIGHT OF WAY, BEING ALSO THE EASTERLY LINE OF LOT 2 IN ENJAY CONSTRUCTION COMPANY'S PULLMAN INDUSTRIAL DISTRICT, BEING A SUBDIVISION OF PARTS OF THE WEST HALF OF SECTION 14 AND THE EAST HALF OF SECTION 15, AFORESAID, EXTENDED SOUTHERLY;

THENCE NORTHERLY ALONG SAID EASTERLY LINE OF LOT 2 IN ENJAY CONSTRUCTION COMPANY'S PULLMAN INDUSTRIAL DISTRICT, AFORESAID, TO THE NORTHEASTERLY LINE OF SAID LOT 2;

THENCE NORTHWESTERLY AND WEST ALONG SAID NORTHEASTERLY LINE OF LOT 2 IN ENJAY CONSTRUCTION COMPANY'S PULLMAN INDUSTRIAL DISTRICT, AFORESAID, TO THE EAST LINE OF SAID LOT 2;

THENCE NORTH ALONG SAID EAST LINE OF LOT 2 IN ENJAY CONSTRUCTION COMPANY'S PULLMAN INDUSTRIAL DISTRICT, AFORESAID, TO THE SOUTH LINE OF EAST 106TH STREET;

THENCE EAST ALONG SAID SOUTH LINE OF EAST 106TH STREET TO THE EAST LINE OF SOUTH MARYLAND AVENUE;

THENCE NORTH ALONG THE EAST LINE OF SOUTH MARYLAND AVENUE TO THE NORTH LINE OF EAST 106TH STREET EXTENDED EAST;

THENCE WEST ALONG SAID OF THE NORTH LINE OF EAST 106TH STREET EXTENDED EAST AND ALONG THE NORTH LINE THEREOF TO THE WEST LINE OF SOUTH LANGLEY AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF SOUTH LANGLEY AVENUE EXTENDED SOUTH TO THE NORTH LINE OF EAST 108TH STREET;

NORTH PULMAN TIF LEGAL DESCRIPTION

THENCE WEST ALONG SAID NORTH LINE OF EAST 108TH STREET TO THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 1 IN LYN HUGHES NORTH PULLMAN SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 15, AFORESAID;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND ALONG THE EAST LINE OF LOT 1 IN LYN HUGHES NORTH PULLMAN SUBDIVISION TO THE SOUTH LINE OF SAID LOT 1;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 1 IN LYN HUGHES NORTH PULLMAN SUBDIVISION AND ALONG THE WESTERLY EXTENSION, THEREOF, TO THE WEST LINE OF SOUTH COTTAGE GROVE AVENUE;

THENCE SOUTHERLY ALONG SAID WEST LINE OF SOUTH COTTAGE GROVE AVENUE AND SAID EAST LINE EXTENDED SOUTH TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE WEST ALONG SAID SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15 TO THE WESTERLY LINE OF THE ILLINOIS CENTRAL RAILROAD PARCEL BEARING PIN 25-15-501-002;

THENCE NORTHERLY ALONG SAID WESTERLY LINE OF ILLINOIS CENTRAL RAILROAD PARCEL BEARING PIN 25-15-501-002 TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE WEST ALONG SAID NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 15 TO THE SOUTHERLY EXTENSION OF THE WESTERLY LINE OF SOUTH DAUPHIN AVENUE;

THENCE NORTHERLY ALONG SAID SOUTHERLY EXTENSION OF THE WESTERLY LINE OF SOUTH DAUPHIN AVENUE, THE WESTERLY LINE, THEREOF AND THE NORTHERLY EXTENSIONS, THEREOF, TO THE SOUTH LINE OF THE 16 FOOT PUBLIC ALLEY LYING SOUTH OF 103RD STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE 16 FOOT PUBLIC ALLEY LYING SOUTH OF 103RD STREET AND THE WESTERLY EXTENSIONS, THEREOF, TO THE EAST LINE OF SOUTH INDIANA AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF SOUTH INDIANA AVENUE AND THE NORTH EXTENSION, THEREOF, TO THE POINT OF BEGINNING ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 10.

ALL IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS.
THIS LEGAL DESCRIPTION FOR THE NORTH PULLMAN TIF, DATED FEBRUARY 27, 2009,
WAS PREPARED BY:
NAKAWATASE WYNS & ASSOCIATES, INC.

JAMES E. RORES
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2394
LICENSE EXPIRES NOVEMBER 30, 2010

Appendix 3:

***North Pullman Redevelopment Project Area Tax Increment Finance
District Housing Impact Study***

The purpose of this section is to conduct a housing impact study for the North Pullman RPA as set forth in the Tax Increment Allocation Redevelopment Act (the “Act”) 65 ILCS 5/74.4-1 et seq. The Act, as amended in 1999, states that, if the redevelopment plan for a redevelopment project area would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and the City is unable to certify that no displacement of residents will occur, the municipality shall prepare a housing impact study and incorporate the study in the separate feasibility report required by the subsection (a) of Section 11-74.4-5(A), which for the purposes hereof shall also be the “North Pullman Redevelopment Project and Plan,” or the “Redevelopment Plan.”

The primary goals of the Redevelopment Plan include the creation of new retail, commercial, public/institutional and residential development on vacant and underutilized sites, the rehabilitation of existing residential buildings, and the development of a variety of housing types to meet the needs of households with a wide range of income levels. It is not the City’s intent to displace existing residential units, and it is unlikely that any inhabited residential units will be removed. However, since the North Pullman RPA (“the RPA”) contains more than 75 inhabited residential units and future redevelopment activity could conceivably result in the removal of inhabited residential units over the 23-year life of the RPA, a housing impact study is required.

As set forth in the Act at 65 ILCS 5/11-74.4-3(N)(5), Part I of the housing impact study shall include:

- (i) Data as to whether the residential units are single-family or multi-family units;
- (ii) The number and type of rooms within the units, if that information is available;
- (iii) Whether the units are inhabited or uninhabited, as determined not less than 45 days before the date that the ordinance or resolution required by subsection (a) of Section 11-74.4-5 of the Act is passed; and
- (iv) Data as to the racial and ethnic composition of the residents in the inhabited residential units, which data requirement shall be deemed to be fully satisfied if based on data from the most recent federal census.

Part II of the housing impact study identifies the inhabited residential units in the proposed redevelopment project area that are to be or may be removed. If inhabited residential units are to be removed, then the housing impact study shall identify:

- i. The number and location of those units that will be or may be removed;
- ii. The municipality’s plans for relocation assistance for those residents in the proposed

redevelopment project area whose residencies are to be removed;

- iii. The availability of replacement housing for those residents whose residences are to be removed, and identification of the type, location, and cost of the replacement housing; and
- iv. The type and extent of relocation assistance to be provided.

This information is presented below.

PART I

(i) Number and Type of Residential Units

The number and type of residential buildings in the area was identified during the building condition and land use survey conducted as part of the eligibility analysis for the area. This survey, completed on December 18, 2008, indicated that the North Pullman RPA contains 229 residential or mixed-use residential buildings containing a total of 903 units. The number of residential units by building type is illustrated in the table below.

	# of Buildings	# of Units
Single-Family	150	150
Two-, Three- and Four-Unit Buildings	29	69
Multi-Unit Buildings (5+ Units)	50	684
Single-Room Occupancy Hotels	0	0
Total	229	903

Note: Attached residential units, including row houses, have been considered as multi-unit buildings.

(ii) Number and Type of Rooms within Units

In order to describe the distribution of residential units by number and type of rooms within the North Pullman RPA, *S. B. Friedman & Company* analyzed 2000 Census data. These data show the distribution of units by the number of rooms within each unit and by bedroom type. The distribution of apartment sizes and bedroom types from the 2000 Census was then applied to the total number of units identified by the survey. This is a reasonable assumption given the limited redevelopment and new construction in the North Pullman RPA since 2000. The estimated distribution of units by bedroom type and number of rooms is summarized in the tables below.

Units by Number of Rooms	Percent, 2000 Census	Current Estimate for North Pullman RPA
1 room	2.3%	21
2 rooms	3.9%	36
3 rooms	11.4%	103
4 rooms	18.6%	168
5 rooms	35.2%	318
6 rooms	12.0%	109
7 rooms	5.5%	50
8 rooms	8.4%	76
9 or more rooms	2.6%	23
Total	100.0%	903

Units by Number of Bedrooms	Percent, 2000 Census	Current Estimate for North Pullman RPA
No bedroom	2.3%	21
1 bedroom	20.2%	183
2 bedrooms	32.7%	295
3 bedrooms	32.8%	296
4 bedrooms	4.0%	37
5 or more bedrooms	8.0%	72
Total	100.0%	903

(iii) Number of Inhabited Units

According to data compiled from the survey completed by *S. B. Friedman & Company* on December 18, 2008, the North Pullman RPA contains an estimated 903 residential units, of which 105 (11.6 percent) are believed to be vacant. Therefore, there are approximately 798 total inhabited units within the redevelopment area. As required by the Act, this information was ascertained as of December 18, 2008, which is a date not less than 45 days prior to the date that the resolution required by subsection (a) of Section 11-74.4-5 of the Act was or will be passed (the resolution setting the public hearing and Joint Review Board meeting dates).

