

**PORTAGE PARK  
TAX INCREMENT FINANCING  
REDEVELOPMENT PROJECT AREA**

**REDEVELOPMENT PLAN AND PROJECT**

**Prepared for:  
The City of Chicago**

**By:  
Camiros, Ltd.**

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*Corrected from May, 1998 Version*

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



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## 1. INTRODUCTION

This document presents a Tax Increment Redevelopment Plan and Project (hereinafter referred to as the "Redevelopment Plan and Project") for an area in the Portage Park neighborhood that includes the Portage Park Business District and adjacent industrial and commercial areas. This area (the "Redevelopment Project Area") is located in the City of Chicago, Illinois (the "City"), and generally includes land along Milwaukee Avenue from Montrose Avenue on the north to Addison Street on the south, land along Cicero Avenue from Irving Park Road on the north to Grace Street on the south, land along Irving Park Road from Long Avenue on the west to the Chicago and Northwestern railroad embankment at Kenton Avenue on the east, and land along the Chicago Milwaukee St. Paul & Pacific railroad as it extends southeast from Irving Park Road to Roscoe Street. The Redevelopment Project Area consists mainly of commercial properties west of the Chicago and Northwestern railroad right-of-way, and industrial properties to the east of that same right-of-way. A small amount of residential property exists in scattered locations on the fringes of the Redevelopment Project Area. The Redevelopment Plan and Project responds to problem conditions within the Redevelopment Project Area and reflects a commitment by the City to improve and revitalize the Redevelopment Project Area.

There are two primary goals for undertaking the Redevelopment Plan and Project. The first goal is to revitalize the aging and obsolete business district, which suffers from a lack of parking, small building and parcel sizes which do not respond to modern retailing needs and an overall lack of reinvestment. The second goal is to address the needs of older industrial and commercial areas located adjacent to the business district. These older industrial and commercial areas require reinvestment to keep businesses in the area viable. Where this is not feasible, efforts should be focused on the reuse and redevelopment of these areas.

### **Tax Increment Financing**

In adopting the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-1 et seq.) (the "Act") the Illinois State Legislature found that

...there exist in many municipalities within this State blighted conservation and industrial park conservation areas; that the conservation areas are rapidly deteriorating and declining and may soon become blighted areas if their decline is not checked...It is hereby found and declared that in order to promote and protect the health, safety, morals, and welfare of the public, that blighted conditions need to be eradicated and conservation measures instituted, and that redevelopment of such areas be undertaken...The eradication of blighted areas and treatment and improvement of conservation areas and industrial park conservation areas by redevelopment projects is hereby declared to be essential to the public interest.

In order to use the tax increment financing technique, a municipality must first establish that the proposed redevelopment project area meets the statutory criteria for designation as a "blighted area," a "conservation area" or an "industrial conservation area." A redevelopment plan must then be prepared which describes the development or redevelopment program intended to be undertaken to reduce or eliminate those conditions which qualified the redevelopment project area as a "blighted area,"

“conservation area,” or combination thereof, or “industrial conservation area”, and thereby enhance the tax bases of the taxing districts which extend into the redevelopment project area. Redevelopment projects are defined as any public or private development projects undertaken in furtherance of the objectives of the redevelopment plan.

The Act requires that each redevelopment plan set forth in writing the program which will be undertaken to accomplish the municipality’s redevelopment objectives. The Act also states that:

No redevelopment plan shall be adopted unless... (1) ...the redevelopment project area on the whole has not been subject to growth and development through investment by private enterprise and would not be reasonably be anticipated to be developed without the adoption of the redevelopment plan, (2) ...the redevelopment plan and project conform to the comprehensive plan for the development of the municipality as a whole, or, for municipalities with a population of 100,000 or more, regardless of when the redevelopment plan and project was adopted, the redevelopment plan and project either: (i) conforms to the strategic economic development or redevelopment plan issued by the designated planning authority of the municipality, or (ii) includes land uses that have been approved by the planning commission of the municipality, (3) the redevelopment plan establishes the estimated dates [which shall not be more than 23 years from the adoption of the ordinance approving the redevelopment project area] of completion of the redevelopment project and retirement of obligations issued to finance redevelopment project costs..., (4) ...in the case of an industrial park conservation area, also that the municipality is a labor surplus municipality and that the implementation of the redevelopment plan will reduce unemployment, create new jobs and by the provision of new facilities enhance the tax base of the taxing districts that extend into the redevelopment project area, and (5) if any incremental revenues are being utilized under Section 8(a)(1) or 8(a)(2) of this Act in redevelopment project areas approved by ordinance after January 1, 1986 the municipality finds (a) that the redevelopment project area would not reasonably be developed without the use of such incremental revenues, and (b) that such incremental revenues will be exclusively utilized for the development of the redevelopment project area.

Pursuant to the provisions contained in the Act, the City of Chicago has authorized an evaluation of whether a portion of the City commonly known as the Portage Park Redevelopment Project Area qualifies for designation as a “conservation area” and, if the area so qualifies, the preparation of a redevelopment plan for the redevelopment project area in accordance with the requirements of the Act.

### **The Portage Park Redevelopment Project Area**

The Redevelopment Project Area generally includes land along Milwaukee Avenue from Montrose Avenue on the north to Addison Street on the south, land along Cicero Avenue from Irving Park Road on the north to Grace Street on the south, land along Irving Park Road from Long Avenue on the west to the Chicago and Northwestern railroad embankment at Kenton Avenue on the east, and land along the Chicago Milwaukee St. Paul & Pacific railroad as it extends southeast from Irving Park Road to Roscoe Street. The Redevelopment Project Area consists mainly of commercial properties west of the Chicago and Northwestern railroad right-of-way, and industrial properties to the east of that same right-of-way. A small amount of residential property (zoned business and commercial) is located along Irving Park Road between North Lavergne Avenue and North Long Avenue. Most of the remaining residential property in the project area is located near the intersection of Cuyler and Laporte Avenues. The Redevelopment Project Area is approximately 190 acres in size and includes 519 contiguous parcels and public rights-of-way. Nearly all of the property within the Redevelopment Project Area is improved (98% of the tax parcels within the boundary). Much of the Redevelopment Project Area is characterized by:

- buildings over the age of 35 years;
- physically depreciated building stock;
- obsolete lot and building configurations;
- excessive land coverage;
- deleterious land use and layout;
- other blighting characteristics.

These conditions have contributed significantly to an overall functional obsolescence of both commercial and industrial properties in the Area. Many of the properties within the Area, and the general pattern of development, are no longer suitable for modern commercial and industrial business activity. This functional obsolescence has resulted in the emergence of more marginal uses of properties, increased vacancies, deferred building maintenance and other negative impacts. As a result of these conditions, the Redevelopment Project Area is in need of redevelopment, rehabilitation or revitalization. In recognition of these blighting conditions and the unrealized potential of the Redevelopment Project Area, the City of Chicago is taking action to facilitate its revitalization.

The purpose of this Redevelopment Plan and Project is to create a mechanism to foster reinvestment for commercial, industrial and residential uses on existing underutilized land, as well as the redevelopment and/or expansion of existing businesses. The Redevelopment Plan and Project is also intended to promote the improvement of the area's physical environment and infrastructure. The redevelopment of the Redevelopment Project Area is expected to encourage economic revitalization within the community and the surrounding area by overcoming the limitations caused by existing blighting conditions, and to leverage private investment through public sector improvements.

The Redevelopment Project Area as a whole has not been subject to growth and development by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan and Project. The eligibility analysis, attached hereto as Appendix B, concluded that property in the Redevelopment Project Area is experiencing deterioration and disinvestment. The analysis of conditions within the Redevelopment Project Area indicates that it is appropriate for designation as a "conservation area" in accordance with the Act.

This Redevelopment Plan and Project summarizes the analysis and findings of the consultant's work, which unless otherwise noted, is solely the responsibility of Camiros, Ltd., and its subconsultants. Camiros, Ltd. has prepared this Redevelopment Plan and Project and the related eligibility report with the understanding that the City would rely (i) on the findings and conclusions of the Redevelopment Plan and Project and the related eligibility report in proceeding with the designation of the Redevelopment Project Area and the adoption and implementation of the Redevelopment Plan and Project, and (ii) on the fact that Camiros, Ltd. has obtained the necessary information so that the Redevelopment Plan and Project and the related eligibility report will comply with the Act.

The Redevelopment Project Area is contiguous to the Irving/Cicero Tax Increment Financing district, which borders the Redevelopment Project Area to the north and east.

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

## 2. PROJECT AREA DESCRIPTION

The land to be designated as the Redevelopment Project Area is shown in Figure 1, Boundary Map. The Redevelopment Project Area is approximately 190 acres in size, including public rights-of-way. A legal description of the Redevelopment Project Area is included as Appendix A of this document.

The proposed Redevelopment Project Area includes only contiguous parcels and qualifies for designation as a "conservation area." The proposed Redevelopment Project Area includes only that area which is anticipated to be substantially benefited by the proposed redevelopment project improvements.

### **Current Land Use and Zoning**

The pattern of existing land use within the Redevelopment Project Area is comprised predominantly of commercial uses that range from storefront retail to large-scale auto sales, as shown in Figures 2A and 2B, Existing Land Use. Specific commercial use types represented are: eating/drinking establishments, consumer services, professional and office/financial services, personal services, entertainment, and auto-oriented commercial. In the eastern portion of the Redevelopment Project Area, manufacturing and storage land uses are more predominant, especially on the odd-shaped parcels along the two railroad rights of way that extend through the Redevelopment Project Area. To a much lesser extent, residential and public or institutional uses are scattered at the fringes of the Redevelopment Project Area.

Current zoning is shown in Figure 3, Existing Zoning. Existing land uses are generally consistent with zoning districts throughout, with a majority of the Redevelopment Project Area falling under business district zoning classifications, including B2-1, B3-2, B3-3, B4-1, B5-1, B5-2 Districts. The B2-1 and B4-1 Districts are restricted business districts which limit establishments to 21,875 square feet in floor area to control the volume of vehicular and pedestrian traffic. The B4-1 district allows a wider range of uses than the B2-1 district, however. The B3-2 and B3-3 Districts are general retail districts, while B5-1 and B5-2 Districts are general service districts, which allow for a broader range of uses and greater development intensity.

Restricted commercial districts C1-1 and C2-1 exist in scattered locations on Milwaukee and Cicero Avenues. Both single-family residence districts (R2) and general residence districts (R3 and R4) are located adjacent to the business and commercial districts. A large area of M1-1 zoning is located adjacent to the railroad rights-of-way.

### **Community Characteristics, Land Use and Access**

The Redevelopment Project Area lies within the community area known as Portage Park. Urban development of the Portage Park area began after its annexation by Chicago in 1889. Its primary period of growth and development occurred before 1930. By that year, the population had grown to 64,000 and remained stable until the 1960s after peaking at nearly 66,000 around 1940. According to the 1990 census the population of Portage Park has declined to below 60,000 persons.



Buses are the main mode of public transportation in the Portage Park business district. The nearest CTA rapid transit station is at Irving Park Road and the Kennedy Expressway, almost one mile to the east. The Grayland Metra commuter rail station is located within the Redevelopment Project Area at the intersection of Kilbourn and Milwaukee Avenue. The Mayfair Metra commuter station is located approximately one-half mile to the north. A new Metra station at Irving Park Road has been proposed. If this station is built, both the Mayfair and Grayland stations would be closed and service consolidated at the one location. This proposal would bring a substantial number of commuters closer to the core of the business district, helping to revitalize it.

Traffic on the major arterial streets is very heavy. Congestion at the Six Corners intersection is a particular problem, causing potential shoppers to avoid the area during peak hours. Currently, a majority of parking for shopping and other services in the business district is on-street parallel parking along Irving Park Road and Milwaukee and Cicero Avenues. Use of these spaces can be difficult and intimidating during very congested periods. The lack of a reliable supply of convenient and safe parking is a significant impediment to revitalization. Parking and traffic conditions within other parts of the Redevelopment Project Area are less of an issue.

Other significant land use characteristics include small to medium-scale manufacturing and distribution businesses located in the vicinity of the two railroad rights-of-way in the southeast quadrant of the Redevelopment Project Area. These facilities vary in size, level of activity and physical condition. In general, many of the industrial facilities are obsolete and physically constrained by excessive land coverage and lack of space for expansion. Stable residential neighborhoods surround the Redevelopment Project Area, providing a nearby consumer base for commercial uses within the Redevelopment Project Area.

The older commercial properties along Milwaukee Avenue and Irving Park Road have declined since the 1970s. Several important businesses have moved out of the business district or have gone out of business. This loss of businesses includes Herman Sporting Goods, The Gap, Fashion Bug, Woolworths, Pier One, Crown Books, Borvik Drugs, and Linen & Things. These businesses have not been replaced by comparable businesses, and in many cases the commercial space remains vacant. The only significant new businesses within the broader business district area are those within the recently developed Marketplace at Six Corners shopping center. This development was the focus of the Irving/Cicero TIF, and would not have been developed without public intervention. The major commercial districts that compete with the Six Corners business district are the Jefferson Park commercial core to the northwest (at Milwaukee and Lawrence), Albany Square to the northeast, Irv-Mont Plaza to the east, and Brickyard Mall to the southwest.

There is a significant need to attract new commercial uses, renovate and restore the facades of many older commercial buildings, and improve the character of the streetscape. Industrial properties have also declined in appearance, and in many cases are underutilized due to their physical obsolescence, negatively affecting the overall appearance and vitality of the Redevelopment Project Area. Infrastructure conditions are generally deteriorated, reflecting negatively on the visual character of the Redevelopment Project Area.