(iv) Race and Ethnicity of Residents

According to ESRI, a national provider of demographic data, there were an estimated 2,278 residents living within the boundaries of the North Pullman RPA in 2008. The racial and ethnic composition of these residents is described below, per ESRI estimates.

Race	Percent, 2000 Census	Current Estimate for North Pullman RPA
Black or African-American Alone	96.5%	2199
White Alone	1.1%	26
Asian Alone	0.1%	3
American Indian or Alaskan Native Alone	0.1%	2
Some Other Race Alone	1.3%	29
Two or More Races	0.8%	19
Total	100.0%	2278

Hispanic Origin	Percent, 2000 Census	Current Estimate for North Pullman RPA
Hispanic	2.7%	62
Non-Hispanic	97.3%	2216
Total	100.0%	2278

In addition, the distribution of moderate-, low-, very low-, and very, very low-income households residing in the North Pullman RPA was estimated using data provided by ESRI. As determined by the United States Department of Housing and Urban Development (“HUD”), the definitions of the above-mentioned income categories, adjusted for family size, are as follows:

- i. A very, very low-income household has an adjusted income of less than 30% of the area median income;
- ii. A very low-income household earns between 30% and 50% of the area median income;
- iii. A low-income household earns between 50% and 80% of the area median; and
- iv. A moderate-income household earns between 80% and 120% of the area median.

The estimated distribution of households by income category is summarized below.

Income Range	Percent of Households (ESRI)	Number of Households	Household Income Range (3-Person Households)
Very, very low (up to 30% AMI)	51%	403	\$0 - \$20,350
Very low (30% to 50% AMI)	24%	195	\$20,351 - \$33,950
Low (50% to 80% AMI)	7%	59	\$33,951 - \$54,250
Moderate (80% to 120% AMI)	11%	89	\$54,251 - \$85,920
Over 120% AMI	7%	52	\$85,921 +
Total	100%	798	

PART II

(i) Number and Location of Units to be Removed

The primary goals of the Redevelopment Plan include the creation of new development on vacant and underutilized sites, the rehabilitation of existing residential buildings, and the development of new housing for households with a wide range of incomes. Because of this, it is unlikely that displacement of inhabited residential units will take place. However, it is conceivable that during the 23-year life of the RPA, some displacement may occur that is not anticipated at this time. Therefore, *S. B. Friedman & Company* employed the following three-step methodology to estimate the number of inhabited units that could potentially be removed due to redevelopment or new development over the 23-year life of the North Pullman RPA.

- i. Step one counts all inhabited residential units identified on any acquisition lists or maps included in the North Pullman Redevelopment Plan. No active acquisition list was identified within the North Pullman RPA. Therefore, it was assumed that no inhabited residential units are likely to be removed due to City acquisitions.
- ii. Step two counts the number of inhabited residential units located in buildings that are dilapidated or seriously deteriorated as defined by the Act. A survey of the North Pullman RPA completed in December 2008 identified no inhabited buildings which were dilapidated or seriously deteriorated. Therefore, it is assumed that no residential units may be removed due to demolition or rehabilitation of dilapidated or seriously deteriorated buildings.
- iii. Step three counts the number of inhabited residential units that exist where the future land use indicated by the Redevelopment Plan will not include residential uses. After reviewing the Proposed Future Land Use for the North Pullman RPA, *S.B. Friedman & Company* determined that 14 residential units will be potentially impacted by changes to existing land uses. Therefore, the number of inhabited residential units that may be removed due to future land use change is 14 over the 23-year life of the North Pullman TIF.

Based on the methodology described above, *S. B. Friedman & Company* estimates that up to 14 inhabited residential units may be removed as a result of redevelopment projects that may be undertaken in accordance with the Redevelopment Plan. The location of these units is illustrated in Map A-1 on the following page.

Based on the income distributions in and around the RPA, it is reasonable to assume that approximately 93% of households that may be displaced during the remaining life of the RPA are of moderate, low, very low, or very, very low income (i.e., 13 households). However, it is possible that up to 100% of potentially displaced households lie within these income brackets. Part II, subpart (iii) of this section discusses in detail the availability of replacement housing for households of low income or lower.

(ii) Relocation Plan

The City's plan for relocation assistance for those qualified residents in the North Pullman RPA whose residences may be removed shall be consistent with the requirements set forth in Section 11-74.4-3(n)(7) of the Act. The terms and conditions of such assistance are described in subpart (iv) below. No specific relocation plan has been prepared by the City as of the date of this report.

(iii) Replacement Housing

In accordance with Subsection 11-74.4-3(n)(7) of the Act, the City shall make a good faith effort to ensure that affordable replacement housing located in or near the North Pullman RPA is available for any qualified displaced residents.

To promote development of affordable housing, the Redevelopment Plan requires that developers who receive tax increment financing assistance for market-rate housing are to set aside at least 20 percent of the units to meet affordability criteria established by the City's Department of Community Development. Generally, this means that income-restricted rental units should be affordable to households earning no more than 60 percent of the area median income (adjusted for family size) and for-sale units should be affordable to households earning no more than 100 percent of area median income. If, during the 23-year life of the North Pullman RPA, the acquisition plans change, the City shall make every effort to ensure that appropriate replacement housing will be found in the Redevelopment Project Area or the surrounding Chatham, Avalon Park, Burnside, Calumet Heights, Roseland, Pullman, South Deering, West Pullman and Riverdale Community Areas.

In order to determine the availability of replacement housing for those residents who may potentially be displaced by redevelopment activity, *S. B. Friedman & Company* examined several data sources, including vacancy data from the 2000 U.S. Census, apartment listings from local newspapers, and housing sales data from Multiple Listing Service.

Vacancy Data

According to the 2000 Census, the two Census Block Groups surrounding and encompassing the residential portion of the North Pullman RPA contained 904 housing units, of which 161 (17.8%) were vacant. Of these, approximately 86 were for-sale or for-rent, and 46 were rented or sold but unoccupied. For the purposes of this analysis, the term "RPA Vicinity" refers to these Block Groups. The following table shows the distribution of vacant residential units in the RPA by vacancy status, as compared to the City of Chicago as a whole.

Vacancy Status	Share of All Housing Units (RPA Vicinity)	Citywide Percentage
For rent	4.6%	3.4%
For sale	4.9%	0.8%
Rented/Sold, not occupied	2.2%	0.9%
Seasonal/recreational/occasional/migrant	0.1%	0.5%
Other vacant	6.0%	3.0%
TOTAL VACANT UNITS	17.8%	8.6%

The percentage of residential units that are vacant and awaiting rental and sale in the RPA Vicinity is higher than that of the City of Chicago (4.6% vs. 3.4%), suggesting that a sufficient supply of replacement rental and for-sale housing exists in the RPA Vicinity. The overall rate of residential vacancy in the RPA is significantly higher than that of the City.

Replacement Rental Housing

According to information obtained from the City of Chicago by *S. B. Friedman & Company*, there are no current projects located within the North Pullman RPA that will result in a loss of housing units. However, the possibility remains that some existing units may be removed in the future as a result of redevelopment activity over the 23-year life of the RPA. Therefore, *S. B. Friedman & Company* has defined a sample of possible replacement rental housing units located within the Chatham, Avalon Park, Burnside, Calumet Heights, Roseland, Pullman, South Deering, West Pullman and Riverdale Community Areas.

The location, type, and cost of this sample were determined through the examination of classified advertisements from the *Chicago Tribune* and *Chicago Sun-Times*, as well as the websites *cityleases.com* and *sublet.com* between December 2008 and January 2009. It is important to note that the Chicago metro area has a rental cycle where apartments turn over at a greater rate on May 1 and October 1 of each year. These higher turnover times would likely reflect a wider variety of rental rates, unit sizes, and locations than those available in the months surveyed for this study.

The range of maximum affordable monthly rents, according to HUD standards, is shown in the following table in comparison with the advertised rents found in the above-mentioned newspaper listings.

Number of Bedrooms	Implied Family Size*	Maximum Monthly Rent (Including Utilities) Affordable to Income Bracket				Observed Range	Units in Sample
		Very, very Low	Very Low	Low	Moderate		
Studio	1	\$ 396	\$ 660	\$ 1,055	\$ 1,583	\$455 - \$600	4
1	1.5	\$ 424	\$ 707	\$ 1,131	\$ 1,697	\$462 - \$1,032	30
2	3	\$ 509	\$ 848	\$ 1,357	\$ 2,036	\$702 - \$1,087	37
3	4.5	\$ 588	\$ 980	\$ 1,568	\$ 2,352	\$672 - \$1,622	25
4	6	\$ 655	\$ 1,093	\$ 1,749	\$ 2,624	\$851 - \$1,451	5
5	7.5	\$ 723	\$ 1,206	\$ 1,930	\$ 2,895	\$1,469 - \$1,819	2
6	9	\$ 791	\$ 1,320	\$ 2,111	\$ 3,167	\$1,287 - \$1,892	2
Total							105

Source: HUD, *Chicago Tribune*, *Chicago Sun-Times*, cityleases.com, sublet.com, *S. B. Friedman & Company*

*Derived from the number of bedrooms using HUD formulas.

**Based on a random sample of apartments located in the Chatham, Avalon Park, Burnside, Calumet Heights, Roseland, Pullman, South Deering, West Pullman and Riverdale Community Areas and advertised in the *Chicago Tribune* and *Sun-Times*, as well as the websites cityleases.com and sublet.com between December 2008 and January 2009.

The table on the following page provides a detailed summary of the apartment listings found between December 2008 and January 2009. Since HUD affordability standards state that monthly rent, including utilities, should equal no more than 30% of gross household income, *S.B. Friedman & Company* has adjusted the monthly rents listed below to include utility payments using Section 8 utility cost estimates for various apartment unit sizes developed by the Chicago Housing Authority.

The sample collected by *S. B. Friedman & Company* contains a greater proportion of one-bedroom apartments than expected based on 2000 Census data. Approximately 29% of apartments in the sample above contain one bedroom, as compared to 20% in the RPA Vicinity in 2000. The sample also contains fewer three-bedroom apartments (24%) than expected based on the 2000 Census (33%). Overall, the sample indicates that many of these units are not affordable to very, very low-income households.

North Pullman RPA

Survey of Apartment Listings in the Vicinity of the North Pullman RPA

	Street Address	Community Area	Beds	Total Rent (incl Utilities)	Source	Adjusted for Family and Unit Size, Affordable To:
1	Not Available	Chatham	0	\$455	<i>suntimes.com</i>	Very Low Income or higher
2	Not Available	Chatham	0	\$505	<i>suntimes.com</i>	Very Low Income or higher
3	215 N. Central	Chatham	0	\$555	<i>suntimes.com</i>	Very Low Income or higher
4	8039 S. King Dr.	Chatham	0	\$600	<i>suntimes.com</i>	Very Low Income or higher
5	Not Available	Chatham	1	\$462	<i>suntimes.com</i>	Very Low Income or higher
6	8030 Cottage	Chatham	1	\$582	<i>suntimes.com</i>	Very Low Income or higher
7	7759 S Winchester	Chatham	1	\$587	<i>suntimes.com</i>	Very Low Income or higher
8	80th & Dobson	Chatham	1	\$592	<i>suntimes.com</i>	Very Low Income or higher
9	Not Available	Roseland	1	\$607	<i>suntimes.com</i>	Very Low Income or higher
10	7908 S. Laflin	Chatham	1	\$612	<i>suntimes.com</i>	Very Low Income or higher
11	Not Available	Chatham	1	\$612	<i>suntimes.com</i>	Very Low Income or higher
12	7757 S Winchester	Chatham	1	\$612	<i>suntimes.com</i>	Very Low Income or higher
13	87th & Morgan	Chatham	1	\$622	<i>suntimes.com</i>	Very Low Income or higher
14	87th & Morgan	Chatham	1	\$622	<i>suntimes.com</i>	Very Low Income or higher
15	10507 S. Forest	Pullman	1	\$627	<i>suntimes.com</i>	Very Low Income or higher
16	2309 E 79th	Chatham	1	\$632	<i>suntimes.com</i>	Very Low Income or higher
17	7603 S. May	Chatham	1	\$652	<i>suntimes.com</i>	Very Low Income or higher
18	102nd King Dr.	Roseland	1	\$652	<i>suntimes.com</i>	Very Low Income or higher
19	8343 S. Drexel	Chatham	1	\$662	<i>suntimes.com</i>	Low Income or higher
20	Not Available	East Chatham	1	\$662	<i>suntimes.com</i>	Low Income or higher
21	6651 S. Bishop	Chatham	1	\$667	<i>suntimes.com</i>	Low Income or higher
22	72nd & Bennett	Chatham	1	\$682	<i>suntimes.com</i>	Low Income or higher
23	80th Maryland	Chatham	1	\$687	<i>suntimes.com</i>	Low Income or higher
24	11007 S. Vernon	Pullman	1	\$687	<i>suntimes.com</i>	Low Income or higher
25	73rd & Rhodes	Chatham	1	\$687	<i>suntimes.com</i>	Low Income or higher
26	11327-29 King Dr	Roseland	1	\$687	<i>suntimes.com</i>	Low Income or higher
27	81st & Vernon	Chatham	1	\$732	<i>suntimes.com</i>	Low Income or higher
28	8833 S. Stony Island	Chatham	1	\$732	<i>suntimes.com</i>	Low Income or higher
29	8001 S. Justine	Chatham	1	\$732	<i>suntimes.com</i>	Low Income or higher
30	72nd & Bennett	Chatham	1	\$732	<i>suntimes.com</i>	Low Income or higher
31	7908 S Laflin	Chatham	1	\$732	<i>suntimes.com</i>	Low Income or higher
32	Not Available	Chatham	1	\$737	<i>suntimes.com</i>	Low Income or higher
33	92nd/Ada	Chatham	1	\$787	<i>suntimes.com</i>	Low Income or higher
34	94th & Michigan	Chatham	1	\$1,032	<i>suntimes.com</i>	Low Income or higher
35	8404 S Exchange	Not available	2	\$702	<i>chicagotribune.com</i>	Low Income or higher
36	10739 S. Perry	Roseland	2	\$727	<i>suntimes.com</i>	Low Income or higher
37	6651 S. Bishop	Chatham	2	\$747	<i>suntimes.com</i>	Low Income or higher
38	6651 S Bishop	Chatham	2	\$747	<i>suntimes.com</i>	Low Income or higher
39	7901 S. Paxton	Not available	2	\$752	<i>chicagotribune.com</i>	Low Income or higher
40	9046 S. Bishop	Chatham	2	\$752	<i>suntimes.com</i>	Low Income or higher
41	10414 S Maryland	Pullman	2	\$752	<i>suntimes.com</i>	Low Income or higher
42	78th Yates	Chatham	2	\$767	<i>suntimes.com</i>	Low Income or higher
43	76th & May	Chatham	2	\$790	<i>suntimes.com</i>	Low Income or higher
44	9126 S. Buffalo Ave.	Not available	2	\$797	<i>chicagotribune.com</i>	Low Income or higher
45	80th Maryland	Chatham	2	\$797	<i>suntimes.com</i>	Low Income or higher
46	1432 W 77th St	Chatham	2	\$797	<i>suntimes.com</i>	Low Income or higher
47	3017 E. 80th Pl.	Not available	2	\$797	<i>chicagotribune.com</i>	Low Income or higher
48	8213 S. Houston	Not available	2	\$802	<i>chicagotribune.com</i>	Low Income or higher
49	11258 S. Vernon	Pullman	2	\$802	<i>suntimes.com</i>	Low Income or higher
50	1518 E. 82nd St.	Chatham	2	\$847	<i>suntimes.com</i>	Low Income or higher
51	8800 Blackstone Ave	Calumet Heights	2	\$852	<i>suntimes.com</i>	Low Income or higher
52	Not Available	Chatham	2	\$852	<i>suntimes.com</i>	Low Income or higher
53	109th & Vernon	Pullman	2	\$852	<i>suntimes.com</i>	Low Income or higher
54	6707 Chappel	Chatham	2	\$852	<i>suntimes.com</i>	Low Income or higher
55	8048 Kingston	Chatham	2	\$852	<i>suntimes.com</i>	Low Income or higher
56	7825 Evans St.	Chatham	2	\$882	<i>suntimes.com</i>	Low Income or higher
57	Not Available	Roseland	2	\$897	<i>suntimes.com</i>	Low Income or higher
58	92nd/Ada	Chatham	2	\$897	<i>suntimes.com</i>	Low Income or higher
59	7840 S. Euclid Ave	Not available	2	\$902	<i>chicagotribune.com</i>	Low Income or higher
60	11740 S State	Roseland	2	\$902	<i>suntimes.com</i>	Low Income or higher