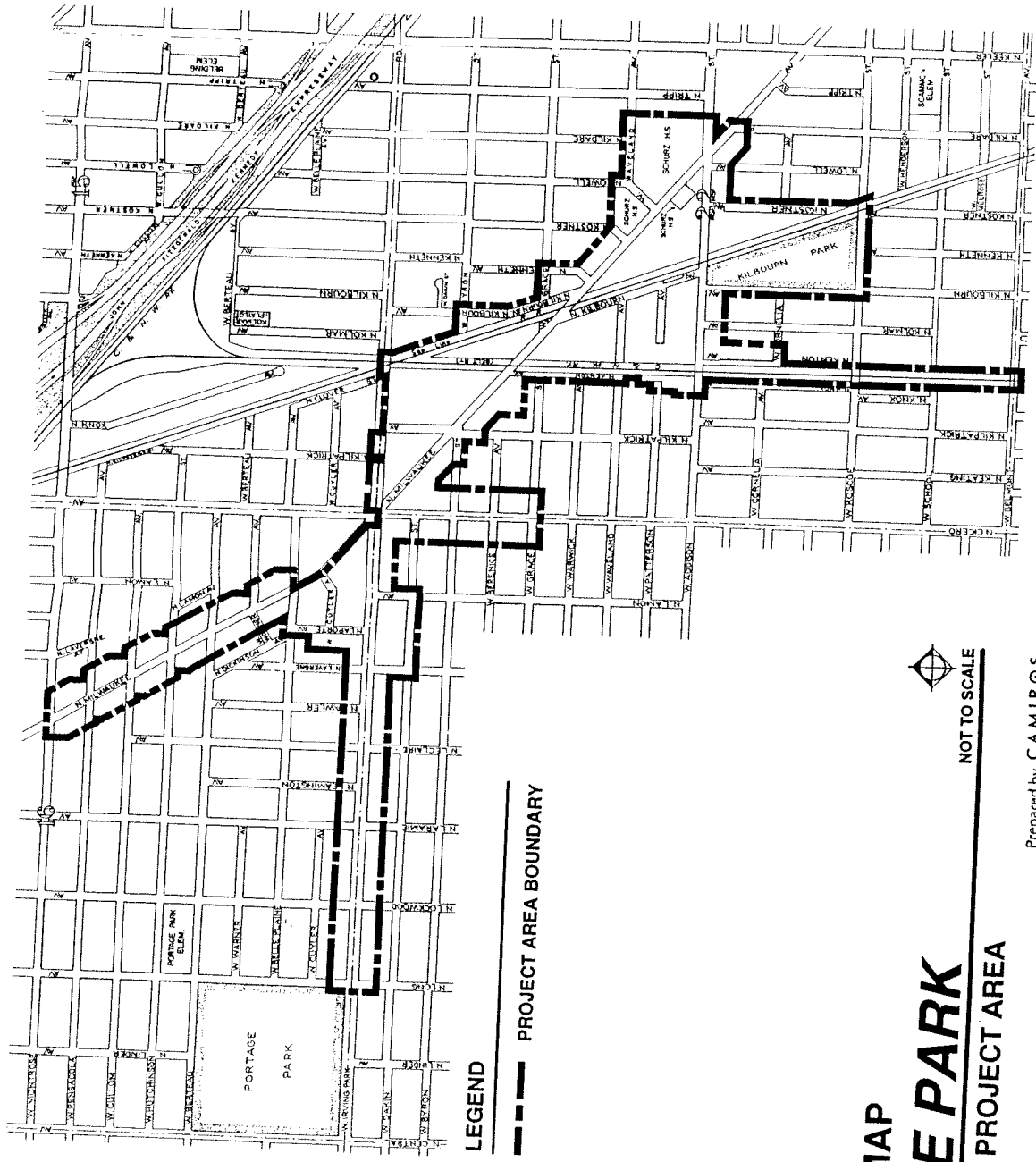


FIGURE 1

**BOUNDARY MAP**  
***PORTAGE PARK***  
**REDEVELOPMENT PROJECT AREA**



NOT TO SCALE

Prepared by CAMIROS

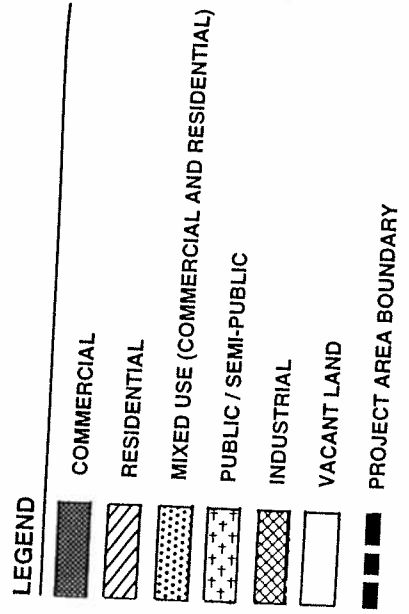
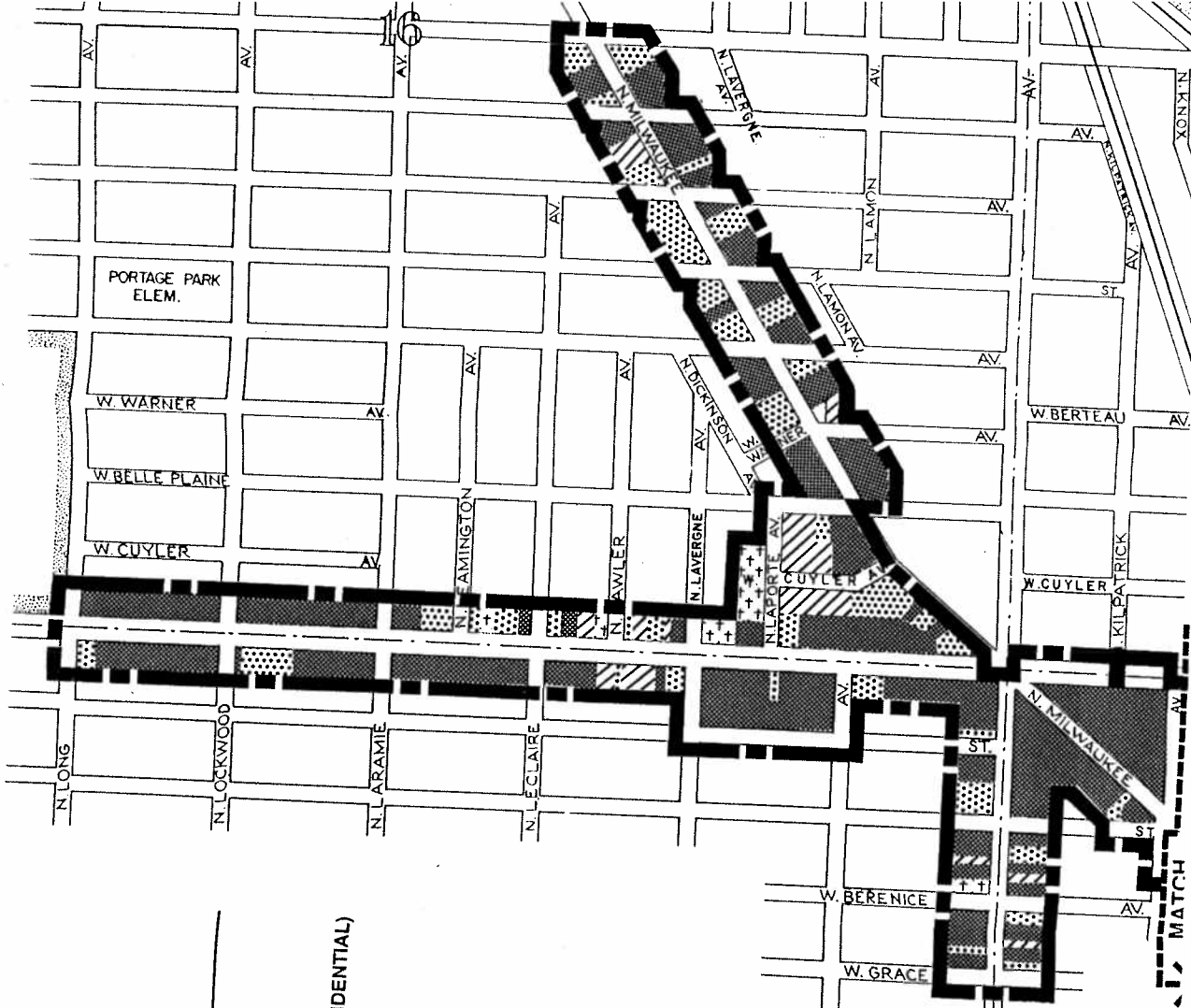


FIGURE 2A  
**EXISTING LAND USE MAP**  
**PORTAGE PARK**  
 REDEVELOPMENT PROJECT AREA

NOT TO SCALE  
 Prepared by C.A.M.I.R.O.S

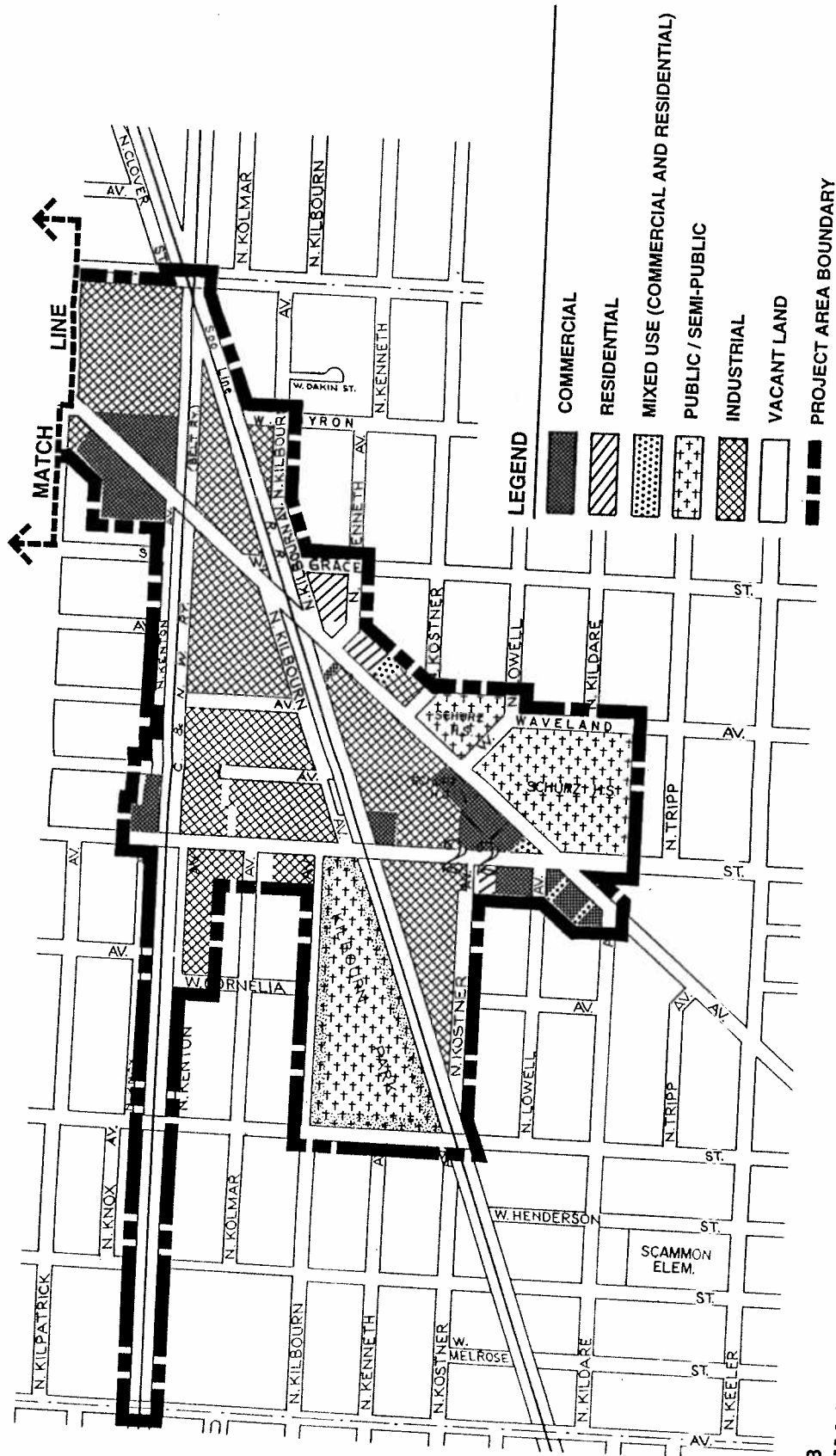
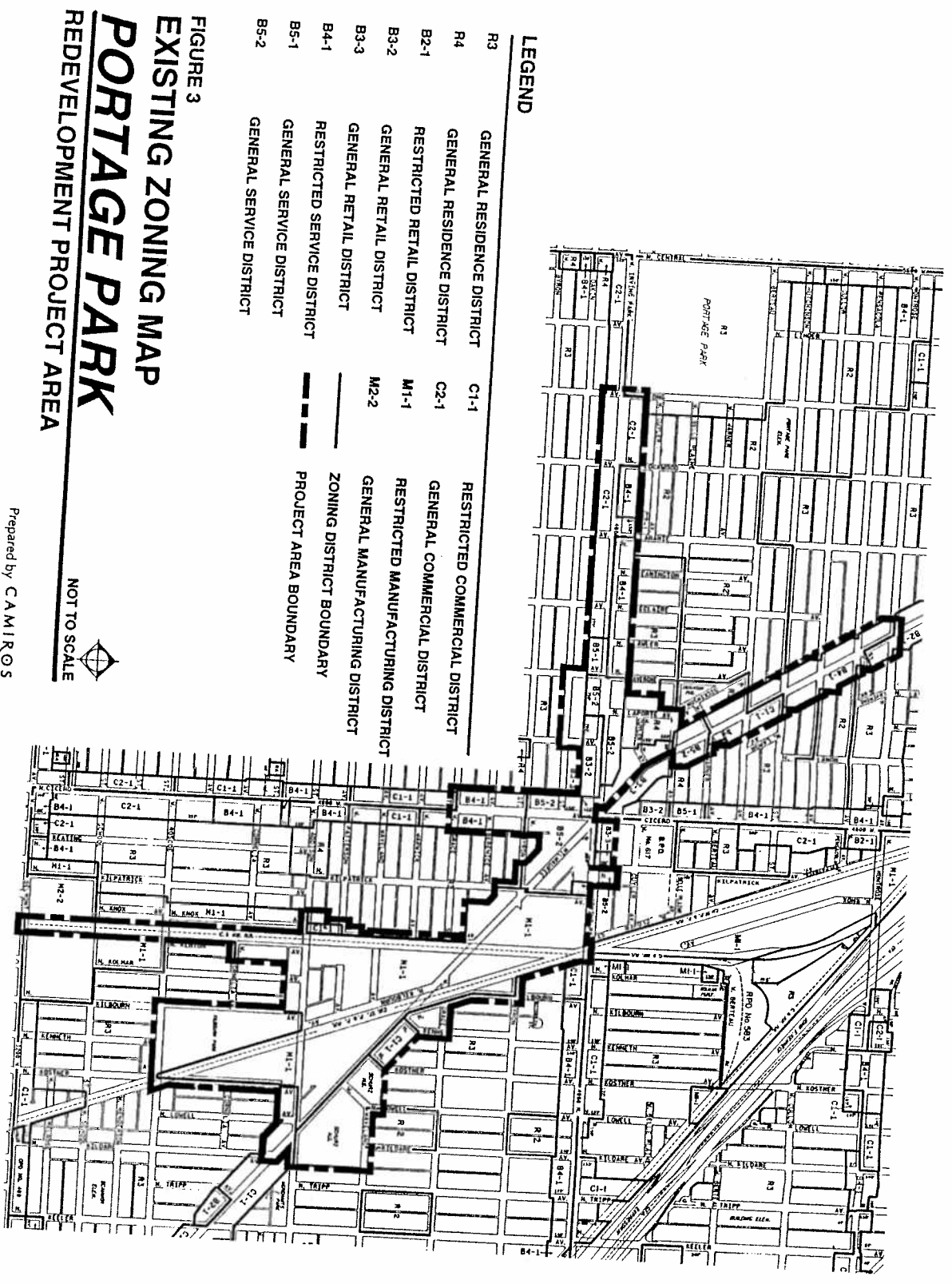


FIGURE 2B  
**EXISTING LAND USE MAP**  
**PORTAGE PARK**  
 REDEVELOPMENT PROJECT AREA

NOT TO SCALE  
 Prepared by CAMIROS



The key findings of a background study undertaken recently by Camiros, Ltd. as part of the preparation of the Redevelopment Plan and Project were as follows:

- The kinds of stores and uses needed to create a successful shopping district are not currently in place and can only be brought to the Redevelopment Project Area through new development. Vacant sites of a size suitable for new development do not exist, requiring the redevelopment of some existing properties.
- While new retail development would provide a strong boost to the business district area, the bulk of the commercial space will be housed within existing buildings. Effective measures will be needed to make this space attractive to quality commercial tenants and to bring such tenants into the district.
- The business district area is plagued by traffic congestion, especially at the Six Corners intersection.
- Industrial uses show significant evidence of functional obsolescence and lack of reinvestment, calling into question the long term viability of industrial areas within the Redevelopment Project Area and the future use of these areas.
- Significant new parking is needed to support new and existing businesses within the business district area. New developments should incorporate on-site parking to meet their own needs. New shared parking facilities are needed to serve existing commercial spaces.
- Significant improvements to the streetscape, building facades and overall infrastructure are needed throughout the Redevelopment Project Area to provide credibility and stimulate redevelopment and investment.

In order to prevent further decline of the business district and adjacent industrial and commercial areas, and to encourage private investment, an effective revitalization program within the Redevelopment Project Area is warranted.

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

The Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise. Based on present conditions, the Redevelopment Project Area would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan and Project.

In March 1998, a series of studies were undertaken to establish whether the proposed Redevelopment Project Area is eligible for designation as a conservation area in accordance with the requirements of the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-1 et seq.) (the "Act"). This analysis concluded that the Redevelopment Project Area so qualifies.

Eight-seven percent (87%) of the buildings within the Redevelopment Project Area are more than 35 years old, substantially more than the minimum of 50% of buildings over 35 years old required under the Act for designation as a conservation area. Once the age requirement has been met, the presence of three of 14 conditions is required for designation of improved property as a conservation area. Of the 14 factors cited in the Act for improved property, eight factors are present within the Redevelopment Project Area. The following conditions were found to be present:

- Deleterious land use or layout
- Depreciation of physical maintenance
- Deterioration
- Excessive land coverage
- Excessive vacancies
- Lack of community planning
- Obsolescence
- Presence of structures below minimum code

Six of these conditions are present to a major extent within the Redevelopment Project Area. Two indicators, deterioration and excessive vacancies, are present to a minor extent. All of these factors are reasonably distributed throughout the Redevelopment Project Area. While the presence of six blighting factors would, technically, qualify the Redevelopment Project Area as a blighted area tax increment district, a conservation area district was considered more appropriate. The six factors present to a major extent reflect a general obsolescence and poor physical configuration of property and improvements that inhibit redevelopment and could, eventually, lead to physical blight if not properly addressed.

The specific basis upon which eligibility for designation as a conservation area was established is presented in the Portage Park Redevelopment Project Area Eligibility Report which is presented as Appendix B of this document.

### Need for Public Intervention

Redevelopment of property within the Redevelopment Project Area is not likely to occur in an appropriate manner without public intervention. Between 1991 and 1996, the equalized assessed value of property in the City of Chicago increased by 20.7% overall. In contrast, property within the Redevelopment Project Area grew by 12.0% overall during the same period.

The analysis of conditions within the Redevelopment Project Area included an evaluation of construction activity between January 1993 and December 1997. Table 1 summarizes construction activity within the Redevelopment Project Area by year and project type.

**Table 1**  
**BUILDING PERMIT ACTIVITY WITHIN THE REDEVELOPMENT PROJECT AREA (1993-1997)**

	1993	1994	1995	1996	1997
<b>Construction Value</b>					
New Construction	\$0	\$0	\$20,000	\$10,525	\$125,000
Additions	\$1,170,800	\$468,500	\$0	\$80,000	\$500
Alterations/Repairs	\$662,229	\$5,206,663 (1)	\$1,919,918	\$1,687,850	\$800,080
Demolition	\$0	\$0	\$0	\$17,000	\$218,500
<b>Total</b>	<b>\$1,833,029</b>	<b>\$5,675,163</b>	<b>\$1,939,918</b>	<b>\$1,795,375</b>	<b>\$1,144,080</b>
<b># of Permits Issued</b>					
New Construction	0	0	1	2	2
Additions	2	4	0	1	1
Alterations/Repairs	13	25	21	18	20
Demolition	1	1	2	3	6
<b>Total Permits</b>	<b>16</b>	<b>30</b>	<b>24</b>	<b>24</b>	<b>29</b>
<b>Total Number of Parcels in Project Area</b>	<b>519</b>	<b>519</b>	<b>519</b>	<b>519</b>	<b>519</b>

(1) Includes over \$4.2 million in repairs to Schurz High School

This analysis indicates that relatively little new investment into property has taken place in recent years. During this period, only five building permits have been issued for new construction, suggesting a rather weak development market in the area. Building permits were predominantly issued for either general repairs or correction of building code violations, with the dollar value of most individual projects being relatively small. In 1997, the \$1,144,080 value of construction activity represents an average of less than \$2,000 per land parcel. This level of repair and reinvestment is relatively small considering the vast majority of parcels are aging commercial and industrial properties that typically require higher levels of repair, replacement and maintenance. The higher construction value total in 1994 is due to roofing and window replacement work done at Schurz High School during that year, valued at approximately \$4.2 million. Over \$2.1 million in additional future improvements are programmed for the school, according to the Chicago Board of Education.

In the census tracts within which the Redevelopment Project Area is located (1503 to 1509, 1611 and 1612), the total value of building permits issued for the same period was \$46,156,855. The Redevelopment Project Area total of \$12,387,565 comprises just under 27% of this construction activity. In the absence of the Schurz High School project in 1994, the fraction of work within the Redevelopment Project Area would fall to just under 18%.



#### 4. REDEVELOPMENT PLAN GOALS AND OBJECTIVES

The proposed Portage Park Redevelopment Plan and Project is consistent with City plans for the Redevelopment Project Area. The land uses conform to those approved by the Chicago Plan Commission.

The following goals and objectives are provided to guide development in the Redevelopment Project Area.

##### **General Goals:**

- Enhance the tax base of the Redevelopment Project Area.
- Reduce or eliminate deleterious conditions within the Redevelopment Project Area.
- Outline a general pattern for future land uses and development types within the Redevelopment Project Area.
- Promote new investment in the business district in the form of both high quality new development and the rehabilitation and/or renovation of existing property.
- Employ residents within and surrounding the Redevelopment Project Area in jobs in the Redevelopment Project Area.

##### **Redevelopment Objectives:**

- Encourage private investment in the Redevelopment Project Area, both in the form of new development and renovation of existing properties.
- Direct development activities to appropriate locations within the Redevelopment Project Area in accordance with the land use plan and general land use strategies.
- Encourage rezoning of obsolete designations to facilitate development of underutilized property for uses which have demonstrated market support.
- Encourage replatting of obsolete lot layouts in key areas to facilitate development of underutilized property.
- Encourage the retention and expansion of viable industrial uses within the Redevelopment Project Area. Where effective industrial retention is not feasible, encourage the orderly transition toward alternate uses such as residential and commercial uses. Provide opportunities for business and commercial development where there is demonstrated market support, with an emphasis on bringing in recognized national and regional users.
- Encourage increased use of the business district by pedestrians, while also improving vehicular movement along and around the Milwaukee Avenue corridor.
- Improve parking conditions in the business district to support a higher level of business activity while remaining sensitive to the district's pedestrian orientation.
- Enhance the visual character of the Redevelopment Project Area to set an appropriate standard to serve as a guide for the design of future new developments, building rehabilitation, and streetscape improvements.

- Establish job readiness and job training programs to provide residents within and surrounding the Redevelopment Project Area with the skills necessary to secure jobs in the Redevelopment Project Area.
- Secure commitments from employers in the Redevelopment Project Area to interview graduates of the Redevelopment Project Area's job readiness and job training programs.

**Design Objectives:**

- Provide additional off-street parking, both common and private, to support existing and new commercial uses throughout the business district area.
- Improve and coordinate the facade treatments throughout the Redevelopment Project Area, but especially within the core business district area.
- Improve the appearance of older industrial and commercial areas to help promote new investment and improve compatibility with adjacent residential areas.
- Incorporate areas of open space into redevelopment projects where possible, especially along arterial streets, to help mitigate the excessive land coverage of development and compensate for the lack of greenery.
- Encourage the strengthening of smaller local businesses occupying existing buildings in the core business district through rehabilitation and storefront treatments.
- Create a strong focal point at the Six Corners intersection, through coordinated streetscape, facade and infrastructure improvements.
- Emphasize the "gateways" into the business district with urban design features.
- Add greenery throughout the business district as part of comprehensive infrastructure and streetscape improvements.
- Incorporate passive pedestrian spaces/sitting areas, attractive bus shelters and ornamental lighting throughout the core business district area.
- Improve the appearance of parks, open spaces, public buildings and local infrastructure such as streets, viaducts, bridges and alleys.
- Undertake streetscape improvements along arterial streets outside the core business district to improve the appearance of the Redevelopment Project Area in general.

## 5. REDEVELOPMENT PLAN

The City proposes to achieve its redevelopment goals and objectives for the Redevelopment Plan and Project through the use of public financing techniques, including tax increment financing, and by undertaking some or all of the following actions:

1. Assembling sites for redevelopment through appropriate land assembly techniques. The City may determine that it is necessary to participate in property acquisition, including condemnation, or may use other means to induce the transfer of such property to a private developer.
2. Providing public improvements and facilities which may include, but are not limited to, school and park facilities, utilities, street closures, signalization, parking and surface right-of-way improvements, transit improvements and streetscape enhancements.
3. Entering into redevelopment agreements for the rehabilitation or construction of allowable private improvements in accordance with the Redevelopment Plan and Project.
4. Working with area employers, local community organizations and residents to provide job training and job readiness programs that meet employers' hiring needs, as allowed under the Act.
5. Incurring or reimbursing redevelopers for other eligible redevelopment project costs as provided in the Act.
6. Incurring other eligible redevelopment project costs allowed under the Act in implementing the Redevelopment Plan and Project.

### ***Analysis, Professional Services and Administrative Activities***

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

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

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

### ***Relocation Costs***

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

### ***Job Readiness/Training***

To the extent allowable under the Act, job training costs may be directed toward training activities designed to enhance the competitive advantages of the Redevelopment Project Area and to attract additional employers to the Redevelopment Project Area who will provide jobs for Chicago residents.

### ***Redevelopment Agreements***

Terms of redevelopment as part of this Redevelopment Plan and Project may be incorporated in appropriate redevelopment agreements. For example, the City may agree to reimburse a redeveloper for incurring certain eligible redevelopment project costs under the Act. Such agreements may contain more specific controls than those stated in 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 and public improvements on one or several parcels (collectively referred to as "Redevelopment Projects").

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

### ***Financing Costs Pursuant to the Act***

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

### ***Interest Costs Pursuant to the Act***

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

elements anticipated as a result of implementing the proposed Redevelopment Plan and Project are discussed below:

**New Development:** New development is a major element of business district revitalization and may be needed in older local industry and commercial areas if reinvestment and retention prove unfeasible. The development of new retail anchors is particularly important for business district revitalization.

**New Surface Parking Lots:** New surface parking lots are needed to provide adequate parking for business district activities. This is particularly important for areas of older buildings that will not be subject to redevelopment and will need parking to strengthen existing businesses. New development is expected to incorporate parking to serve new uses, taking the form of surface parking or structure parking.

**Renovation of Existing Commercial Spaces:** Existing commercial space within the business district requires significant renovation to accommodate attractive new businesses or an upgrading of existing businesses. This might include unifying the space of adjacent buildings to create a larger single space for a larger user. Many older commercial buildings outside the core business district will also require renovation.

**Public Improvements:** Improvements to public infrastructure and facilities are needed to complement and attract private sector investment. Infrastructure improvements would include streetscape enhancement, creating attractive "gateways" into the business district, and improving streets and traffic circulation. Public facility improvements would include improvements to local schools, parks and other facilities.

Locations of specific uses or public infrastructure improvements may vary from the projects outlined above as a result of more detailed land planning and site design activities. Such variations are permitted without amendment of this Redevelopment Plan and Project as long as they are consistent with the Redevelopment Plan and Project goals and objectives and the land uses approved by the Chicago Plan Commission. Market-generated redevelopment proposals should be evaluated on a case-by-case basis as they arise to determine their conformance with the established Redevelopment Plan and Project goals and objectives.

### **Redevelopment Strategies and Activities**

In order to stimulate private investment in the Redevelopment Project Area, the following activities and actions may be undertaken.

#### ***Site Assembly***

To achieve the renewal of the Redevelopment Project Area, property identified in the Redevelopment Project Area may be acquired by purchase or long term lease and either sold or leased for private redevelopment or sold, leased, or dedicated for construction of public improvements. Site assembly by the City may also be by exchange, donation, or eminent domain.

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 Redevelopment Plan and Project, 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 of Chicago.

## 6. REDEVELOPMENT PROJECT DESCRIPTION

The Portage Park Redevelopment Plan and Project seeks to revitalize the commercial core of the business district to create a strong and vital shopping district serving the northwest side of Chicago. The Redevelopment Plan and Project also seeks to promote the reinvestment needed within older industrial and commercial areas adjacent to the business district. This reinvestment is required to secure the long term viability of these industrial areas. Where this is not feasible, the Redevelopment Plan and Project seeks to facilitate the orderly transition of these industrial areas to commercial or residential. The reuse of these industrial sites should be based on financial feasibility, market forces and sound land use planning principles.

The Redevelopment Plan and Project recognizes that some new development will need to take place in order to attract new uses and new investment, while in other areas, strengthening local business activity in existing older buildings must be emphasized. A broad program of aesthetic enhancement is proposed including a comprehensive program of streetscape improvements, widespread facade renovations and aesthetically compatible new development. The Redevelopment Plan and Project components will create the quality environment required to sustain shopping activity in a competitive retail market within the business district and new investment within adjacent industrial and commercial areas.

Physical improvements to the Redevelopment Project Area are seen as a critical component of accomplishing the goals of the plan. Over the course of time, the area has become largely obsolete in terms of its physical layout and general environment. This obsolescence takes several forms. Many of the business district's older commercial buildings are of a size and shape no longer suitable for many types of current retail use. Similarly, many older industrial and commercial uses outside the core business district are no longer suitable for modern business operations. New buildings are needed to support vital new uses while existing buildings to be retained will require renovation and reinvestment. There is also a lack of adequate parking in many areas to support a higher level of business activity, and significant physical changes are needed to address this situation.

Poor overall appearance and visual character is an integral part of the overall decline of the Redevelopment Project Area. Part of this problem stems from neglect; property has not received the kind of reinvestment needed to keep the area attractive to shoppers. Building facade renovation of a significant nature is needed. Improvements to the public right-of-ways are also needed, including a comprehensive streetscape program to help provide an attractive pedestrian shopping environment within the core business district and maintain safe and serviceable sidewalk conditions in all other areas.

Based on this assessment, the role of physical improvements is threefold: 1) to improve the function of the core business district in terms of the mix of uses, parking facilities and accessibility; 2) to make the core business district more appealing to shoppers by improving the character and ambiance of the district; and 3) to allow for the orderly transition of obsolete industrial and commercial properties to market-responsive new residential and commercial development. The major physical improvement

## 7. GENERAL LAND USE PLAN AND MAP

The land uses proposed in the Redevelopment Project Area include land uses that have been approved by the Chicago Plan Commission.

Figure 4, General Land Use Plan, identifies land uses expected to result from implementation of the Redevelopment Plan and Project in the Redevelopment Project Area. The General Land Use Plan is intended to provide a guide for future land use improvements and developments within the Redevelopment Project Area, and focuses on improving and expanding the range of residential, industrial and commercial land uses. The land use categories planned for the Redevelopment Project Area are: 1) commercial; 2) residential; 3) industrial; 4) public/semi-public; and 5) mixed use: commercial and/or residential; and 6) mixed use: industrial or commercial and/or residential. The distribution of these proposed uses within the Redevelopment Project Area is outlined below.

Commercial: Proposed commercial use is located in the core area of the business district and extending from the Six Corners intersection. Specifically, commercial use will extend: 1) along Milwaukee Avenue from Kilpatrick Avenue to Warner Avenue; 2) along Irving Park Road from Kilpatrick Avenue to Lavergne Avenue; 3) along Cicero Avenue from Grace Street to Irving Park Road; and 4) on the southwest corner of Milwaukee Avenue and Addison Street.

Residential: Proposed residential use reflects the location of existing residential uses. Specifically, these uses are located: 1) to the north and south of the intersection of Laporte Avenue and Cuyler Avenue; and 2) the block bounded by Grace Street and Kenneth, Kilbourn and Milwaukee Avenues.

Industrial: Proposed industrial use is located between Kilbourn Avenue and the Chicago & Northwestern Railroad tracks from Milwaukee Avenue to south of Addison Street.

Public/Semi-Public: Proposed public/semi-public use reflects existing public facilities, specifically Schurz High School and play field on Milwaukee Avenue from Addison Street to Kostner Avenue, and Kilbourn Park located south of Addison Street and east of Kilbourn Avenue.