	Street Address	Community Area	Beds	Total Rent (incl Utilities)	Source	Adjusted for Family and Unit Size, Affordable To:
61	8244 S. Vernon	Chatham	2	\$922	<i>suntimes.com</i>	Low Income or higher
62	7709 S. Eggleston	Chatham	2	\$922	<i>suntimes.com</i>	Low Income or higher
63	8130-32 S. Drexel	Chatham	2	\$947	<i>suntimes.com</i>	Low Income or higher
64	Vernon/110th	West Pullman	2	\$947	<i>sublet.com</i>	Low Income or higher
65	107th & King	Roseland	2	\$952	<i>suntimes.com</i>	Low Income or higher
66	Not Available	Pullman	2	\$952	<i>suntimes.com</i>	Low Income or higher
67	8001 S. Justine	Chatham	2	\$952	<i>suntimes.com</i>	Low Income or higher
68	Not Available	Chatham	2	\$952	<i>suntimes.com</i>	Low Income or higher
69	72nd & St. Lawrence	Chatham	2	\$1,002	<i>suntimes.com</i>	Low Income or higher
70	537 E 92nd St	Chatham	2	\$1,052	<i>suntimes.com</i>	Low Income or higher
71	128th & Emerald	Roseland	2	\$1,087	<i>suntimes.com</i>	Moderate Income or higher
72	548 W. 57th	Chatham	3	\$672	<i>suntimes.com</i>	Low Income or higher
73	120th & Eggleston	Roseland	3	\$747	<i>suntimes.com</i>	Low Income or higher
74	Not Available	Roseland	3	\$856	<i>suntimes.com</i>	Low Income or higher
75	12226 S. Wallace	Pullman	3	\$872	<i>suntimes.com</i>	Low Income or higher
76	333 W. 70th St.	Chatham	3	\$872	<i>suntimes.com</i>	Low Income or higher
77	89th & Blackstone	Chatham	3	\$881	<i>suntimes.com</i>	Low Income or higher
78	7636 S. Langley Ave.	Chatham	3	\$947	<i>suntimes.com</i>	Low Income or higher
79	Not Available	Chatham	3	\$972	<i>suntimes.com</i>	Low Income or higher
80	7935 S. Ada	Chatham	3	\$972	<i>suntimes.com</i>	Low Income or higher
81	85th & Manistee	Not available	3	\$997	<i>chicagotribune.com</i>	Low Income or higher
82	10200 S. Lowe	Roseland	3	\$997	<i>suntimes.com</i>	Low Income or higher
83	556 E. 89th St.	Chatham	3	\$1,122	<i>suntimes.com</i>	Moderate Income or higher
84	10419 S State	Roseland	3	\$1,122	<i>suntimes.com</i>	Moderate Income or higher
85	9033 S. Justine	Chatham	3	\$1,156	<i>suntimes.com</i>	Moderate Income or higher
86	Not Available	Chatham	3	\$1,156	<i>suntimes.com</i>	Moderate Income or higher
87	Not Available	Roseland	3	\$1,197	<i>suntimes.com</i>	Moderate Income or higher
88	S. 123rd / Michigan	West Pullman	3	\$1,222	<i>suntimes.com</i>	Moderate Income or higher
89	Not Available	Calumet Heights	3	\$1,272	<i>suntimes.com</i>	Moderate Income or higher
90	537 E 92nd St	Chatham	3	\$1,272	<i>suntimes.com</i>	Moderate Income or higher
91	S. Corliss / E. 103rd	West Pullman	3	\$1,322	<i>suntimes.com</i>	Moderate Income or higher
92	Not Available	Pullman	3	\$1,322	<i>suntimes.com</i>	Moderate Income or higher
93	81st & Exchange	Chatham	3	\$1,322	<i>suntimes.com</i>	Moderate Income or higher
94	301 W. 106th St.	Roseland	3	\$1,372	<i>suntimes.com</i>	Moderate Income or higher
95	46 166th Pl	Calumet Heights	3	\$1,397	<i>suntimes.com</i>	Moderate Income or higher
96	Michigan/State	Roseland	3	\$1,622	<i>cityleases.com</i>	Not affordable to households of moderate income or less
97	Not Available	Calumet Heights	4	\$851	<i>suntimes.com</i>	Low Income or higher
98	113th & Prairie	Pullman	4	\$1,151	<i>suntimes.com</i>	Moderate Income or higher
99	83rd & Ingleside	Chatham	4	\$1,419	<i>suntimes.com</i>	Moderate Income or higher
100	Not Available	Chatham	4	\$1,426	<i>suntimes.com</i>	Moderate Income or higher
101	12012 S Michigan	Roseland	4	\$1,451	<i>suntimes.com</i>	Moderate Income or higher
102	S. Corliss / E. 106th	West Pullman	5	\$1,469	<i>cityleases.com</i>	Moderate Income or higher
103	9339 S. Woodlawn	Chatham	5	\$1,819	<i>suntimes.com</i>	Not affordable to households of moderate income or less
104	1432 W. 72nd Pl.	Chatham	6	\$1,287	<i>suntimes.com</i>	Moderate Income or higher
105	9955 S. Princeton	Roseland	6	\$1,892	<i>suntimes.com</i>	Not affordable to households of moderate income or less

S. B. Friedman & Company has also researched the availability of subsidized and income-restricted housing in and near the North Pullman RPA. According to data provided by the Illinois Housing Development Authority (IHDA), there are at least 3,220 units of income-restricted housing in the Chatham, Avalon Park, Burnside, Calumet Heights, Roseland, Pullman, South Deering, West Pullman and Riverdale Community Areas.

Replacement For-Sale Housing

In order to determine the availability of replacement for-sale housing for those home owners who may potentially be displaced, *S. B. Friedman & Company* reviewed data available from the Multiple Listing Service (MLS) of Northern Illinois, which lists most of the currently active for-sale properties in the Northern Illinois region, as well as historical data listing housing sales within the region over the past three years. The following table summarizes housing sales for detached and attached (condominium and townhome) residential units within the Chatham, Avalon Park, Burnside, Calumet Heights, Roseland, Pullman, South Deering, West Pullman and Riverdale Community Areas since January 1, 2006. As the table illustrates, the number of units recently sold in or near the North Pullman RPA shows there is sufficient market activity to accommodate potentially displaced home owners.

Year	Completed Sales	
	Detached	Attached
2006	1089	175
2007	906	126
2008	763	68
Total	2758	369

In addition, *S. B. Friedman & Company* researched those properties which are currently listed for sale through the MLS of Northern Illinois in the same Community Areas identified above. Details regarding the asking price for these units are provided in the table below:

Price Range	Currently Active Properties (as of December 2, 2008)	
	Detached	Attached
< \$25,000	101	5
\$25,000 - \$49,999	108	14
\$50,000 - \$74,999	102	15
\$75,000 - \$99,999	112	18
\$100,000 - \$124,999	110	24
\$125,000 - \$149,999	146	20
\$150,000 - \$174,999	95	4
\$175,000 - \$199,999	73	9
\$200,000 - \$249,999	62	4
\$250,000 +	55	0
Total	964	113

Based on the available data, it appears that there are a wide range of for-sale housing options available at a variety of price points in the immediate vicinity of the North Pullman RPA. Therefore, it can be reasonably assumed that the rental and for-sale residential markets for the Community Areas in and around the North Pullman RPA should be adequate to furnish needed replacement housing for those residents that may potentially be displaced because of redevelopment activity within the RPA. There are no planned redevelopment projects that will reduce the number of residential units within the RPA, and those types of mixed-use projects which might be proposed in accordance with the Redevelopment Plan may include new residential units. Therefore, it is assumed that any displacement caused by activities as part of the Redevelopment Plan could potentially occur simultaneously with the development of new housing, either rental or for-sale. As a result, there could potentially be a net gain of residential units within the RPA. Furthermore, it is likely that any displacement of units would occur incrementally over the 23-year life of the RPA as individual development projects are initiated.

(iv) Relocation Assistance

In the event that the implementation of the Plan results in the removal of residential housing units in the North Pullman RPA occupied by low-income households or very low-income households, or the displacement of low-income households or very low-income households from such residential housing units, such households shall be provided affordable housing and relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations hereunder, including the eligibility criteria. Affordable housing may be either existing or newly constructed housing. The City shall make a good faith effort to ensure that this affordable housing is located in or near the North Pullman RPA.

As used in the above paragraph, “low-income households,” “very low-income households,” and “affordable housing” have the meanings set forth in Section 3 of the Illinois Affordable Housing Act, 310 ILCS 65/3 et seq., as amended. As of the date of this study, these statutory terms are defined as follows:

- (i) “Low-income household” means a single person, family, or unrelated persons living together whose adjusted income is more than 50% but less than 80% of the median income of the area of residence, adjusted for family size, as such adjusted income and median income are determined from time to time by the United States Department of Housing and Urban Development (“HUD”) for purposes of Section 8 of the United States Housing Act of 1937;
- (ii) “Very low-income household” means a single person, family, or unrelated persons living together whose adjusted income is not more than 50% of the median income of the area of residence, adjusted for family size, as so determined by HUD; and
- (iii) “Affordable housing” means residential housing that, so long as the same is occupied by low-income households or very low-income households, requires payment of monthly housing costs, including utilities other than telephone, of no

more than 30% of the maximum allowable income for such households, as applicable.

The City of Chicago will make a good faith effort to relocate these households to affordable housing located in or near the North Pullman RPA, and will provide relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Policies Act of 1970.

Appendix 4:
Summary of Estimated 2007 EAV (by PIN)

No.	PIN	2007 Base Equalized Assessed Value
1	25-15-404-001-0000	\$35,751
2	25-15-404-002-0000	\$37,659
3	25-15-404-003-0000	\$32,841
4	25-15-404-004-0000	\$32,850
5	25-15-404-005-0000	\$32,833
6	25-15-404-006-0000	\$32,930
7	25-15-404-007-0000	\$32,844
8	25-15-404-008-0000	\$41,581
9	25-15-404-009-0000	\$45,488
10	25-15-404-010-0000	\$39,763
11	25-15-404-011-0000	\$34,744
12	25-15-404-012-0000	\$34,969
13	25-15-404-013-0000	\$31,675
14	25-15-404-014-0000	\$34,704
15	25-15-404-015-0000	\$34,588
16	25-15-404-016-0000	\$34,789
17	25-15-404-017-0000	\$34,633
18	25-15-404-018-0000	\$34,841
19	25-15-404-019-0000	\$34,624
20	25-15-404-020-0000	\$34,858
21	25-15-404-021-0000	\$34,622
22	25-15-404-022-0000	\$34,869
23	25-15-404-023-0000	\$35,745
24	25-15-404-024-0000	\$35,626
25	25-15-404-025-0000	\$35,901
26	25-15-404-026-0000	\$35,799
27	25-15-404-027-0000	\$35,660
28	25-15-404-028-0000	\$5,219
29	25-15-404-029-0000	\$43,950
30	25-15-404-030-0000	\$60,413
31	25-15-404-031-0000	\$41,202
32	25-15-404-032-0000	\$35,028
33	25-15-404-033-0000	\$33,171
34	25-15-404-034-0000	\$34,861
35	25-15-404-035-0000	\$32,998
36	25-15-404-036-0000	\$33,188
37	25-15-404-037-0000	\$32,389
38	25-15-404-038-0000	\$32,992
39	25-15-404-039-0000	\$33,171
40	25-15-404-040-0000	\$32,952
41	25-15-404-041-0000	\$32,918