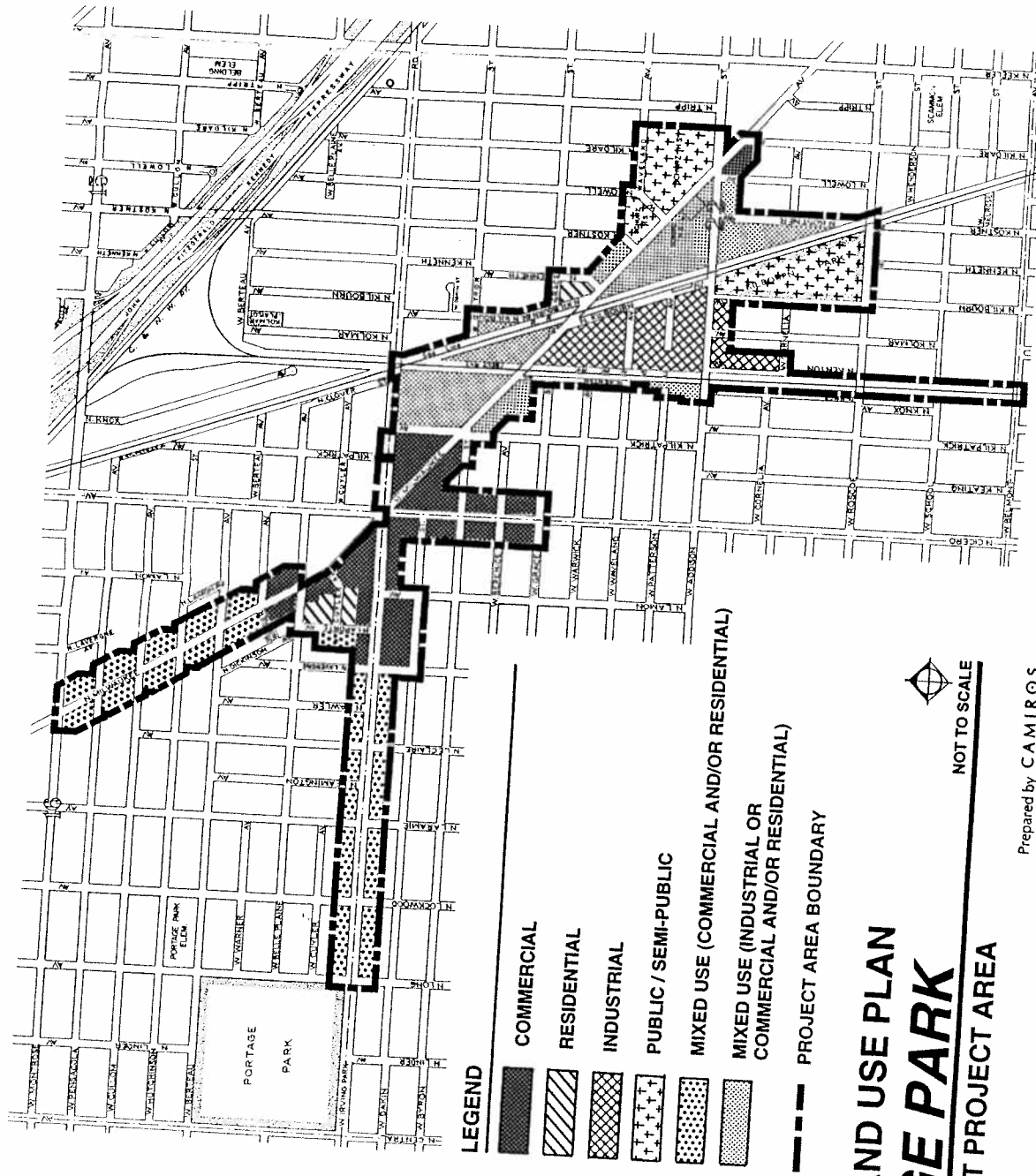
Mixed Use (Commercial or Residential): The proposed use of areas under this designation would allow for either commercial or residential use, or a combination of both on the same parcel. Such mixed use would be allowed alternate uses consistent with current zoning or the future rezoning of these areas. This will allow for the continuation of existing residential uses along Irving Park Road west of Lavergne Street. It will also allow for upper-story residential use combined with ground floor commercial use along Milwaukee Avenue north of Warner Avenue. The small mixed use area on the west side of Laporte Avenue, shown on the General Land Use Plan, is an existing City-owned parking lot that could be used for either commercial or residential use.

Mixed Use (Industrial or Commercial and/or Residential): The proposed use of areas under this designation would allow for either industrial use, or alternatively, commercial and/or residential uses. Such mixed use would be allowed consistent with current zoning or the future rezoning of the areas under this land use designation. The areas under this designation are predominantly older industrial areas whose long-term viability is questionable. If reinvestment into these industrial areas cannot be accomplished to secure industrial retention and long term viability, then alternate commercial and/or residential uses may be needed to promote redevelopment. These mixed use areas are located: 1) between Kilpatrick Avenue and the Chicago & Northwestern Railroad tracks from Irving Park Road south to the south side of Milwaukee Avenue; 2) between the Chicago & Northwestern Railway tracks and the Chicago Milwaukee St. Paul & Pacific Railroad tracks north of Milwaukee Avenue; 3) the block on the northwest corner of Milwaukee Avenue and Addison Street; 4) the area south of Addison Street between Lowell Street and the Chicago and Northwestern Railroad tracks; 5) a small parcel located west of the Chicago & Northwestern Railroad tracks immediately north of Addison Street; and 6) a small parcel located on the southwest corner of Byron Street and Kilbourn Avenue.

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

The Redevelopment Plan and Project seeks to create a strong, high-quality pedestrian-oriented community business district that is supported by the surrounding residential neighborhood. The Redevelopment Plan and Project also seeks to promote the improvement of existing older industrial and commercial areas to secure either long-term industrial viability or the redevelopment of these areas for market responsive residential and commercial development. The business district area will be enhanced by recent auto-oriented commercial development in the Six Corners Marketplace development immediately northeast of the Redevelopment Project Area, and through an expanded customer base created by the redevelopment of underutilized property for residential or employment-generating uses. Six major types of improvements are anticipated: new development on several key sites; enhancement of existing local businesses; new parking facilities; transportation improvements; pedestrian movement enhancement; and aesthetic improvements.





**LEGEND**




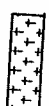

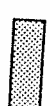

-  COMMERCIAL
-  RESIDENTIAL
-  INDUSTRIAL
-  PUBLIC / SEMI-PUBLIC
-  MIXED USE (COMMERCIAL AND/OR RESIDENTIAL)
-  MIXED USE (INDUSTRIAL OR COMMERCIAL AND/OR RESIDENTIAL)
-  PROJECT AREA BOUNDARY

FIGURE 4  
**GENERAL LAND USE PLAN**  
**PORTAGE PARK**  
 REDEVELOPMENT PROJECT AREA



NOT TO SCALE

Prepared by CAMIRGS

## 8. REDEVELOPMENT PLAN AND PROJECT FINANCING

Tax increment financing is an economic development tool designed to facilitate the redevelopment of blighted areas and to arrest decline in areas that may become blighted without public intervention. It is expected that tax increment financing will be an important, although not necessarily the only means of financing improvements and providing development incentives in the Redevelopment Project Area.

Tax increment financing can only be used when desired private investment would not reasonably be expected to occur without public assistance. The enabling legislation allowing the use of tax increment financing in Illinois sets forth the range of public assistance that may be provided.

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

### Eligible Project Costs

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

1. Professional services including: costs of studies and surveys, development plans and specifications, implementation and administration of the Redevelopment Plan and Project including but not limited to staff and professional service costs including but not limited to architectural, engineering, legal, marketing, financial, planning or other special services, provided however, that no charges for professional services may be based on a percentage of the tax increment collected;
2. Property assembly costs, including but not limited to acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
3. Costs of rehabilitation, reconstruction, repair or remodeling of existing public or private buildings and fixtures;
4. Costs of the construction of public works or improvements;
5. Costs of job training and retraining projects, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts as provided in the Act;
6. Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued under the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto;

7. All or a portion of a taxing district's capital costs resulting from the Redevelopment Plan and Project necessarily incurred or to be incurred in furtherance of the Redevelopment Plan and Project, to the extent the City, by written agreement, accepts and approves such costs;
8. Relocation costs to the extent that the City determines that relocation costs shall be paid or that the City is required to make payment of relocation costs by State or Federal law;
9. Payment in lieu of taxes;
10. Interest costs incurred by a developer related to the construction, renovation or rehabilitation as provided in the Act.

The cost of constructing new privately-owned buildings is not an eligible redevelopment project cost, unless specifically authorized by the Act.

### **Estimated Project Costs**

A range of activities and improvements will be required to implement the Redevelopment Plan and Project. The proposed eligible activities and their estimated costs are briefly described below and also shown in Table 2:

1. Professional services including: planning, legal, surveys, fees and other related development costs. This budget element provides for studies and survey costs for planning and implementation of the project, including planning and legal fees, architectural and engineering, marketing, financial and special service costs. *(Estimated cost: \$1,200,000)*
2. Property assembly costs, including acquisition of land and other property, real or personal or rights or interests therein, and other appropriate and eligible costs needed to prepare the property for redevelopment. Land acquisition may include acquisition of both improved and vacant property in order to create development sites, accommodate public rights-of-way or to provide other public facilities needed to achieve goals and objectives of this redevelopment plan. Property assembly costs also include: demolition of existing improvements, including clearance of blighted properties or clearance required to prepare sites for new development; site preparation, including grading, and other appropriate and eligible site activities needed to facilitate new construction; and environmental clean up costs associated with property assembly which are required to render the property suitable for redevelopment. *(Estimated cost: \$15,000,000)*
3. Rehabilitation, reconstruction, repair or remodeling of existing public or private buildings and fixtures. *(Estimated cost: \$ 12,000,000)*
4. Construction of public improvements, transit improvements, infrastructure and facilities. These improvements are intended to improve access within the Redevelopment Project Area, stimulate private investment, and address other identified public improvement needs. *(Estimated cost: \$16,900,000)*
5. Costs of job training and retraining projects, advanced vocational education or career education as provided for in the Act. *(Estimated cost: \$1,000,000)*
6. Relocation costs as judged by the City to be appropriate or required to further implementation of the Redevelopment Plan and Project. *(Estimated cost: \$750,000)*
7. Interest costs pursuant to the provisions of the Act. *(Estimated cost: \$3,500,000)*

The estimated gross eligible project cost is \$50,350,000. All project cost estimates are in 1998 dollars.

Any bonds issued to finance portions of the Redevelopment Plan and Project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with issuance of such obligations as well as to provide for capitalized interest and reasonably required reserves.

**Table 2**  
**ESTIMATED REDEVELOPMENT PROJECT COSTS**

<b>Program Action/Improvement</b>	<b>Budget</b>
Planning, Legal, Surveys and Related Development Costs	\$1,200,000
Property Assembly	\$15,000,000
Rehabilitation	\$12,000,000
Public Improvement	\$16,900,000 (1)(2)
Job Training and Retraining	\$1,000,000
Relocation	\$750,000
Interest Costs	\$3,500,000
<b>TOTAL</b>	<b>\$50,350,000 (3)</b>

- (1) Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Project Costs. The amount of the Total Redevelopment Costs that can be incurred in the Redevelopment Project Area will be reduced by the amount of redevelopment project costs incurred in contiguous redevelopment project areas, or those separated from the Redevelopment Project Area only by a public right-of-way, that are permitted under the Act to be paid, and are paid, from incremental property taxes generated in the Redevelopment Project Area, but will not be reduced by the amount of redevelopment project costs incurred in the Redevelopment Project Area which are paid from incremental taxes generated from incremental taxes in contiguous redevelopment project areas.
- (2) This category may also include reimbursing capital costs of taxing districts impacted by the redevelopment of the Redevelopment Project Area. As permitted by the Act, the City may pay, or reimburse all, or a portion of the Board of Education's and the Park District's capital costs resulting from the Redevelopment Plan and Project pursuant to a written agreement by the City accepting and approving such costs.
- (3) The total Estimated Redevelopment Project Costs provides an upper limit on expenditures and adjustments may be made in line items without amendment to this Redevelopment Plan and Project.

### **Sources of Funds**

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

The tax increment revenue which will be used to fund tax increment obligations and redevelopment project costs shall be the incremental real property taxes. Incremental real property tax revenue is attributable to the increase in the current equalized assessed value of each taxable lot, block, tract or parcel of real property in the Redevelopment Project Area over and above the initial equalized assessed value of each such property in the Redevelopment Project Area. Other sources of funds which may be used to pay for redevelopment costs and obligations issued, the proceeds of which are used to pay for such costs, are land disposition proceeds, state and federal grants, investment income, and such other sources of funds and revenues as the municipality may from time to time deem appropriate. The

municipality may incur redevelopment project costs which are paid for from funds of the municipality other than incremental taxes, and the municipality may then be reimbursed for such costs from incremental taxes.

The Redevelopment Project Area is contiguous to the Irving/Cicero TIF District. The Redevelopment Project Area may, in the future, become contiguous to, or be separated only by a public right-of-way from, other redevelopment project areas created under the Act. The City may utilize net incremental property taxes received from the Project Area to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, or those separated only by a public right-of-way, and vice versa. The amount of revenue from the Redevelopment Project Area made available to support such contiguous redevelopment project areas, or those separated only by a public right-of-way, when added to all amounts used to pay eligible redevelopment project costs within the Redevelopment Project Area or other areas, shall not at any time exceed the total Redevelopment Project Costs described in Table 2 above.

The Redevelopment Project Area would not reasonably be developed without the use of the incremental revenues provided by the Act. Redevelopment project costs include those eligible project costs set forth in the Act. Tax increment financing or other public sources will be used only to the extent needed to secure commitments for private redevelopment activity.

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

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

All obligations issued by the City of Chicago in order to implement this Redevelopment Plan and Project shall be retired within twenty-three (23) years from the adoption of the ordinance approving the Redevelopment Project Area. The final maturity date of any such obligations which are issued may not be later than twenty (20) years from their respective dates of issue. One or more series of obligations may be sold at one or more times in order to implement this Redevelopment Plan and Project. The City may also issue obligations to a developer as reimbursement for project costs incurred by the developer on behalf of the City.

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

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

As of the 1996 tax year, the total equalized assessed valuation (EAV) for property within the Redevelopment Project Area is \$62,328,053. This shall serve as the "initial equalized assessed valuation" for the Redevelopment Project Area. The equalized assessed valuation for each of the parcels contained within the Redevelopment Project Area is presented in Appendix C. If the 1997 EAV shall become available prior to the date of the adoption of the Redevelopment Plan by the City Council, the City may update the Redevelopment Plan by replacing the 1996 EAV with the 1997 EAV without further City Council action.

The initial equalized assessed valuation is subject to final determination and verification by the Cook County Assessor. After verification, the correct figure shall be certified by the County Clerk of Cook County, Illinois.

### **Anticipated Equalized Assessed Valuation**

At the end of the life of the Redevelopment Project Area, in taxable year 2019, the equalized assessed valuation of real property within the Redevelopment Project Area is estimated at \$112,000,000. This estimate has been calculated assuming that the Redevelopment Project Area will be developed in accordance with the general land use plan described in Figure 4 of this document.

The estimated equalized assessed valuation assumes that the assessed value of property will increase substantially as a result of new development within the Redevelopment Project Area.

Calculation of the projected equalized assessed valuation is based on several other assumptions, including: 1) redevelopment of the Redevelopment Project Area will occur in a timely manner; and 2) the application of a State Multiplier of 2.1240 to the projected assessed value of property within the Redevelopment Project Area; and 3) an annual inflation rate of 2%. The projected State Multiplier was calculated by averaging the State Multipliers for Cook County for the most recent five year period (1992-1996).

### **Financial Impact on Taxing Districts**

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 services from any taxing district affected by the plan and a description of any program to address such financial impacts or increased demand. The City intends to monitor development in the areas and with the cooperation of the other affected taxing districts will attempt to ensure that any increased needs are addressed in connection with any particular development.

The following taxing districts presently levy taxes on properties located within the Redevelopment Project Area:

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

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

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

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

Board of Education of the City of Chicago. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade.

Chicago Park District. The Park District is responsible for the provision, maintenance and operation of park and recreational facilities throughout the City and for the provision of recreation programs.

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

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

The proposed revitalization of the core business district area, and the long-term retention or redevelopment of older industrial and commercial properties outside the core business district but within the Redevelopment Project Area, may place an increased demand for services and/or capital improvements to be provided by the Metropolitan Water Reclamation District, the City of Chicago, the Board of Education and the Chicago Park District. The estimated nature of these increased demands for services on these taxing districts are described below.