No.	PIN	2007 Base Equalized Assessed Value
42	25-15-404-042-0000	\$32,958
43	25-15-404-043-0000	\$33,194
44	25-15-404-044-0000	\$41,578
45	25-15-404-045-0000	\$39,453
46	25-15-404-046-0000	\$35,731
47	25-15-404-047-0000	\$35,916
48	25-15-404-048-0000	\$32,952
49	25-15-404-049-0000	\$33,163
50	25-15-404-050-0000	\$32,824
51	25-15-404-051-0000	\$32,830
52	25-15-404-052-0000	\$33,183
53	25-15-404-053-0000	\$32,201
54	25-15-404-054-0000	\$37,480
55	25-15-404-055-0000	\$32,799
56	25-15-404-056-0000	\$0
57	25-15-404-057-0000	\$32,685
58	25-15-405-001-0000	\$52,382
59	25-15-405-002-0000	\$32,847
60	25-15-405-003-0000	\$31,198
61	25-15-405-004-0000	\$34,445
62	25-15-405-005-0000	\$34,448
63	25-15-405-006-0000	\$32,975
64	25-15-405-007-0000	\$34,474
65	25-15-405-008-0000	\$40,878
66	25-15-405-009-0000	\$41,390
67	25-15-405-010-0000	\$34,351
68	25-15-405-011-0000	\$34,738
69	25-15-405-012-0000	\$34,351
70	25-15-405-013-0000	\$34,178
71	25-15-405-014-0000	\$34,886
72	25-15-405-015-0000	\$34,275
73	25-15-405-016-0000	\$39,229
74	25-15-405-017-0000	\$41,103
75	25-15-405-018-0000	\$44,939
76	25-15-405-019-0000	\$39,203
77	25-15-405-020-0000	\$41,356
78	25-15-405-021-0000	\$41,256
79	25-15-405-022-0000	\$33,143
80	25-15-405-023-0000	\$35,506
81	25-15-405-024-0000	\$29,958
82	25-15-405-025-0000	\$31,883
83	25-15-405-026-0000	\$34,878
84	25-15-405-027-0000	\$41,825
85	25-15-405-028-0000	\$41,854
86	25-15-405-029-0000	\$10,107
87	25-15-405-030-0000	\$41,828

No.	PIN	2007 Base Equalized Assessed Value
88	25-15-405-031-0000	\$34,488
89	25-15-405-032-0000	\$34,673
90	25-15-405-033-0000	\$27,009
91	25-15-405-034-0000	\$34,704
92	25-15-405-035-0000	\$30,737
93	25-15-405-036-0000	\$34,917
94	25-15-405-037-0000	\$34,551
95	25-15-405-038-0000	\$34,883
96	25-15-405-039-0000	\$41,191
97	25-15-405-040-0000	\$41,100
98	25-15-405-041-0000	\$33,038
99	25-15-405-042-0000	\$34,525
100	25-15-405-043-0000	\$34,721
101	25-15-405-044-0000	\$34,440
102	25-15-405-045-0000	\$34,991
103	25-15-405-046-0000	\$40,318
104	25-15-405-047-0000	\$34,351
105	25-15-405-048-0000	\$40,722
106	25-15-405-049-0000	\$34,192
107	25-15-405-050-0000	\$32,927
108	25-15-405-051-0000	\$34,727
109	25-15-405-052-0000	\$41,524
110	25-15-405-053-0000	\$41,828
111	25-15-405-054-0000	\$34,826
112	25-15-405-055-0000	\$34,727
113	25-15-405-056-0000	\$34,986
114	25-15-405-057-0000	\$34,889
115	25-15-405-058-0000	\$34,440
116	25-15-405-059-0000	\$34,343
117	25-15-405-060-0000	\$33,032
118	25-15-405-061-0000	\$3,364
119	25-15-405-062-0000	\$41,174
120	25-15-228-001-0000	\$41,276
121	25-15-228-002-0000	\$35,873
122	25-15-228-003-0000	\$32,824
123	25-15-228-004-0000	\$32,844
124	25-15-228-005-0000	\$32,858
125	25-15-228-006-0000	\$32,958
126	25-15-228-007-0000	\$32,875
127	25-15-228-008-0000	\$32,873
128	25-15-228-009-0000	\$32,824
129	25-15-228-010-0000	\$32,969
130	25-15-228-011-0000	\$39,186
131	25-15-228-012-0000	\$40,318
132	25-15-228-013-0000	\$31,129
133	25-15-228-014-0000	\$32,981

No.	PIN	2007 Base Equalized Assessed Value
134	25-15-228-015-0000	\$32,875
135	25-15-228-016-0000	\$3,398
136	25-15-228-017-0000	\$27,953
137	25-15-228-018-0000	\$33,123
138	25-15-228-019-0000	\$33,038
139	25-15-228-020-0000	\$32,844
140	25-15-228-021-0000	\$32,816
141	25-15-228-022-0000	\$40,483
142	25-15-228-023-0000	\$40,483
143	25-15-228-024-0000	\$32,813
144	25-15-228-025-0000	\$32,824
145	25-15-228-026-0000	\$32,821
146	25-15-228-027-0000	\$33,043
147	25-15-228-028-0000	\$32,765
148	25-15-228-029-0000	\$31,155
149	25-15-228-030-0000	\$32,824
150	25-15-228-031-0000	\$31,326
151	25-15-228-032-0000	\$32,898
152	25-15-228-033-0000	\$41,828
153	25-15-228-034-0000	\$41,231
154	25-15-228-035-0000	\$27,867
155	25-15-228-036-0000	\$33,112
156	25-15-228-037-0000	\$32,804
157	25-15-228-038-0000	\$33,006
158	25-15-228-039-0000	\$33,077
159	25-15-228-040-0000	\$33,134
160	25-15-228-041-0000	\$33,183
161	25-15-228-042-0000	\$33,089
162	25-15-228-043-0000	\$33,006
163	25-15-228-044-0000	\$39,470
164	25-15-228-045-0000	\$39,385
165	25-15-228-046-0000	\$33,168
166	25-15-228-047-0000	\$33,100
167	25-15-228-048-0000	\$33,171
168	25-15-228-049-0000	\$33,177
169	25-15-228-050-0000	\$33,012
170	25-15-228-051-0000	\$33,021
171	25-15-228-052-0000	\$31,286
172	25-15-228-053-0000	\$33,009
173	25-15-228-054-0000	\$39,519
174	25-15-228-055-0000	\$39,547
175	25-15-228-056-0000	\$32,821
176	25-15-228-057-0000	\$33,188
177	25-15-228-058-0000	\$33,097
178	25-15-228-059-0000	\$33,109
179	25-15-228-060-0000	\$33,174

No.	PIN	2007 Base Equalized Assessed Value
180	25-15-228-061-0000	\$33,177
181	25-15-228-062-0000	\$33,006
182	25-15-228-063-0000	\$32,856
183	25-15-228-064-0000	\$41,060
184	25-15-228-065-0000	\$41,401
185	25-15-227-009-0000	\$37,076
186	25-15-227-010-0000	\$37,201
187	25-15-227-011-0000	\$38,216
188	25-15-227-012-0000	\$36,706
189	25-15-227-013-0000	\$37,741
190	25-15-227-014-0000	\$37,665
191	25-15-227-015-0000	\$36,877
192	25-15-227-016-0000	\$12,394
193	25-15-227-017-0000	\$18,121
194	25-15-227-018-0000	\$167,287
195	25-15-227-019-0000	\$29,855
196	25-15-227-020-0000	\$29,946
197	25-15-227-021-0000	\$29,753
198	25-15-227-022-0000	\$29,898
199	25-15-227-023-0000	\$29,759
200	25-15-227-024-0000	\$30,683
201	25-15-220-001-0000	\$1,035
202	25-15-221-001-0000	\$0
203	25-15-221-002-0000	\$0
204	25-15-222-019-0000	\$44,754
205	25-15-222-020-0000	\$41,436
206	25-15-222-021-0000	\$24,878
207	25-15-222-022-0000	\$31,050
208	25-15-222-023-0000	\$6,601
209	25-15-222-029-0000	\$27,975
210	25-15-222-030-0000	\$27,975
211	25-15-222-031-0000	\$28,138
212	25-15-222-032-0000	\$28,138
213	25-15-222-033-0000	\$28,138
214	25-15-222-034-0000	\$28,138
215	25-15-222-035-0000	\$4,562
216	25-15-222-036-0000	\$0
217	25-15-222-037-0000	\$37,562
218	25-15-222-040-0000	\$29,801
219	25-15-222-041-0000	\$36,632
220	25-15-222-042-0000	\$11,731
221	25-15-222-043-0000	\$43,571
222	25-15-222-044-0000	\$5,898
223	25-15-222-045-0000	\$44,769
224	25-15-222-046-0000	\$30,802
225	25-15-222-047-0000	\$30,677