Metropolitan Water Reclamation District of Greater Chicago. The proposed revitalization and redevelopment proposed may cause increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District.

City of Chicago. The proposed revitalization and redevelopment proposed may increase the demand for services and programs provided by the City, including police protection, fire protection, sanitary collection, recycling, etc.

Board of Education of the City of Chicago. The addition of new households with school-aged children to the Redevelopment Project Area may increase the demand for services and programs provided by the Board of Education. Schurz High School is located within the Redevelopment Project Area. Several other schools are located a short distance away from the Redevelopment Project Area and could be affected by proposed development. The locations of these schools are illustrated in Figure 5, Taxing District Facilities.

Chicago Park District. The potential addition of new households to the Redevelopment Project Area may increase the demand for services and programs provided by the Chicago Park District. One park, Kilbourn Park, is located within the Redevelopment Project Area. Several other parks are located a short distance from the Redevelopment Project Area and could be affected by proposed development. The locations of these parks are illustrated in Figure 5, Taxing District Facilities.

Chicago Community College District 508. The proposed revitalization and redevelopment proposed may increase the demand for services and programs provided by the Community College District. Given the geographic dispersion of the student population of city colleges, however, any impact created by this Redevelopment Project Area would likely be very minimal.

Redevelopment of the area may result in changes to the level of required public services. The required level of these public services will depend upon the uses that are ultimately included within the Redevelopment Project Area. While the specific nature and timing of the private investment expected to be attracted to the area cannot be precisely quantified at this time, a general assessment of financial impact can be made based upon the level of development and timing anticipated by the proposed Redevelopment Plan and Project.

When completed, developments in the Redevelopment Project Area will generate property tax revenues for a variety of taxing districts. Other revenues may also accrue to the City in the form of sales tax, business fees and licenses, and utility user fees. The costs of some services such as water and sewer service, building inspections, etc. are typically covered by user charges. However, others are not and should be subtracted from the estimate of property tax revenues to assess the net financial impact of the Redevelopment Plan and Project on the affected taxing jurisdictions.

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

Facilities owned and operated by other taxing districts within the Redevelopment Project Area include Kilbourn Park and Schurz High School. The Redevelopment Plan and Project is not expected to affect service costs for these facilities as a result of any currently anticipated redevelopment projects. To the extent that tax revenues within the Redevelopment Project Area allow, funds for improvements to these facilities may be made available from the public improvements portion of the Redevelopment Plan and Project budget.

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

Real estate tax revenues resulting from increases in the equalized assessed value over and above the certified initial equalized assessed value established with the adoption of this Redevelopment Plan and Project will be used to pay eligible redevelopment costs in the Redevelopment Project Area. At the end of such period, the real estate tax revenues attributable to the increase in the equalized assessed value over the certified initial equalized assessed value will be distributed to all taxing districts levying property taxes against property located in the Redevelopment Project Area. Successful implementation of this Redevelopment Plan and Project is expected to result in new development and private investment on a scale sufficient to overcome blighted conditions and substantially improve the long-term economic value of the Redevelopment Project Area.

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

This Redevelopment Plan and Project will be completed, including the retirement of any obligations issued to finance improvements, on or before a date twenty-three (23) years from the adoption of the ordinance designating the Redevelopment Project Area. Improvements will be phased and scheduled to facilitate redevelopment of the Redevelopment Project Area in accordance with the Redevelopment Plan and Project.



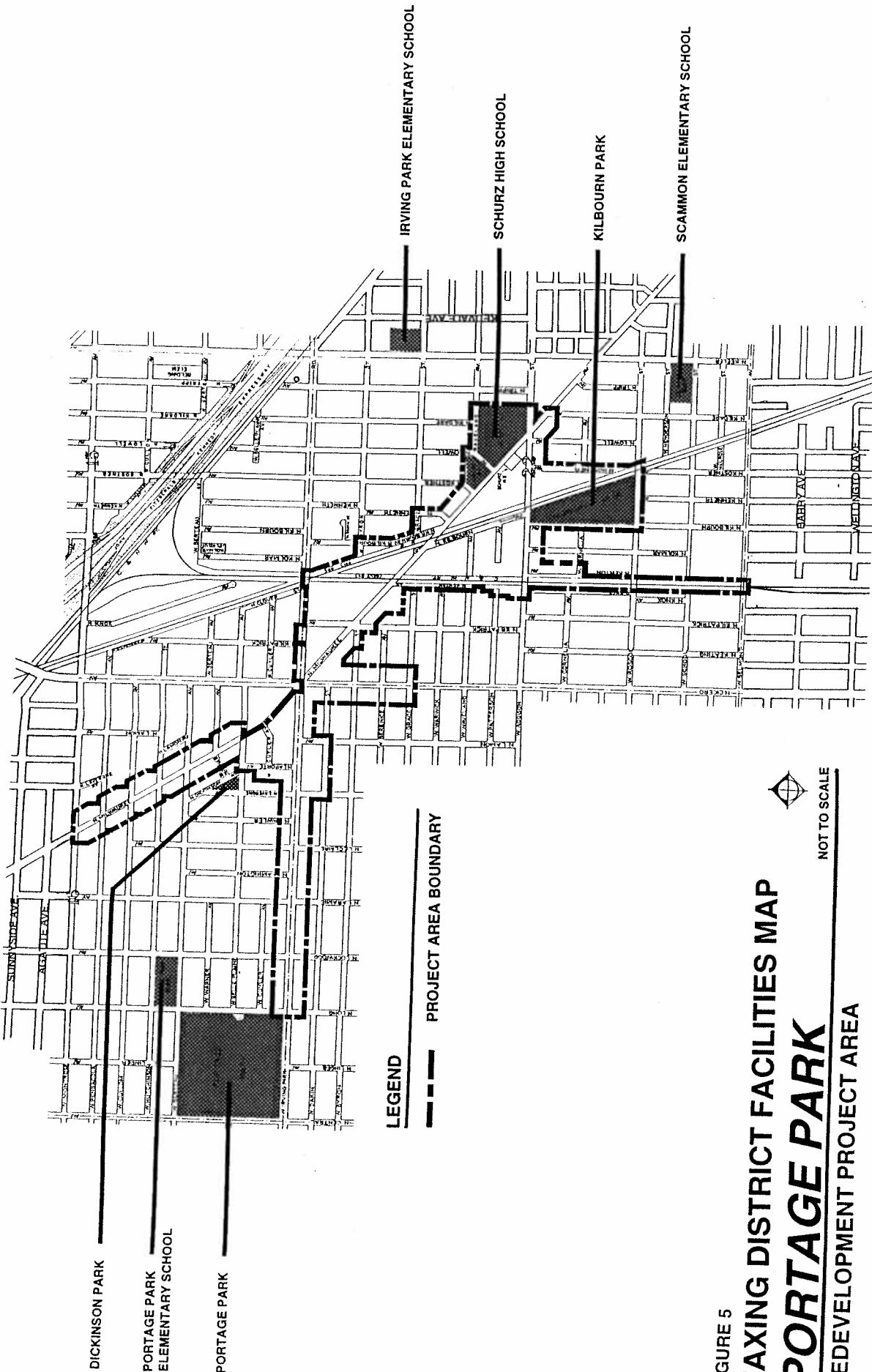


FIGURE 5  
 TAXING DISTRICT FACILITIES MAP  
**PORTAGE PARK**  
 REDEVELOPMENT PROJECT AREA

## **9. PROVISIONS FOR AMENDING THE PLAN**

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

## **10. CITY OF CHICAGO COMMITMENT TO FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION**

As part of any redevelopment agreement entered into by the City and the private developer, both will agree to establish and implement an affirmative action program that serves appropriate sectors of the City of Chicago. Developers or redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises as required in redevelopment agreements.

With respect to the public/private development's internal operations, both parties will pursue employment practices which provide equal opportunity to all people regardless of sex, color, race or creed. Neither party will countenance discrimination against any employee or applicant because of sex, marital status, national origin, age, or the presence of physical handicaps. These nondiscriminatory practices will apply to all areas of employment, including hiring, upgrading and promotions, termination's, compensation, benefit programs and educational opportunities.

Anyone involved with employment or contracting activities for this Redevelopment Plan and Project will be responsible for conformance with this policy and the compliance requirements of applicable state and federal regulations.

The City and the private developers involved in the implementation of this Redevelopment Plan and Project will adopt a policy of equal employment opportunity and will include or require the inclusion of this statement in all contracts and subcontracts at any level for the Redevelopment Plan and Project being undertaken in the Redevelopment Project Area. Any public/private arrangement established for development projects in the Redevelopment Project Area will seek to ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which employees are assigned to work. It shall be specifically ensured that all on-site supervisory personnel are aware of and carry out the obligation to maintain such a working environment, with specific attention to minority and/or female individuals. The development will utilize affirmative action to ensure that business opportunities are provided and that job applicants are employed and treated in a nondiscriminatory manner.

Underlying this policy is the recognition that successful affirmative action programs are important to the continued growth and vitality of the City of Chicago.

APPENDIX A

PORTAGE PARK  
REDEVELOPMENT PROJECT AREA

LEGAL DESCRIPTION

BEGINNING AT THE POINT OF INTERSECTION OF THE CENTER LINE OF N. MILWAUKEE AVE. WITH THE CENTER LINE OF W. MONTROSE AVE., AND RUNNING:

THENCE EAST ALONG SAID CENTER LINE OF W. MONTROSE AVE. TO THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF LOTS 7 AND 8 IN GARDNER'S 7th ADDITION TO MONTROSE, A RESUBDIVISION OF LOTS 1 TO 10 AND ( EXCEPT THE SOUTH 33 FEET) LOTS 11 AND 12 IN BLOCK 3 OF H. L. LEWIS ADDITION TO MONTROSE , A SUBDIVISION IN THE NORTH 1/8 OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHWESTERLY LINE OF LOTS 7 AND 8 BEING ALSO THE NORTHEAST LINE OF THE ALLEY NORTHEASTERLY OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID NORTHWESTERLY EXTENSION AND ALONG SAID NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE AVE. AND SOUTH ALONG THE EAST LINE OF SAID ALLEY TO THE NORTH LINE OF W. PENSACOLA AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. PENSACOLA AVE. TO THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF LOT 9 IN THE RESUBDIVISION OF THE NORTH 49.3 FEET OF LOT 38 AND ALL OF LOTS 39 TO 41 IN BLOCK 2 OF HIELD AND MARTIN'S MILWAUKEE ADDITION IN THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHWESTERLY LINE OF LOT 9 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID NORTHWESTERLY EXTENSION AND ALONG SAID NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE TO THE SOUTH LINE OF SAID LOT 9, SAID SOUTH LINE OF LOT 9 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. CULLOM AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. CULLOM AVE. TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 19 IN BLOCK 2 IN HIELD AND MARTIN'S MILWAUKEE AVE. SUBDIVISION OF THE SOUTH HALF OF LOT 9 IN SCHOOL TRUSTEE'S SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 19

IN BLOCK 2 IN HIELD AND MARTIN'S MILWAUKEE AVE. SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF MILWAUKEE AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 19 IN BLOCK 2 IN HIELD AND MARTIN'S MILWAUKEE AVE. SUBDIVISION TO THE NORTH LINE OF W. CULLOM AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. CULLOM AVE. TO THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF LOT 17 IN BLOCK 2 IN HENRY SCHROEDER'S SUBDIVISION OF THE NORTH HALF OF LOT 10 OF THE SCHOOL TRUSTEE'S SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHWESTERLY LINE OF LOT 17 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTHEASTERLY OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID NORTHWESTERLY EXTENSION AND ALONG THE NORTHEASTERLY LINE OF THE ALLEY NORTHEASTERLY OF MILWAUKEE AVE. AND ALONG THE SOUTHEASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOT 29 IN SAID BLOCK 2 IN HENRY SCHROEDER'S SUBDIVISION, SAID WEST LINE OF LOT 29 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF MILWAUKEE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF MILWAUKEE AVE. TO THE NORTH LINE OF W. HUTCHINSON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. HUTCHINSON AVE. TO THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF LOT 21 IN THE SUBDIVISION OF THAT PART EAST OF MILWAUKEE AVE. OF THE SOUTH HALF OF LOT 10 AND THE NORTH 33 FEET EAST OF MILWAUKEE AVE. OF LOT 11 IN SCHOOL TRUSTEE'S SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHWESTERLY LINE OF LOT 21 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID NORTHWESTERLY EXTENSION AND ALONG THE NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE AVE. TO THE SOUTH LINE OF LOT 37 IN E. C. DICKINSON'S SUBDIVISION OF THAT PART EAST OF MILWAUKEE AVE. AND SOUTH OF BERTEAU AVE OF LOT 11 IN SCHOOL TRUSTEE'S SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 37 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF WARNER AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. WARNER AVE. TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 24 IN SAID E. C. DICKINSON'S SUBDIVISION OF THAT PART EAST OF MILWAUKEE AVE. AND SOUTH OF BERTEAU AVE OF LOT 11 IN SCHOOL TRUSTEE'S SUBDIVISION;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF SAID LOT 24 TO THE NORTH LINE OF W. WARNER AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. WARNER AVE. TO THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF LOT 30 IN E. C. DICKINSON'S SUBDIVISION No. 2 OF LOT 11 AND 12 EAST OF MILWAUKEE AVE. IN SCHOOL TRUSTEE'S SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHWESTERLY LINE OF LOT 30 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID NORTHWESTERLY EXTENSION AND THE SOUTHWESTERLY LINE OF LOT 30 AND THE SOUTHEASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOT 11 IN THE RESUBDIVISION OF LOTS 9 TO 18 OF E. C. DICKINSON'S SUBDIVISION No. 2, SAID WEST LINE OF LOT 11 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF MILWAUKEE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF MILWAUKEE AVE. TO THE NORTH LINE OF BELLEPLAINE AVE.;

THENCE WEST ALONG SAID NORTH LINE OF BELLEPLAINE AVE. TO THE SOUTHWESTERLY LINE OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID SOUTHWESTERLY LINE OF MILWAUKEE AVE. TO THE NORTH LINE OF IRVING PARK RD.;

THENCE SOUTH ALONG A LINE PERPENDICULAR TO THE NORTH LINE OF IRVING PARK RD. TO THE SOUTH LINE OF IRVING PARK RD.;

THENCE EAST ALONG SAID SOUTH LINE OF IRVING PARK RD. TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF MARKETPLACE AT SIX CORNERS SUBDIVISION, A RESUBDIVISION OF LOTS 7 THROUGH 14 IN BLOCK 56, ALL OF BLOCKS 58, 59, LOTS 1 AND 13 THROUGH 21 IN BLOCK 60 AND BLOCK 61 (EXCEPT PART OF LOTS 4, 5 AND 6) IN LOMBARD'S ADDITION TO MONTROSE AND LOTS 1 THROUGH 16 IN RAITHEL'S RESUBDIVISION, TOGETHER WITH VACATED STREETS AND ALLEYS, IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF MARKETPLACE AT SIX CORNERS SUBDIVISION BEING ALSO THE EAST LINE OF N. CICERO AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION OF N. CICERO AVE. TO THE NORTH LINE OF W. IRVING PARK RD.;

THENCE EAST ALONG SAID NORTH LINE OF W. IRVING PARK RD. TO THE WEST LINE OF N. KILPATRICK AVE.;

THENCE SOUTH ALONG THE SOUTHERLY EXTENSION OF SAID WEST LINE OF N. KILPATRICK AVE. TO THE SOUTH LINE OF W. IRVING PARK RD.;

THENCE EAST ALONG SAID SOUTH LINE OF W. IRVING PARK RD. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF N. KILPATRICK AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION OF THE EAST LINE OF N. KILPATRICK AVE. TO THE NORTH LINE OF W. IRVING PARK RD.;