No.	PIN	2007 Base Equalized Assessed Value
226	25-15-222-048-0000	\$30,381
227	25-15-222-049-0000	\$29,767
228	25-15-222-050-0000	\$30,708
229	25-15-222-051-0000	\$30,706
230	25-15-222-052-0000	\$30,927
231	25-15-222-053-0000	\$30,677
232	25-15-222-054-0000	\$30,708
233	25-15-222-055-0000	\$30,515
234	25-15-222-056-0000	\$30,683
235	25-15-222-057-0000	\$30,706
236	25-15-222-058-0000	\$27,819
237	25-15-222-059-0000	\$30,677
238	25-15-222-060-0000	\$30,708
239	25-15-222-061-0000	\$28,897
240	25-15-222-062-0000	\$30,708
241	25-15-222-063-0000	\$29,966
242	25-15-222-064-0000	\$27,887
243	25-15-222-065-0000	\$28,047
244	25-15-222-066-0000	\$28,052
245	25-15-222-067-0000	\$27,802
246	25-15-222-068-0000	\$28,047
247	25-15-222-069-0000	\$28,135
248	25-15-222-070-0000	\$27,882
249	25-15-222-071-0000	\$27,796
250	25-15-222-072-0000	\$28,052
251	25-15-222-073-0000	\$27,762
252	25-15-222-074-0000	\$27,796
253	25-15-222-075-0000	\$31,948
254	25-15-222-076-0000	\$46,822
255	25-15-218-001-0000	\$5,688
256	25-15-218-002-0000	\$5,688
257	25-15-218-003-0000	\$36,578
258	25-15-218-004-0000	\$37,355
259	25-15-218-011-0000	\$34,113
260	25-15-218-012-0000	\$42,795
261	25-15-218-021-0000	\$42,647
262	25-15-218-022-0000	\$28,965
263	25-15-218-032-0000	\$5,912
264	25-15-218-055-0000	\$41,740
265	25-15-218-056-0000	\$0
266	25-15-218-057-0000	\$5,864
267	25-15-218-058-0000	\$39,744
268	25-15-218-059-0000	\$37,613
269	25-15-218-060-0000	\$25,777
270	25-15-218-061-0000	\$5,864
271	25-15-218-064-0000	\$40,008

No.	PIN	2007 Base Equalized Assessed Value
272	25-15-218-065-0000	\$39,567
273	25-15-218-066-0000	\$30,720
274	25-15-218-069-0000	\$30,535
275	25-15-218-074-0000	\$30,723
276	25-15-218-081-0000	\$27,961
277	25-15-218-088-0000	\$30,680
278	25-15-218-093-0000	\$22,828
279	25-15-218-096-0000	\$33,154
280	25-15-218-103-0000	\$30,535
281	25-15-218-112-0000	\$30,535
282	25-15-218-115-0000	\$32,227
283	25-15-218-118-0000	\$30,845
284	25-15-218-119-0000	\$30,535
285	25-15-218-120-0000	\$30,828
286	25-15-218-121-0000	\$30,828
287	25-15-218-122-0000	\$33,185
288	25-15-218-123-0000	\$30,785
289	25-15-218-124-0000	\$32,281
290	25-15-218-125-0000	\$30,731
291	25-15-218-126-0000	\$32,156
292	25-15-218-127-0000	\$30,660
293	25-15-218-128-0000	\$30,680
294	25-15-218-129-0000	\$25,123
295	25-15-218-130-0000	\$30,842
296	25-15-218-131-0000	\$48,622
297	25-15-218-132-0000	\$30,819
298	25-15-218-133-0000	\$32,932
299	25-15-218-134-0000	\$30,632
300	25-15-218-135-0000	\$30,632
301	25-15-218-136-0000	\$30,657
302	25-15-218-137-0000	\$30,723
303	25-15-218-138-0000	\$30,535
304	25-15-218-139-0000	\$30,535
305	25-15-218-140-0000	\$27,998
306	25-15-218-141-0000	\$28,118
307	25-15-218-142-0000	\$25,996
308	25-15-218-143-0000	\$28,746
309	25-15-218-144-0000	\$28,001
310	25-15-218-145-0000	\$27,978
311	25-15-218-146-0000	\$27,796
312	25-15-218-147-0000	\$27,899
313	25-15-218-148-0000	\$28,047
314	25-15-218-149-0000	\$28,021
315	25-15-218-150-0000	\$27,978
316	25-15-218-151-0000	\$28,047
317	25-15-218-152-0000	\$28,172

No.	PIN	2007 Base Equalized Assessed Value
318	25-15-218-153-0000	\$28,069
319	25-15-218-154-0000	\$27,816
320	25-15-218-155-0000	\$28,135
321	25-15-218-156-0000	\$28,047
322	25-15-218-157-0000	\$28,004
323	25-15-218-158-0000	\$28,004
324	25-15-218-159-0000	\$28,047
325	25-15-218-160-0000	\$28,135
326	25-15-218-162-0000	\$40,090
327	25-15-218-163-0000	\$43,040
328	25-15-218-164-0000	\$43,193
329	25-15-218-165-0000	\$42,209
330	25-15-218-166-0000	\$28,348
331	25-15-218-167-0000	\$62,500
332	25-14-102-001-0000	\$41,814
333	25-14-102-002-0000	\$39,473
334	25-14-102-003-0000	\$32,153
335	25-14-102-004-0000	\$30,689
336	25-14-102-005-0000	\$46,566
337	25-14-102-006-0000	\$39,502
338	25-14-102-007-0000	\$43,933
339	25-14-102-008-0000	\$39,473
340	25-14-102-009-0000	\$38,248
341	25-14-102-010-0000	\$34,505
342	25-14-102-011-0000	\$32,887
343	25-14-102-012-0000	\$32,881
344	25-14-102-013-0000	\$0
345	25-14-102-014-0000	\$39,414
346	25-14-102-015-0000	\$39,360
347	25-14-102-016-0000	\$39,556
348	25-14-102-017-0000	\$32,932
349	25-14-102-018-0000	\$33,148
350	25-14-102-019-0000	\$30,856
351	25-14-102-020-0000	\$36,200
352	25-14-102-021-0000	\$39,567
353	25-14-102-022-0000	\$40,361
354	25-14-102-023-0000	\$38,555
355	25-14-102-024-0000	\$32,261
356	25-14-102-025-0000	\$32,966
357	25-14-102-026-0000	\$31,946
358	25-14-102-027-0000	\$38,228
359	25-14-102-028-0000	\$41,450
360	25-14-102-029-0000	\$0
361	25-14-102-030-0000	\$11,922
362	25-14-102-031-0000	\$40,082
363	25-14-102-032-0000	\$39,746

No.	PIN	2007 Base Equalized Assessed Value
364	25-14-102-033-0000	\$42,599
365	25-14-102-034-0000	\$43,062
366	25-14-102-035-0000	\$41,578
367	25-14-102-036-0000	\$42,485
368	25-14-102-037-0000	\$4,971
369	25-14-102-038-0000	\$41,484
370	25-14-102-039-0000	\$42,428
371	25-14-102-040-0000	\$43,645
372	25-14-102-041-0000	\$43,557
373	25-14-102-043-0000	\$42,397
374	25-14-102-044-0000	\$44,072
375	25-14-102-045-0000	\$43,537
376	25-14-102-046-0000	\$42,767
377	25-14-102-047-0000	\$0
378	25-14-102-048-0000	\$0
379	25-14-102-049-0000	\$41,413
380	25-14-102-050-0000	\$44,780
381	25-14-102-051-0000	\$16,384
382	25-14-102-052-0000	\$45,417
383	25-14-102-053-0000	\$42,400
384	25-15-213-001-0000	\$52,356
385	25-15-213-002-0000	\$41,885
386	25-15-213-003-0000	\$37,047
387	25-15-213-007-0000	\$36,553
388	25-15-213-008-0000	\$19,381
389	25-15-213-009-0000	\$26,067
390	25-15-213-010-0000	\$31,891
391	25-15-213-011-0000	\$39,465
392	25-15-213-012-0000	\$28,274
393	25-15-213-013-0000	\$39,379
394	25-15-213-014-0000	\$38,310
395	25-15-213-015-0000	\$42,329
396	25-15-213-016-0000	\$39,135
397	25-15-213-017-0000	\$40,995
398	25-15-213-018-0000	\$30,256
399	25-15-213-019-0000	\$39,465
400	25-15-213-020-0000	\$29,889
401	25-15-213-021-0000	\$41,228
402	25-15-213-022-0000	\$41,128
403	25-15-213-023-0000	\$44,206
404	25-15-213-024-0000	\$41,387
405	25-15-213-025-0000	\$45,161
406	25-15-213-026-0000	\$28,550
407	25-15-213-052-0000	\$0
408	25-15-213-053-0000	\$0
409	25-15-213-054-0000	\$42,343