THENCE EAST ALONG SAID NORTH LINE OF W. IRVING PARK RD. TO THE EAST LINE OF LOT 12 IN BLOCK 60 IN LOMBARD'S ADDITION TO MONTROSE, A SUBDIVISION OF THAT PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG THE SOUTHERLY EXTENSION OF SAID EAST LINE OF LOT 12 IN BLOCK 60 IN LOMBARD'S ADDITION TO MONTROSE TO THE SOUTH LINE OF W. IRVING PARK RD.;

THENCE EAST ALONG SAID SOUTH LINE OF IRVING PARK RD. TO THE SOUTHWESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY;

THENCE NORTHWEST ALONG SAID SOUTHWESTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY TO THE CENTER LINE OF IRVING PARK RD.;

THENCE EAST ALONG SAID CENTER LINE OF IRVING PARK RD. TO THE EAST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY;

THENCE SOUTH ALONG SAID EAST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY TO THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY;

THENCE SOUTHEAST ALONG SAID NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY TO THE NORTH LINE OF BYRON ST.;

THENCE EAST ALONG SAID NORTH LINE OF BYRON ST. TO THE EAST LINE OF N. KILBOURN AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. KILBOURN AVE. TO THE NORTH LINE OF W. GRACE ST.;

THENCE EAST ALONG SAID NORTH LINE OF W. GRACE ST. TO THE EAST LINE OF N. KENNETH AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. KENNETH AVE. TO THE SOUTHWESTERLY LINE OF LOT 12 IN BLOCK 7 IN GRAYLAND, A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHWESTERLY LINE OF LOT 12 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID NORTHEASTERLY LINE OF THE ALLEY NORTHEAST OF MILWAUKEE AVE. AND THE SOUTHEASTERLY EXTENSION THEREOF TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 20 IN GRAY ESTATE ADDITION TO GRAYLAND, A SUBDIVISION OF THAT PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22 LYING NORTH OF MILWAUKEE AVE. AND WEST OF THE EAST 617.07 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 20 IN GRAY ESTATE ADDITION TO GRAYLAND TO THE EAST LINE THEREOF, SAID EAST LINE BEING ALSO THE WEST LINE OF THE ALLEY EAST OF KOSTNER AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF KOSTNER AVE. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 20 IN BLOCK 3 IN SAID GRAY ESTATE ADDITION TO GRAYLAND, SAID SOUTH LINE OF LOT 20 IN BLOCK 3 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF WAVELAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF WAVELAND AVE. AND THE EASTERLY EXTENSION THEREOF TO THE EAST LINE OF N. LOWELL AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. LOWELL AVE. TO THE NORTH LINE OF W. WAVELAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. WAVELAND AVE. TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN BLOCK 3 IN GRAY'S ADDITION TO IRVING PARK, A SUBDIVISION OF THE EAST 617.01 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 1 BEING ALSO THE EAST LINE OF THE ALLEY WEST OF N. TRIPP AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF N. TRIPP AVE. TO THE SOUTH LINE OF W. ADDISON ST.;



THENCE WEST ALONG SAID SOUTH LINE OF W. ADDISON ST. TO THE NORTHEASTERLY LINE OF MILWAUKEE AVE.;

THENCE SOUTHEAST ALONG SAID NORTHEASTERLY LINE OF MILWAUKEE AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF N. KILDARE AVE.;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF N. KILDARE AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 12 IN BLOCK 1 IN MILWAUKEE AVE. LAND ASSOCIATION SUBDIVISION No. 1, A SUBDIVISION OF THAT PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTHWEST OF MILWAUKEE AVE., SAID NORTH LINE OF LOT 12 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF MILWAUKEE AVE.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF MILWAUKEE AVE. AND ALONG THE SOUTHWESTERLY LINE OF SAID ALLEY TO THE EAST LINE OF N. LOWELL AVE.;

THENCE WEST ALONG A STRAIGHT LINE TO THE NORTHEAST CORNER OF LOT 47 IN BLOCK 2 IN SAID MILWAUKEE AVE. LAND ASSOCIATION SUBDIVISION No. 1;

THENCE WEST ALONG THE NORTH LINE OF SAID LOT 47 AND ALONG THE NORTH LINE OF LOT 12 IN SAID BLOCK 2 IN MILWAUKEE AVE. LAND ASSOCIATION SUBDIVISION No. 1 TO THE EAST LINE OF N. KOSTNER AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. KOSTNER AVE. TO THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY;

THENCE SOUTHEAST ALONG SAID NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY TO THE SOUTH LINE OF W. ROSCOE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. ROSCOE ST. TO THE WEST LINE OF N. KILBOURNE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. KILBOURNE AVE. TO THE NORTH LINE OF LOT 46 IN BLOCK 1 IN GUNN'S SUBDIVISION OF THE NORTH 30 ACRES OF THE WEST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 46 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF ADDISON ST.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF ADDISON ST. TO THE EAST LINE OF THE VACATED ALLEY LYING NORTH OF AND ADJOINING LOT 11 IN SAID BLOCK 1 IN GUNN'S SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF THE VACATED ALLEY LYING NORTH OF AND ADJOINING SAID LOT 11 IN BLOCK 1 IN GUNN'S SUBDIVISION TO THE CENTER LINE OF SAID VACATED ALLEY;

THENCE WEST ALONG SAID CENTER LINE OF THE VACATED ALLEY LYING NORTH OF AND ADJOINING SAID LOT 11 IN BLOCK 1 IN GUNN'S SUBDIVISION TO THE WEST LINE OF SAID VACATED ALLEY;

THENCE SOUTH ALONG SAID WEST LINE OF THE VACATED ALLEY LYING NORTH OF AND ADJOINING LOT 11 IN BLOCK 1 IN GUNN'S SUBDIVISION TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 46 IN BLOCK 2 IN SAID GUNN'S SUBDIVISION, SAID NORTH LINE OF LOT 46 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF ADDISON ST.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 46 IN BLOCK 2 IN SAID GUNN'S SUBDIVISION TO THE WEST LINE OF SAID LOT 46, SAID WEST LINE OF LOT 46 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF N. KENTON AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF N. KENTON AVE. TO THE SOUTH LINE OF W. CORNELIA AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. CORNELIA AVE. TO THE EAST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD;

THENCE SOUTH ALONG SAID EAST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE NORTH LINE OF W. SCHOOL ST.;

THENCE WEST 20 FEET ALONG SAID NORTH LINE OF W. SCHOOL ST.;

THENCE SOUTH ALONG A LINE 20 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE CENTER LINE OF W. BELMONT AVE.;

THENCE WEST ALONG SAID CENTER LINE OF W. BELMONT AVE. TO THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD;

THENCE NORTH ALONG SAID WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE SOUTH LINE OF W. ADDISON ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. ADDISON ST. TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 35 IN BLOCK 3 IN L. E. CRANDALL'S GRAYLAND SUBDIVISION OF BLOCKS 15, 16 AND 17 IN GRAYLAND, A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 35 IN BLOCK 3 IN L. E. CRANDALL'S GRAYLAND SUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF LOT 6 IN SAID BLOCK 3 IN L. E. CRANDALL'S GRAYLAND SUBDIVISION, SAID SOUTH LINE OF LOT 6 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. ADDISON ST.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. ADDISON ST. TO THE EAST LINE OF LOT 5 IN SAID BLOCK 3 IN L. E. CRANDALL'S GRAYLAND SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 5 IN BLOCK 3 IN L. E. CRANDALL'S GRAYLAND SUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF W. PATTERSON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. PATTERSON AVE. TO A LINE 16 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 39 IN BLOCK 2 IN SAID L. E. CRANDALL'S GRAYLAND SUBDIVISION;

THENCE NORTH ALONG SAID LINE 16 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 39 IN BLOCK 2 IN L. E. CRANDALL'S GRAYLAND SUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF LOT 2 IN SAID BLOCK 2 IN L. E. CRANDALL'S GRAYLAND SUBDIVISION, SAID SOUTH LINE OF LOT 2 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF W. PATTERSON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF W. PATTERSON AVE. TO THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD;

THENCE NORTH ALONG SAID WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD TO THE SOUTH LINE OF W. WAVELAND AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. WAVELAND AVE. TO SOUTHERLY EXTENSION OF THE WEST LINE OF N. KENTON AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF N. KENTON AVE. TO THE NORTH LINE OF LOT 22 IN BLOCK 10 IN GROSS' MILWAUKEE AVE. ADDITION, A SUBDIVISION OF PARTS OF BLOCKS 19 AND 22 AND ALL OF BLOCKS 18 AND 23 TO 25 IN GRAYLAND IN THE WEST HALF OF THE

NORTHWEST QUARTER , SAID NORTH LINE OF LOT 22 BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF GRACE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF GRACE ST. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOTS 41 THRU 48, INCLUSIVE, IN SAID BLOCK 10 IN GROSS' MILWAUKEE AVE. ADDITION, SAID EAST LINE BEING ALSO THE WEST LINE OF THE ALLEY EAST OF N. KILPATRICK AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY EAST OF N. KILPATRICK AVE. TO THE NORTH LINE OF LOT 50 IN SAID BLOCK 10 IN GROSS' MILWAUKEE AVE. ADDITION, SAID NORTH LINE OF LOT 50 BEING ALSO THE SOUTH LINE OF THE ALLEY;

THENCE WEST ALONG SAID NORTH LINE OF LOT 50 AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF N. KILPATRICK AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. KILPATRICK AVE. TO THE SOUTH LINE OF W. BYRON ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. BYRON ST. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 23 IN BLOCK 1 IN SAID GROSS' MILWAUKEE AVE. ADDITION, SAID EAST LINE OF LOT 23 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF KILPATRICK AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOT 23 IN BLOCK 1 IN SAID GROSS' MILWAUKEE AVE. ADDITION TO THE NORTHEASTERLY LINE THEREOF, SAID NORTHEASTERLY LINE BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTHWESTERLY OF MILWAUKEE AVE.;

THENCE NORTHWEST ALONG SAID SOUTHWESTERLY LINE OF THE ALLEY SOUTHWESTERLY OF MILWAUKEE AVE. TO THE NORTH LINE OF LOTS 26 THRU 31, INCLUSIVE, IN SAID BLOCK 1 IN GROSS' MILWAUKEE AVE. ADDITION, SAID NORTH LINE BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF BYRON ST.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF BYRON ST. TO THE WEST LINE OF LOT 31 IN SAID BLOCK 1 IN GROSS' MILWAUKEE AVE. ADDITION, SAID WEST LINE OF LOT 31 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF CICERO AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF CICERO AVE. TO THE SOUTH LINE OF W. GRACE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. GRACE ST. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 760 IN GRAYLAND PARK ADDITION TO CHICAGO, A SUBDIVISION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL

MERIDIAN, SAID EAST LINE OF LOT 760 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF CICERO AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND ALONG THE WEST LINE OF THE ALLEY WEST OF CICERO AVE. TO THE NORTH LINE OF LOT 190 IN SAID GRAYLAND PARK ADDITION TO CHICAGO, SAID NORTH LINE OF LOT 190 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF IRVING PARK RD.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF IRVING PARK RD TO THE EAST LINE OF N. LAMON AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF N. LAMON AVE. TO THE SOUTH LINE OF W. DAKIN ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. DAKIN ST. TO THE WEST LINE OF N. LAVERGNE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAVERGNE AVE. TO THE NORTH LINE OF LOT 148 IN SAID GRAYLAND PARK ADDITION TO CHICAGO, SAID NORTH LINE OF LOT 148 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF IRVING PARK RD.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF IRVING PARK RD. TO THE WEST LINE OF N. LONG AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LONG AVE. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 57 IN THE RESUBDIVISION OF THE NORTH HALF OF BLOCK 9 AND ALL OF BLOCK 10 AND THE VACATED ALLEY THEREIN OF GARDNER'S SECOND ADDITION TO MONTROSE IN THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 57 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF IRVING PARK RD.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF IRVING PARK RD. TO THE EAST LINE OF LOT 10 IN MICHAEL E. BENSON'S RESUBDIVISION OF LOTS 53 TO 60 IN DICKINSON'S PARK SUBDIVISION OF THE WEST 830 FEET (EXCEPT THE SOUTH 175 FEET ) OF THE EAST THREE QUARTERS OF LOT 12 IN THE SCHOOL TRUSTEES SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 10 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF N. LAVERGNE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF N. LAVERGNE AVE. TO THE SOUTH LINE OF LOT 52 IN SAID DICKINSON'S PARK SUBDIVISION OF THE WEST 830 FEET (EXCEPT THE SOUTH 175 FEET ) OF THE EAST THREE QUARTERS OF LOT 12 IN THE SCHOOL TRUSTEES SUBDIVISION, SAID

SOUTH LINE OF LOT 52 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF BELLEPLAINE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF BELLEPLAINE AVE. TO THE WEST LINE OF N. LAPORTE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF N. LAPORTE AVE. TO THE NORTH LINE OF W. BELLEPLAINE AVE.;

THENCE EAST ALONG SAID NORTH LINE OF W. BELLEPLAINE AVE. TO THE NORTHEASTERLY LINE OF LOT 19 IN A. W. DICKINSON'S SUBDIVISION OF LOT 11 WEST OF MILWAUKEE AVE. IN SCHOOL TRUSTEES SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTHEASTERLY LINE OF LOT 19 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTHWEST OF MILWAUKEE AVE.;

THENCE NORTHWEST ALONG SAID SOUTHWESTERLY LINE OF THE ALLEY SOUTHWEST OF MILWAUKEE AVE. TO THE NORTH LINE OF LOT 12 IN GARDNER'S 6th ADDITION TO MONTROSE, A SUBDIVISION OF THAT PART WEST OF MILWAUKEE AVE. OF THE SOUTH HALF OF LOT 10 IN THE SCHOOL TRUSTEES SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 12 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF W. HUTCHISON AVE.;

THENCE NORTHWEST ALONG THE NORTHWESTERLY EXTENSION OF THE NORTHEASTERLY LINE OF SAID LOT 12 TO THE EAST LINE OF LOT 79 IN SAID GARDNER'S 6th ADDITION TO MONTROSE, SAID EAST LINE OF LOT 79 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF MILWAUKEE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF MILWAUKEE AVE. TO THE SOUTH LINE OF W. HUTCHISON ST.;

THENCE WEST ALONG SAID SOUTH LINE OF W. HUTCHISON ST. TO THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY LINE OF LOT 12 IN BLOCK 3 IN HENRY SCHROEDER'S SUBDIVISION OF THE NORTH HALF OF LOT 10 IN THE SCHOOL TRUSTEES SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTHEASTERLY LINE OF LOT 12 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTHWEST OF MILWAUKEE AVE.;

THENCE NORTHWEST ALONG SAID THE SOUTHEASTERLY EXTENSION AND THE NORTHEASTERLY LINE OF LOT 12 IN BLOCK 3 IN HENRY SCHROEDER'S SUBDIVISION AND THE NORTHWESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 37 IN SAID BLOCK 3 IN HENRY SCHROEDER'S SUBDIVISION, SAID EAST LINE OF LOT 37 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF MILWAUKEE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF MILWAUKEE AVE. TO THE SOUTH LINE OF W. CULLOM AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. CULLOM AVE. TO THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY LINE OF LOT 9 IN BLOCK 3 IN HIELD AND MARTIN'S MILWAUKEE AVE. SUBDIVISION OF THE SOUTH HALF OF LOT 9 IN SCHOOL TRUSTEES SUBDIVISION IN SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTHEASTERLY LINE OF LOT 9 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTHWEST OF MILWAUKEE AVE.;

THENCE NORTHWEST ALONG SAID SOUTHEASTERLY EXTENSION AND THE NORTHEASTERLY LINE OF LOT 9 IN BLOCK 3 IN HIELD AND MARTIN'S MILWAUKEE AVE. SUBDIVISION AND ALONG THE NORTHWESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 8 IN SAID BLOCK 3 IN HIELD AND MARTIN'S MILWAUKEE AVE. SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 8 IN BLOCK 3 IN HIELD AND MARTIN'S MILWAUKEE AVE. SUBDIVISION TO THE SOUTH LINE OF W. PENSACOLA AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF W. PENSACOLA AVE. TO THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY LINE OF LOT 12 IN BOSWELL'S SUBDIVISION OF BLOCK 4 OF H. L. LEWIS ADDITION TO MONTROSE, A SUBDIVISION OF THE NORTH 1/8 OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTHEAST LINE OF LOT 12 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTHWEST OF MILWAUKEE AVE.;

THENCE NORTHWEST ALONG SAID SOUTHEASTERLY EXTENSION AND THE NORTHEASTERLY LINE OF SAID LOT 12 IN BOSWELL'S SUBDIVISION AND ALONG THE NORTHWESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 48 IN SAID BOSWELL'S SUBDIVISION OF BLOCK 4 OF H. L. LEWIS ADDITION TO MONTROSE, SAID EAST LINE OF LOT 48 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF MILWAUKEE AVE.;

THENCE NORTH ALONG SAID THE EAST LINE OF LOT 48 IN SAID BOSWELL'S SUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO THE CENTER LINE OF W. MONTROSE AVE.;

THENCE EAST ALONG SAID CENTER LINE OF W. MONTROSE AVE. TO THE POINT OF BEGINNING ON THE CENTER LINE OF MILWAUKEE AVE.