No.	PIN	2007 Base Equalized Assessed Value
410	25-15-213-055-0000	\$42,343
411	25-15-213-056-0000	\$5,864
412	25-15-213-057-0000	\$68,962
413	25-15-213-058-0000	\$30,669
414	25-15-213-059-0000	\$30,731
415	25-15-213-060-0000	\$30,930
416	25-15-213-061-0000	\$30,677
417	25-15-213-062-0000	\$30,893
418	25-15-213-063-0000	\$30,879
419	25-15-213-064-0000	\$30,879
420	25-15-213-065-0000	\$30,893
421	25-15-213-066-0000	\$28,504
422	25-15-213-067-0000	\$30,515
423	25-15-213-068-0000	\$27,401
424	25-15-213-069-0000	\$30,797
425	25-15-213-070-0000	\$30,561
426	25-15-213-071-0000	\$30,731
427	25-15-213-072-0000	\$30,677
428	25-15-213-073-0000	\$29,767
429	25-15-213-074-0000	\$30,731
430	25-15-213-075-0000	\$30,589
431	25-15-213-077-0000	\$25,592
432	25-15-213-078-0000	\$27,037
433	25-15-213-079-0000	\$30,731
434	25-15-213-080-0000	\$30,851
435	25-15-213-081-0000	\$23,243
436	25-15-213-082-0000	\$30,529
437	25-15-213-083-0000	\$30,615
438	25-15-213-084-0000	\$30,777
439	25-15-213-085-0000	\$30,777
440	25-15-213-086-0000	\$29,085
441	25-15-213-087-0000	\$30,509
442	25-15-213-088-0000	\$30,731
443	25-15-213-089-0000	\$39,553
444	25-15-213-090-0000	\$41,316
445	25-15-213-091-0000	\$43,995
446	25-15-213-092-0000	\$39,894
447	25-15-213-093-0000	\$0
448	25-15-212-001-0000	\$17,274
449	25-15-212-002-0000	\$17,274
450	25-15-212-003-0000	\$28,942
451	25-15-212-004-0000	\$30,700
452	25-15-212-005-0000	\$32,056
453	25-15-212-006-0000	\$0
454	25-15-212-011-0000	\$41,234
455	25-15-212-012-0000	\$42,565

No.	PIN	2007 Base Equalized Assessed Value
456	25-15-212-013-0000	\$29,676
457	25-15-212-017-0000	\$33,723
458	25-15-212-018-0000	\$41,544
459	25-15-212-019-0000	\$39,479
460	25-15-212-020-0000	\$41,646
461	25-15-212-021-0000	\$31,627
462	25-15-212-022-0000	\$43,520
463	25-15-212-023-0000	\$41,646
464	25-15-212-024-0000	\$23,599
465	25-15-212-025-0000	\$41,336
466	25-15-212-026-0000	\$38,848
467	25-15-212-027-0000	\$28,610
468	25-15-212-028-0000	\$28,442
469	25-15-212-029-0000	\$30,103
470	25-15-212-030-0000	\$28,465
471	25-15-212-031-0000	\$41,586
472	25-15-212-032-0000	\$42,246
473	25-15-212-033-0000	\$41,953
474	25-15-212-034-0000	\$30,677
475	25-15-212-035-0000	\$28,214
476	25-15-212-036-0000	\$30,199
477	25-15-212-037-0000	\$28,877
478	25-15-212-038-0000	\$25,004
479	25-15-212-039-0000	\$30,677
480	25-15-212-040-0000	\$7,329
481	25-15-212-041-0000	\$44,681
482	25-15-212-042-0000	\$30,634
483	25-15-212-047-0000	\$5,864
484	25-15-212-048-0000	\$0
485	25-15-212-053-0000	\$42,061
486	25-15-212-054-0000	\$0
487	25-15-212-055-0000	\$40,412
488	25-15-212-056-0000	\$31,448
489	25-15-212-057-0000	\$40,574
490	25-15-212-058-0000	\$30,543
491	25-15-212-059-0000	\$42,550
492	25-15-212-060-0000	\$39,348
493	25-15-212-061-0000	\$43,489
494	25-15-212-062-0000	\$44,080
495	25-15-212-063-0000	\$42,067
496	25-15-212-064-0000	\$44,476
497	25-14-101-001-0000	\$52,410
498	25-14-101-002-0000	\$39,473
499	25-14-101-003-0000	\$41,746
500	25-14-101-004-0000	\$48,309
501	25-14-101-005-0000	\$38,450

No.	PIN	2007 Base Equalized Assessed Value
502	25-14-101-006-0000	\$34,078
503	25-14-101-007-0000	\$37,537
504	25-14-101-010-0000	\$31,869
505	25-14-101-011-0000	\$32,167
506	25-14-101-012-0000	\$32,972
507	25-14-101-013-0000	\$33,174
508	25-14-101-014-0000	\$33,063
509	25-14-101-015-0000	\$32,275
510	25-14-101-016-0000	\$32,338
511	25-14-101-017-0000	\$32,275
512	25-14-101-018-0000	\$32,199
513	25-14-101-019-0000	\$32,034
514	25-14-101-020-0000	\$33,043
515	25-14-101-021-0000	\$32,887
516	25-14-101-022-0000	\$31,516
517	25-14-101-023-0000	\$32,017
518	25-14-101-024-0000	\$35,742
519	25-14-101-025-0000	\$38,603
520	25-14-101-028-0000	\$37,648
521	25-14-101-029-0000	\$40,176
522	25-14-101-030-0000	\$21,733
523	25-14-101-031-0000	\$0
524	25-14-101-032-0000	\$0
525	25-14-101-033-0000	\$41,234
526	25-14-101-034-0000	\$63,348
527	25-14-101-035-0000	\$51,261
528	25-14-101-036-0000	\$51,236
529	25-14-101-037-0000	\$40,418
530	25-14-101-038-0000	\$44,689
531	25-14-101-039-0000	\$45,377
532	25-14-101-040-0000	\$41,217
533	25-14-101-041-0000	\$0
534	25-14-101-042-0000	\$4,931
535	25-14-101-043-0000	\$4,874
536	25-14-101-044-0000	\$48,469
537	25-14-101-045-0000	\$10,895
538	25-14-101-046-0000	\$10,795
539	25-14-101-047-0000	\$40,989
540	25-14-101-048-0000	\$41,342
541	25-14-101-049-0000	\$40,264
542	25-14-101-050-0000	\$43,472
543	25-14-101-051-0000	\$4,951
544	25-14-101-052-0000	\$4,914
545	25-14-101-053-0000	\$40,423
546	25-14-101-054-0000	\$44,069
547	25-14-101-055-0000	\$10,747

No.	PIN	2007 Base Equalized Assessed Value
548	25-14-101-056-0000	\$43,759
549	25-14-101-057-0000	\$40,048
550	25-14-101-058-0000	\$10,255
551	25-15-206-001-0000	\$36,635
552	25-15-206-002-0000	\$30,524
553	25-15-206-003-0000	\$39,388
554	25-15-206-004-0000	\$31,200
555	25-15-206-005-0000	\$42,002
556	25-15-206-006-0000	\$31,818
557	25-15-206-007-0000	\$41,493
558	25-15-206-009-0000	\$8,119
559	25-15-206-010-0000	\$28,712
560	25-15-206-011-0000	\$39,550
561	25-15-206-012-0000	\$5,964
562	25-15-206-013-0000	\$39,212
563	25-15-206-014-0000	\$4,801
564	25-15-206-015-0000	\$28,516
565	25-15-206-016-0000	\$5,912
566	25-15-206-017-0000	\$28,516
567	25-15-206-018-0000	\$5,483
568	25-15-206-019-0000	\$29,022
569	25-15-206-020-0000	\$4,801
570	25-15-206-021-0000	\$5,912
571	25-15-206-022-0000	\$5,912
572	25-15-206-023-0000	\$29,119
573	25-15-206-027-0000	\$29,318
574	25-15-206-028-0000	\$26,499
575	25-15-206-029-0000	\$30,603
576	25-15-206-030-0000	\$5,912
577	25-15-206-031-0000	\$28,692
578	25-15-206-032-0000	\$5,912
579	25-15-206-033-0000	\$27,370
580	25-15-206-034-0000	\$5,176
581	25-15-206-035-0000	\$29,648
582	25-15-206-041-0000	\$45,064
583	25-15-206-042-0000	\$38,953
584	25-15-206-043-0000	\$39,405
585	25-15-206-044-0000	\$38,430
586	25-15-206-045-0000	\$38,398
587	25-15-206-046-0000	\$38,922
588	25-15-206-047-0000	\$41,566
589	25-15-206-048-0000	\$38,922
590	25-15-206-049-0000	\$41,495
591	25-15-206-050-0000	\$42,585
592	25-15-206-051-0000	\$43,756
593	25-15-206-052-0000	\$44,888