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

## APPENDIX B

### PORTAGE PARK TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA

#### ELIGIBILITY REPORT

The purpose of this analysis is to determine whether a portion of the City of Chicago identified as the Portage Park Redevelopment Project Area qualifies for designation as a tax increment financing district within the definitions set forth under Section 5/11-74.4-3 of the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-1 *et seq.*), hereinafter referred to as the "Act." This legislation focuses on the elimination of blighted or rapidly deteriorating areas through the implementation of a redevelopment plan. The Act authorizes the use of tax increment revenues derived in a project area for the payment or reimbursement of eligible redevelopment project costs.

The area proposed for designation as the Portage Park Redevelopment Project Area is hereinafter referred to as the "Study Area" and is shown in Figure A. The Study Area is located in the City of Chicago, Illinois, and generally includes land along Milwaukee Avenue from Montrose Avenue on the north to Addison Street on the south, land along Cicero Avenue from Irving Park Road on the north to Grace Street on the south, land along Irving Park Road from Long Avenue on the west to the Chicago and Northwestern railroad embankment at Kenton Avenue on the east, and land along the Chicago Milwaukee St. Paul & Pacific railroad as it extends southeast from Irving Park Road to Roscoe Street. The Study Area consists mainly of commercial properties west of the Chicago and Northwestern railroad right-of-way, and industrial properties to the east of that same right-of-way.

The Study Area is approximately 190 acres in size and includes 519 tax parcels located on 52 tax blocks. Of these, 509 parcels are improved, and 286 parcels contain buildings. The Study Area includes only contiguous parcels and street rights-of way.

This report summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is solely the responsibility of Camiros, Ltd. and its subconsultants and does not necessarily reflect the views and opinions of potential developers or the City of Chicago. However, the City of Chicago is entitled to rely on the findings and conclusions of this report in designating the Study Area as a redevelopment project area under the Act.





## 1. INTRODUCTION

The Act permits municipalities to induce redevelopment of eligible "blighted", "conservation" or "industrial park conservation areas" in accordance with an adopted redevelopment plan. The Act stipulates specific procedures which must be adhered to in designating a redevelopment project area. One of those procedures is the determination that the area meets the statutory eligibility requirements. By definition, a redevelopment project area is:

"... an area designated by the municipality, which is not less in the aggregate than 1-1/2 acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as an industrial park conservation area or a blighted area or a conservation area, or a combination of both blighted areas and conservation areas."

In adopting this legislation, the Illinois General Assembly, among various findings, made the following findings:

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

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

Before the tax increment financing technique can be used, the municipality must first determine that the proposed redevelopment area qualifies for designation as a blighted area, conservation area, or an industrial park conservation area. The Act defines a "blighted area" as any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, because of a combination of factors, an improved area is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts is impaired.

### **Blighted Areas**

If the property under consideration is improved, a combination of five or more of the following 14 factors must be present for designation as a blighted area:

- Age
- Deleterious land use or layout
- Depreciation of physical maintenance
- Dilapidation

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

If the property is vacant, a combination of two or more of the following factors qualifies the area as blighted:

- Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land
- Diversity of ownership of vacant land
- Flooding on all or part of such vacant land
- Obsolete platting of vacant land
- Tax or special assessment delinquencies on such land.

Vacant property also qualifies as “blighted” if any one of the following factors is present:

- The area qualified as blighted immediately before it became vacant
- The area consists of an unused quarry or quarries
- The area consists of unused railyards, tracks or rights-of-way
- The area consists of an unused disposal site containing debris from construction demolition, etc.
- The area is subject to chronic flooding which adversely impacts on real property in the area, and such flooding is substantially caused by one or more improvements in or near the area in existence for at least five years
- The area is 50 to 100 acres, 75 percent vacant, shows deleterious qualities and was designated as a town center before 1982, but not developed for that purpose.

### **Conservation Areas**

Conservation areas are areas which are rapidly deteriorating and declining. Such areas are not yet blighted, but may soon become blighted areas if their decline is not checked. Establishing an area as a “conservation area” under the Act requires that 50 percent or more of the structures in the area must be 35 years of age or older, and the presence of three or more of the following 14 factors:

- Abandonment
- Deleterious land use or layout
- Deterioration
- Depreciation of physical maintenance
- Dilapidation
- Excessive land coverage
- Illegal use of individual structures
- Excessive vacancies
- Lack of community planning
- Lack of ventilation, light, or sanitary facilities
- Obsolescence
- Overcrowding of structures and community facilities

- Presence of structures below minimum code standards
- Inadequate utilities.

### **Industrial Park Conservation Area**

In order to qualify for designation as an "industrial park conservation area," a redevelopment project area must meet all of the following conditions:

- Be within a labor surplus area (unemployment for the municipality for the last 6 months was higher than the national average and was also greater than 6 percent)
- Be within the territorial limits of the municipality or within 1-1/2 miles of the territorial limits of the municipality and is annexed and zoned as industrial
- Include both vacant land suitable for use as an industrial park and a blighted area or conservation area contiguous to such vacant land.

### **Area Designation**

Although the Act defines blighted and conservation areas, it does not define when the factors present qualify an area for such designation. Therefore, it is necessary to establish reasonable and defensible criteria to support each local finding that serves to qualify an area as either a blighted or conservation area.

The presence and documentation of the minimum number of factors may be sufficient to establish eligibility for designation as a blighted or conservation area. However, this evaluation was made on the basis that such factors should be present to an extent which would lead reasonable persons to conclude that public intervention is appropriate or necessary in the Study Area. In other words, each factor identified should be present to a meaningful degree so that a local governing body may reasonably find that the factor is clearly present within the intent of the Act. Similarly, blighting factors should be reasonably distributed throughout the Study Area so that basically sound areas are not arbitrarily found to be blighted because of their proximity to areas which are blighted.

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

## 2. ELIGIBILITY STUDIES AND ANALYSIS

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

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

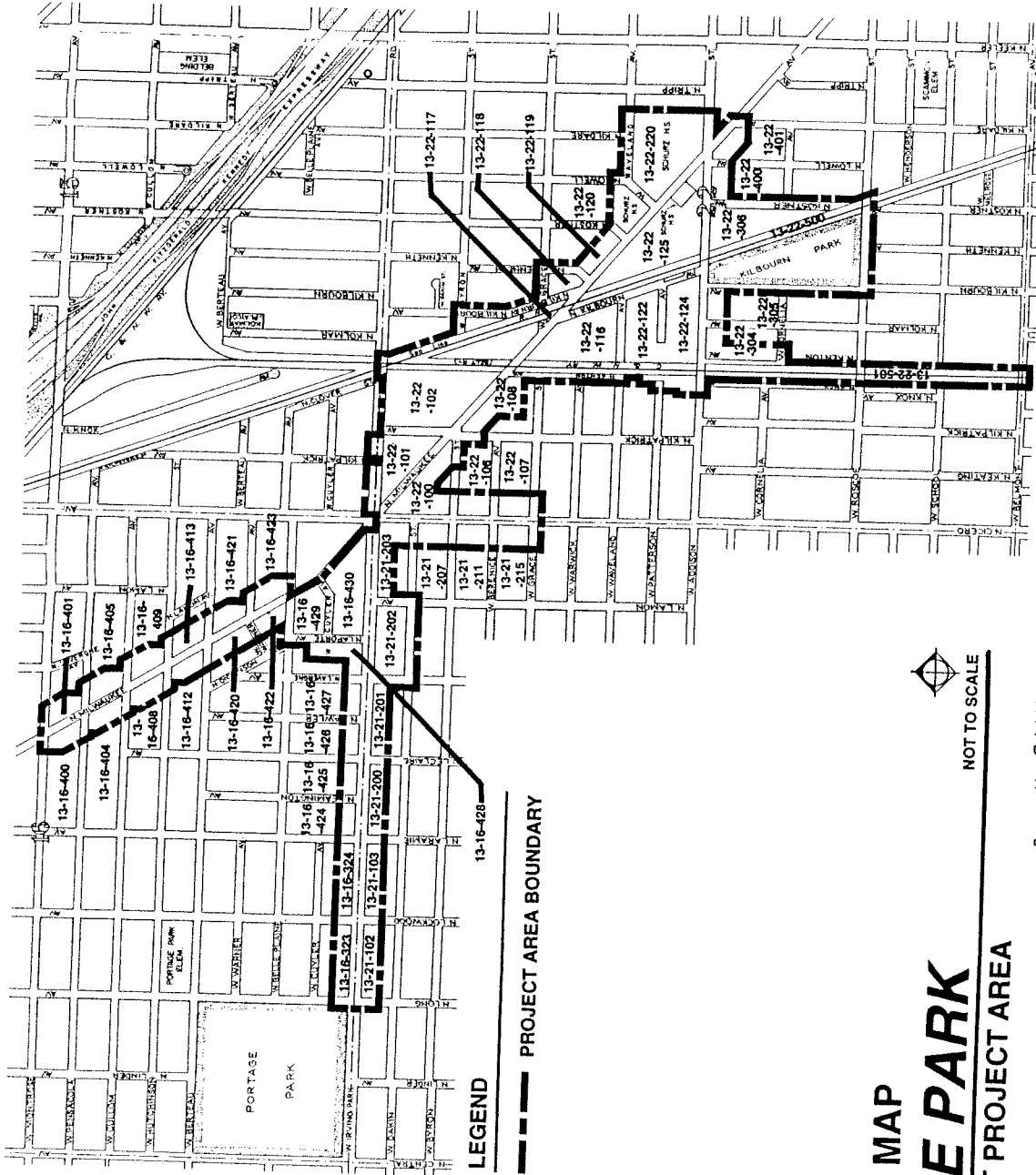
1. Exterior survey of the condition and use of each building.
2. Field survey of environmental conditions involving parking facilities, public infrastructure, site access, fences and general property maintenance.
3. Analysis of existing land uses and their relationships.
4. Comparison of surveyed buildings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

The exterior building condition survey and site conditions survey of the area were undertaken in March, 1998. The analysis of site conditions was organized by tax block as shown in Figure B. The Study Area contains 52 tax blocks.

A statement that a factor is not present indicates that either no information was available or that no evidence was documented as a result of the various surveys and analyses. A factor described as being present to a minor extent indicates that the factor is present, but that the distribution or impact of the blighting condition is limited. Where a factor is described as being present to a major extent, the factor is present throughout major portions of the Study Area. The presence of such conditions have a major adverse impact or influence on adjacent and nearby development.

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

Since the Study Area consists almost entirely of improved property (98% of the tax parcels in the Study Area are improved), eligibility was established on the basis of factors present with respect to improved property only.



**LEGEND**  
 - - - - - PROJECT AREA BOUNDARY



NOT TO SCALE

**FIGURE B**  
**TAX BLOCKS MAP**  
**PORTAGE PARK**  
**REDEVELOPMENT PROJECT AREA**

Prepared by CAMIROS

## **IMPROVED PROPERTY**

Improved property includes parcels that contain buildings, structures, parking or other physical improvements. Improved property may include single parcels or multiple parcels under a single or common ownership. Landscaped yards, open space or other accessory functions may also be classified as improved property for the purposes of the eligibility analysis if they are an obvious part of adjacent buildings. Within the Study Area, 509 parcels (98% of the total) were defined as improved. The few vacant parcels are scattered throughout the Study Area, and in no cases constitute a majority of the parcels on a tax block. For this reason, all tax blocks were analyzed for eligibility based on factors for improved property.

In order to establish the eligibility of a Redevelopment Project Area under the "conservation area" criteria established in the Act, at least 50% of buildings within the Area must be 35 years of age or older. In addition, three of 14 conservation factors must be present and reasonably distributed throughout the Study Area.

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

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

Eighty-seven percent (87%) of buildings within the Study Area are more than 35 years old, substantially more than the 50% required under the Act for designation of a conservation area. Of the 52 tax blocks in the Study Area, older buildings are present to a major extent on 44 and to a minor extent on two.

The following discussion describes the extent to which each of the 14 additional conditions for designation of a conservation area are present within the Study Area.

### **Abandonment**

Abandoned buildings reflect property in which all apparent use of, or interest in, the structure by the owner has been discontinued. Unlike vacant buildings for which new users are being sought, abandoned property generally shows no evidence of ongoing maintenance or marketing. Such property is frequently also deteriorating or dilapidated, and may have tax delinquencies or contain environmental contaminants which limit its economic value and reuse potential. The presence of substantial numbers of abandoned buildings in an area can discourage private investment and lead to further decline.

This condition was not found to be present within the Study Area.

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

Deleterious land uses include instances of incompatible land use relationships, single-purpose buildings converted to accommodate other activity, buildings occupied by inappropriate mixed uses, or uses which

may be considered noxious, offensive, or environmentally unsuitable. This condition also exists if any of the following are present:

- Platting does not conform to the current city codes with respect to lot size, configuration and public access.
- Parcels are of inadequate size or shape for contemporary development.
- Land uses are nonconforming with respect to current zoning.
- There are land use conflicts with adjacent land uses.
- Single purpose buildings have been converted to accommodate another activity, or buildings are occupied by inappropriate mixed uses.
- Residential uses front on or near heavily traveled streets, thus causing susceptibility to noise, fumes and glare;
- Structures are located in a 100 year flood plain; or
- Environmental contamination is present which hampers reuse.

This factor is present to a major extent, affecting 71% of the improved parcels within the Study Area (or 359 of 509). Of the 52 tax blocks in the Study Area, this factor was present to a major extent on 40, and to a minor extent on five. Parcels are of inadequate size and shape for modern commercial development. They are characterized by narrow lot widths and insufficient lot depths. Minimal off-street parking is provided for commercial employees or customers. There are several instances of land use conflicts between commercial and residential uses, as well as several instances of conflicts between commercial and industrial uses.

#### **Depreciation of Physical Maintenance**

This factor refers to the effects of deferred maintenance or lack of maintenance of buildings, improvements and grounds. This condition is present where buildings have unpainted or unfinished surfaces, peeling paint, limited amounts of loose or missing materials, broken windows, deteriorated gutters and downspouts, or are in need of minor tuck pointing. Deterioration of streetlights, sidewalks, curbs and gutters adjacent to the building, the presence of construction debris, deteriorated parking areas or parking areas that exhibit an accumulation of trash or debris also are indicative of depreciation of physical maintenance.

This factor is present to a major extent. Approximately 98% of all improved parcels (or 497 of 509) in the Study Area evidenced this condition. Of the 52 tax blocks in the Study Area, this factor was present to a major extent on 51.

#### **Deterioration**

This condition is present when there are physical deficiencies in buildings or site improvements requiring treatment or repair. Deterioration may be present in basically sound buildings that contain defects that can be corrected. Deterioration that is not easily correctable and cannot be accomplished during the course of normal maintenance may also be evident. Examples of conditions that indicate deterioration include loose or missing materials, major cracks in masonry walls, rusted support beams and columns, and deteriorated roofs requiring replacement or major repair. Such defects may involve either primary building components (foundations, walls, roofs) or secondary building components (doors, windows, porches, fascia materials, gutters and downspouts). All buildings classified as dilapidated are also deteriorating.