No.	PIN	2007 Base Equalized Assessed Value
594	25-15-206-053-0000	\$43,372
595	25-15-206-054-0000	\$43,372
596	25-15-206-055-0000	\$44,425
597	25-15-206-056-0000	\$40,693
598	25-15-206-057-0000	\$42,866
599	25-15-205-007-0000	\$5,864
600	25-15-205-008-0000	\$5,864
601	25-15-205-009-0000	\$5,864
602	25-15-205-010-0000	\$8,225
603	25-15-205-011-0000	\$21,511
604	25-15-205-012-0000	\$19,927
605	25-15-205-013-0000	\$19,927
606	25-15-205-014-0000	\$109,402
607	25-15-205-015-0000	\$109,402
608	25-15-205-016-0000	\$109,402
609	25-15-205-017-0000	\$109,402
610	25-15-205-018-0000	\$0
611	25-15-205-019-0000	\$0
612	25-15-205-020-0000	\$0
613	25-15-205-021-0000	\$0
614	25-15-205-022-0000	\$0
615	25-15-205-023-0000	\$0
616	25-15-205-024-0000	\$7,144
617	25-15-205-025-0000	\$41,097
618	25-15-205-026-0000	\$25,672
619	25-15-205-027-0000	\$4,801
620	25-15-205-028-0000	\$42,243
621	25-15-205-029-0000	\$6,919
622	25-15-205-030-0000	\$41,376
623	25-15-205-031-0000	\$5,566
624	25-15-205-032-0000	\$41,376
625	25-15-205-033-0000	\$5,912
626	25-15-205-034-0000	\$42,044
627	25-15-205-035-0000	\$5,912
628	25-15-205-036-0000	\$38,731
629	25-15-205-037-0000	\$38,435
630	25-15-205-038-0000	\$55,061
631	25-15-205-039-0000	\$78,372
632	25-15-205-048-0000	\$39,815
633	25-15-205-049-0000	\$38,933
634	25-15-205-050-0000	\$38,933
635	25-15-205-051-0000	\$42,502
636	25-15-205-052-0000	\$40,452
637	25-15-205-053-0000	\$41,578
638	25-15-205-054-0000	\$41,820
639	25-15-205-055-0000	\$72,693

No.	PIN	2007 Base Equalized Assessed Value
640	25-10-419-004-0000	\$0
641	25-10-419-011-0000	\$0
642	25-11-300-003-0000	\$0
643	25-11-300-006-0000	\$71,260
644	25-11-300-008-0000	\$0
645	25-11-300-009-0000	\$132,921
646	25-11-300-013-0000	\$464,457
647	25-11-300-029-0000	\$3,481
648	25-11-300-035-0000	\$377,124
649	25-11-300-037-0000	\$7,060,332
650	25-14-100-005-0000	\$389,432
651	25-14-100-008-0000	\$0
652	25-14-100-009-0000	\$0
653	25-14-100-010-0000	\$273,845
654	25-14-100-015-0000	\$0
655	25-14-100-016-0000	\$129,332
656	25-14-100-018-0000	\$0
657	25-14-100-029-0000	\$0
658	25-14-100-033-0000	\$0
659	25-14-100-035-0000	\$0
660	25-14-100-036-0000	\$138,324
661	25-14-100-037-0000	\$25,797
662	25-14-100-038-0000	\$54,759
663	25-14-100-039-0000	\$14,140
664	25-14-100-043-0000	\$0
665	25-14-100-044-0000	\$0
666	25-14-100-047-0000	\$1,194,293
667	25-14-100-048-0000	\$360,618
668	25-14-500-001-0000	\$0
669	25-14-200-001-0000	\$1,176,035
670	25-14-200-003-0000	\$0
671	25-14-100-040-0000	\$2,905,678
672	25-14-100-041-0000	\$255,007
673	25-14-100-045-0000	\$1,390,445
674	25-14-100-046-0000	\$1,911,044
675	25-14-300-008-0000	\$3,259,783
676	25-14-500-002-0000	\$0
677	25-15-406-049-0000	\$0
678	25-10-325-043-0000	\$316,506
679	25-10-325-044-0000	\$358,758
680	25-10-326-031-0000	\$24,756
681	25-10-326-032-0000	\$79,942
682	25-10-326-033-0000	\$53,298
683	25-10-326-034-0000	\$17,601
684	25-10-326-035-0000	\$19,740
685	25-10-326-036-0000	\$17,601

No.	PIN	2007 Base Equalized Assessed Value
686	25-10-326-037-0000	\$72,946
687	25-10-326-038-0000	\$72,946
688	25-10-326-039-0000	\$17,692
689	25-10-326-040-0000	\$24,625
690	25-10-327-031-0000	\$22,689
691	25-10-327-032-0000	\$43,728
692	25-10-327-033-0000	\$49,902
693	25-10-327-034-0000	\$76,259
694	25-10-327-035-0000	\$9,914
695	25-10-327-036-0000	\$61,619
696	25-10-327-037-0000	\$16,748
697	25-10-327-038-0000	\$19,361
698	25-10-327-039-0000	\$18,701
699	25-10-327-040-0000	\$22,194
700	25-10-328-028-0000	\$324,065
701	25-10-328-029-0000	\$81,114
702	25-10-328-030-0000	\$81,114
703	25-10-328-031-0000	\$79,129
704	25-10-328-032-0000	\$79,129
705	25-10-328-033-0000	\$44,553
706	25-10-328-034-0000	\$101,783
707	25-10-328-035-0000	\$60,493
708	25-10-413-029-0000	\$87,808
709	25-10-413-030-0000	\$44,752
710	25-10-413-031-0000	\$82,402
711	25-10-413-032-0000	\$127,520
712	25-10-413-033-0000	\$102,665
713	25-10-413-034-0000	\$0
714	25-10-413-035-0000	\$0
715	25-10-413-036-0000	\$0
716	25-10-413-037-0000	\$0
717	25-10-414-031-0000	\$0
718	25-10-414-032-0000	\$0
719	25-10-414-033-0000	\$0
720	25-10-414-034-0000	\$0
721	25-10-414-035-0000	\$0
722	25-10-414-041-0000	\$214,709
723	25-10-415-031-0000	\$9,885
724	25-10-415-032-0000	\$7,383
725	25-10-415-033-0000	\$7,383
726	25-10-415-034-0000	\$7,383
727	25-10-415-035-0000	\$44,524
728	25-10-415-036-0000	\$7,383
729	25-10-415-037-0000	\$7,383
730	25-10-415-038-0000	\$7,383
731	25-10-415-039-0000	\$53,494

No.	PIN	2007 Base Equalized Assessed Value
732	25-10-415-040-0000	\$22,982
733	25-10-416-046-0000	\$0
734	25-10-416-047-0000	\$0
735	25-10-416-048-0000	\$0
736	25-10-418-013-0000	\$141,629
737	25-10-418-014-0000	\$96,130
738	25-10-418-015-0000	\$20,001
739	25-10-418-016-0000	\$19,091
740	25-10-418-017-0000	\$52,089
741	25-10-418-018-0000	\$38,521
742	25-10-418-019-0000	\$19,481
743	25-10-418-020-0000	\$14,592
744	25-10-418-021-0000	\$7,383
745	25-10-418-022-0000	\$7,383
746	25-10-418-023-0000	\$7,383
747	25-10-418-024-0000	\$7,383
748	25-10-418-025-0000	\$10,414
749	25-10-420-001-0000	\$0
750	25-10-501-002-0000	\$0
751	25-15-103-045-0000	\$485,718
752	25-15-104-005-0000	\$0
753	25-15-104-006-0000	\$0
754	25-15-104-007-0000	\$0
755	25-15-104-008-0000	\$0
756	25-15-104-009-0000	\$78,054
757	25-15-104-010-0000	\$92,637
758	25-15-104-042-0000	\$0
759	25-15-105-041-0000	\$584,899
760	25-15-106-005-0000	\$73,626
761	25-15-106-039-0000	\$255,041
762	25-15-106-040-0000	\$250,090
763	25-15-200-001-0000	\$218,298
764	25-15-200-002-0000	\$58,681
765	25-15-200-003-0000	\$58,681
766	25-15-200-004-0000	\$59,975
767	25-15-200-005-0000	\$99,912
768	25-15-200-038-0000	\$266,072
769	25-15-201-001-0000	\$22,737
770	25-15-201-002-0000	\$99,423
771	25-15-201-003-0000	\$60,788
772	25-15-201-004-0000	\$151,091
773	25-15-201-005-0000	\$114,524
774	25-15-201-006-0000	\$114,524
775	25-15-201-007-0000	\$17,248
776	25-15-201-008-0000	\$17,248
777	25-15-201-009-0000	\$17,248

No.	PIN	2007 Base Equalized Assessed Value
778	25-15-201-010-0000	\$22,666
779	25-15-202-007-0000	\$7,383
780	25-15-202-041-0000	\$166,388
781	25-15-202-042-0000	\$117,786
782	25-15-203-004-0000	\$7,383
783	25-15-203-005-0000	\$68,083
784	25-15-203-006-0000	\$68,083
785	25-15-203-007-0000	\$7,383
786	25-15-203-008-0000	\$7,383
787	25-15-203-009-0000	\$7,383
788	25-15-203-010-0000	\$7,383
789	25-15-203-011-0000	\$7,383
790	25-15-203-012-0000	\$0
791	25-15-203-022-0000	\$7,383
792	25-15-203-023-0000	\$7,383
793	25-15-203-024-0000	\$7,383
794	25-15-203-025-0000	\$7,383
795	25-15-203-026-0000	\$7,383
796	25-15-203-027-0000	\$63,985
797	25-15-203-028-0000	\$81,048
798	25-15-203-029-0000	\$7,383
799	25-15-203-030-0000	\$7,383
800	25-15-203-031-0000	\$0
801	25-15-203-032-0000	\$7,383
802	25-15-203-033-0000	\$0
803	25-15-203-034-0000	\$11,233
804	25-15-203-045-0000	\$103,123
805	25-15-226-040-0000	\$0
806	25-15-501-002-6001	\$0
807	25-15-501-002-6002	\$22,387
	TOTAL	\$49,902,175