Deterioration was found to be present to a minor extent throughout the Study Area. Overall, 97 out of 286 buildings, or 24%, were found to be deteriorated. Of the 52 tax blocks in the Study Area, this factor was present to a major extent on eight, and to a minor extent on nine.

### **Dilapidation**

This factor reflects a substandard condition of a building's foundation, wall or roof elements where deterioration has occurred to such an extent that rehabilitation is not practical or economically feasible. Such structures typically exhibit major structural fatigue such as leaning or warped walls, bowed or sagging roofs, or cracked or missing foundation walls.

Overall, two structures were found to be dilapidated, affecting two tax blocks to a minor extent. Dilapidation was not found to be present within the Study Area to an extent sufficient to merit its inclusion as a blighting factor.

### **Excessive Land Coverage**

This condition is present when buildings occupy all or most of the lot, leaving little or no space for off-street parking, off-street loading and open space amenities. Problem conditions include buildings that are improperly situated on the parcel or buildings that are located on parcels of inadequate size and shape in relation to contemporary standards of development, health or safety. The resulting inadequate conditions include insufficient provision for light and air, increased threat of the spread of fires due to the close proximity of nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking or inadequate provision for loading and service. Excessive land coverage frequently has an adverse or blighting influence on nearby development.

This condition is present to a major extent throughout the Study Area. Most buildings occupy all or most of their sites, leaving little opportunity to provide off-street parking or loading facilities. Overall, 63% of all structures (or 180 of 286) were found to exhibit this condition. Of the 52 tax blocks in the Study Area, this factor was present to a major extent on 25, and to a minor extent on 13.

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

Illegal use of individual structures refers to the presence of uses or activities which are not permitted by law. This condition also exists when the use of a structure does not conform to the requirements of the existing zoning code.

This condition could not be assessed with certainty within the Study Area, and is therefore not considered to be present. Almost all buildings are being used for their original purpose, and appear to conform to the City of Chicago Zoning Ordinance.

### **Excessive Vacancies**

This condition is present when the occupancy or use level of a building is low for frequent or lengthy periods. The presence of buildings or sites which are unoccupied or underutilized generally represents an adverse influence on the area. Excessive vacancies include abandoned properties which evidence no apparent effort directed toward their occupancy or utilization.

At the time of the condition survey, 45 buildings (or 16%) with vacancies were identified, as evidenced by empty or partially empty buildings. Of the 52 tax blocks in the Study Area, this factor was present to a major extent on eight, and to a minor extent on twelve. This condition was considered to be present to a minor extent within the Study Area overall.

### **Lack of Community Planning**

This factor is present if the proposed redevelopment project area developed prior to or without the benefit and guidance of a community plan. This means that no plan for the overall development of the community existed, the community's plan was inadequate, or that the plan was ignored at the time the area was developed.

Conditions resulting from a lack of community planning include the existence of incompatible land uses, the lack of proper development of vacant or improved sites, and the presence of inconsistent platting including parcels of small or irregular shapes, the presence of nonconforming uses with respect to zoning, inadequate street layout or improper subdivision.

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

This condition is prevalent to a major extent throughout the Study Area. No evidence exists of a coordinated approach to planning and development to overcome the blighting conditions found in the Study Area. The minor level of new development, investment in existing property and infrastructure improvements has occurred on a random basis and does not address the area-wide issues contributing to the presence of blighting factors. Of the 52 tax blocks in the Study Area, this factor was determined to be present to a major extent on 38, and to a minor extent on 11.

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

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

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

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

### **Obsolescence**

Functional obsolescence is characterized by buildings designed for a single or specific purpose or use, buildings of inadequate size to accommodate alternative uses, or buildings using a type of construction which limits long term use and marketability. Site improvements such as water and sewer lines, public utility lines, roadways, parking areas, parking structures, sidewalks, curbs and gutters, and lighting may be inadequate or obsolete in relation to contemporary standards for such improvements. Functional

obsolescence includes poor design or layout, improper orientation of the building on the site, inadequate loading facilities, height, or other factors which detract from the overall usefulness or desirability of the property. As an inherent deficiency, functional obsolescence results in a loss in value of the property.

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

The presence of this condition within the Study Area is in most cases demonstrated by narrow and/or shallow parcels that lack adequate off-street parking and loading facilities, and which therefore cannot be easily marketed for commercial uses. This condition is also demonstrated by the widespread existence of buildings that are either too small or improperly designed to effectively support their intended use. This condition was found to be present to a major extent throughout the Study Area, with 185 of 286 structures (or 65%), being classified as functionally and/or economically obsolete. Of the 52 tax blocks in the Study Area, this factor was present to a major extent on 25, and to a minor extent on 13.

### **Overcrowding of Structures and Community Facilities**

This condition exists when a structure or community facility has reached a level of use beyond a designed or legally permitted level. Overcrowding is often found in buildings originally designed for a specific use and later converted to accommodate a more intensive use without adequately meeting requirements for minimum floor area, privacy, ingress and egress, loading and services, or the capacity of building systems. Evidence of this condition may include the outside storage of materials that cannot be contained in enclosed buildings or vehicles that cannot be stored in buildings or enclosed storage yards.

This condition could not be assessed with certainty, and is therefore not considered present within the Study Area to a degree sufficient to warrant its inclusion as a blighting factor.

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

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

This factor is present to a major extent within the Study Area. A review of the building code violations since January 1993 identified 139 buildings which had been cited with code violations, or 49% of all structures. These code violations were most heavily concentrated along the major thoroughfares in the Study Area (Addison Street, Cicero Avenue, Irving Park Road, and Milwaukee Avenue). Of the 52 tax blocks in the Study Area, this factor was present to a major extent on 29, and to a minor extent on seven.

### **Inadequate Utilities**

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

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

### 3. DETERMINATION OF STUDY AREA ELIGIBILITY

The Study Area qualifies for designation as a “conservation area.” Eighty-seven percent (87%) of all buildings within the Study Area are at least 35 years of age. This is substantially more than the 50% required by the Act for designation.

Once the age requirement has been met, the presence of three of 14 conditions is required for designation of improved property as a “conservation area.” Of the conditions cited in the Act, eight are present within the Study Area. These conditions are:

- Deleterious land use or layout (major)
- Depreciation of physical maintenance (major)
- Deterioration (minor)
- Excessive land coverage (major)
- Excessive vacancies (minor)
- Lack of community planning (major)
- Obsolescence (major)
- Presence of structures below minimum code (major)

Six of the eight blighting conditions affecting improved property were found to be present to a major extent. Only deterioration and excessive vacancies were judged to be present to a minor extent. While the presence of six blighting factors would technically qualify the Study Area as a blighted area tax increment district, a conservation area district was considered more appropriate. The six factors present to a major extent reflect a general obsolescence and poor physical configuration of property and improvements that inhibit redevelopment and could, eventually, lead to physical blight if not properly addressed.

All eight of these factors are reasonably distributed throughout the Study Area. Based on the conditions present, the Study Area is not likely to be developed without its designation as a “conservation area” under the Act and the adoption of a tax increment redevelopment plan and project. The distribution of blighting factors within the Study Area is presented in Table A on the following page.

Table A  
**DISTRIBUTION OF BLIGHTING FACTORS**

Block	Blighting Factors														
	Age	1	2	3	4	5	6	7	8	9	10	11	12	13	14
13-16-323	X		X	X	X		X			X		X			
13-16-324	X		X	X	.		.			X					
13-16-400	X		.	X	.		.		X	.		.		.	
13-16-401	X		X	X			X		.	X		.		X	
13-16-404	X			X					.	.		X		X	
13-16-405	X		.	X			.		.	.				X	
13-16-408	X			X					X	.		.		X	
13-16-409	X		X	X			X		.	X		X		X	
13-16-412	X		X	X	.		.			X					
13-16-413	X		.	X	.		.		.	.		.		X	
13-16-420	X		X	X			X		X	X		.		X	
13-16-421	X		.	X			.		X	.		X		X	
13-16-422							.		X	.		.		.	
13-16-423	.		X	X	.		X			X		X		X	
13-16-424	X		X	X			.			X		.			
13-16-425	X		X	X	X		X			X		X		X	
13-16-426	X		X	X	X		.			X		.		X	
13-16-427	X		X	X	X		X			X		X		X	
13-16-428	X		X	X	X				.	X		X		X	
13-16-429	X		X	X	.		X		.	X		X		X	
13-16-430	X		X	X	.		X		.	X		X		X	
13-21-102	X		X	X			X			X		X		X	
13-21-103	X		X	X			.			X		X		X	
13-21-200	X		X	X			X			X		.		.	
13-21-201	X			X								X		.	
13-21-202	X		X	X			.			X				X	
13-21-203	X		X	X	X	.	X		.	X		.		.	
13-21-207	X		X	X					.	.		X		.	
13-21-211	X		X	X			X			X		X		X	
13-21-215	X		X	X			X			X		X		X	
13-22-100	X		X	X			X		X	X		X		X	
13-22-101	X		X	X	.		X		X	X		X		X	
13-22-102	.		X	X			X			X		X		X	
13-22-106	X		X	X	.		X		.	X		X		X	
13-22-107	X		X	X			.			X		X			
13-22-108	X		X	X			X			X		.		X	
13-22-116			X	X			.					X			
13-22-117			X	X			.			.		.		X	
13-22-118	X			X					.	.					
13-22-119	X		X	X	X	.	X		.	.					
13-22-120			X	X			.			X		X		X	
13-22-122	X		.	X			X		.	.					
13-22-124	X		X	X			X			X		X			
13-22-125	X		X	X	X		X			X		X			
13-22-220	X		X	X					X	X		X			

continued on next page

Block	Blighting Factors														
	Age	1	2	3	4	5	6	7	8	9	10	11	12	13	14
13-22-304	X		X	X					•	X					
13-22-305	X		X	X			X			X					
13-22-306	X		X	X			X		X	X		X		•	
13-22-400	X		X	X					X	X		X		X	
13-22-401	X		X	X						X				X	
13-22-500				X				•		X		•		X	
13-22-501				X											
X	44	0	40	51	8	0	25	-	8	38	-	25	-	29	-
•	2	0	5	0	9	2	13	-	12	11	-	13	-	7	-
Total	46	0	45	51	17	2	38	-	20	49	-	38	-	36	-

Blighting Factor Legend:

- X - Present to a major extent
- - Present to a minor extent
- - Presence of condition could not be determined.

1. Abandonment
2. Deleterious Land Use or Layout
3. Depreciation of Physical Maintenance
4. Deterioration
5. Dilapidation
6. Excessive Land Coverage
7. Illegal Use of Structures
8. Excessive Vacancies

9. Lack of Community Planning
10. Lack of Ventilation, Light or Sanitary Facilities
11. Obsolescence
12. Overcrowding of Structures and Community Facilities
13. Presence of Structures Below Minimum Code
14. Inadequate Utilities

## Appendix C: 1996 EAV By PIN

<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-16-323	020-0000	\$107,499	13-16-324	024-0000	\$78,442	13-16-401	001-0000	\$350,426
13-16-323	021-0000	\$29,273	13-16-324	025-0000	\$61,024	13-16-401	002-0000	\$92,591
13-16-323	022-0000	\$82,840	13-16-324	026-0000	\$77,333	13-16-401	003-0000	\$48,413
13-16-323	023-0000	\$42,046	13-16-324	027-0000	\$54,806	13-16-401	004-0000	\$105,902
13-16-323	024-0000	\$42,046	13-16-324	028-0000	\$19,182	13-16-401	005-0000	\$28,803
13-16-323	025-0000	\$264,790	13-16-324	029-0000	\$19,182	13-16-401	006-0000	\$28,669
13-16-323	026-0000	\$42,046	13-16-324	030-0000	\$19,182	13-16-401	007-0000	\$90,769
13-16-323	027-0000	\$42,046	13-16-324	031-0000	\$103,701	13-16-404	044-0000	\$32,613
13-16-323	028-0000	\$42,046	13-16-324	032-0000	\$81,655	13-16-404	045-0000	\$116,041
13-16-323	029-0000	\$42,046	13-16-324	033-0000	\$35,912	13-16-404	046-0000	\$60,149
13-16-323	030-0000	\$64,073	13-16-324	034-0000	\$29,928	13-16-404	047-0000	\$27,603
13-16-323	031-0000	\$16,237	13-16-324	035-0000	\$34,427	13-16-404	048-0000	\$36,039
13-16-323	032-0000	\$18,210	13-16-324	036-0000	\$30,724	13-16-404	049-0000	\$28,546
13-16-323	033-0000	\$18,210	13-16-324	037-0000	\$39,813	13-16-404	050-0000	\$33,831
13-16-323	034-0000	\$37,997	13-16-400	037-0000	\$301,776	13-16-404	051-0000	\$91,759
13-16-324	020-0000	\$138,836	13-16-400	038-0000	\$40,283	13-16-404	052-0000	\$95,017
13-16-324	021-0000	\$61,754	13-16-400	039-0000	\$50,623	13-16-404	053-0000	\$0
13-16-324	022-0000	\$129,184	13-16-400	040-0000	\$126,021	13-16-404	054-0000	\$21,103
13-16-324	023-0000	\$210,811	13-16-400	041-0000	\$205,055	13-16-405	008-0000	\$111,929



<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-16-405	009-0000	\$78,391	13-16-412	023-0000	\$107,335	13-16-424	027-0000	\$51,460
13-16-405	047-0000	\$516,509	13-16-412	024-0000	\$162,298	13-16-424	028-0000	\$51,460
13-16-408	027-0000	\$268,237	13-16-412	025-0000	\$73,082	13-16-424	029-0000	\$73,504
13-16-408	028-0000	\$74,812	13-16-413	005-0000	\$281,406	13-16-424	030-0000	\$152,491
13-16-408	029-0000	\$33,237	13-16-413	006-0000	\$251,508	13-16-424	031-0000	\$134,914
13-16-408	030-0000	\$96,327	13-16-413	016-0000	\$250,028	13-16-424	032-0000	\$77,537
13-16-408	031-0000	\$145,013	13-16-420	018-0000	\$145,322	13-16-425	025-0000	\$244,906
13-16-408	032-0000	\$0	13-16-420	019-0000	\$110,410	13-16-425	026-0000	\$52,721
13-16-409	001-0000	\$67,789	13-16-420	020-0000	\$31,953	13-16-425	027-0000	\$62,853
13-16-409	002-0000	\$85,072	13-16-420	021-0000	\$124,669	13-16-425	028-0000	\$60,234
13-16-409	003-0000	\$185,715	13-16-420	022-0000	\$297,182	13-16-425	029-0000	\$58,952
13-16-409	004-0000	\$10,059	13-16-421	001-0000	\$109,364	13-16-425	030-0000	\$51,271
13-16-409	005-0000	\$10,059	13-16-421	002-0000	\$168,777	13-16-425	031-0000	\$62,761
13-16-409	006-0000	\$22,885	13-16-421	021-0000	\$17,429	13-16-425	032-0000	\$197,363
13-16-409	007-0000	\$19,062	13-16-421	022-0000	\$29,693	13-16-426	024-0000	\$72,981
13-16-409	008-0000	\$130,006	13-16-421	023-0000	\$31,778	13-16-426	025-0000	\$116,784
13-16-412	017-0000	\$113,586	13-16-422	008-0000	\$726,877	13-16-426	026-0000	\$102,042
13-16-412	018-0000	\$56,332	13-16-423	007-0000	\$97,263	13-16-426	027-0000	\$0
13-16-412	019-0000	\$75,942	13-16-423	008-0000	\$157,136	13-16-426	028-0000	\$0
13-16-412	020-0000	\$48,127	13-16-423	036-0000	\$376,309	13-16-427	025-0000	\$83,576
13-16-412	021-0000	\$58,507	13-16-424	025-0000	\$78,374	13-16-427	026-0000	\$31,935
13-16-412	022-0000	\$58,507	13-16-424	026-0000	\$51,460	13-16-427	027-0000	\$37,902

<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-16-427	028-0000	\$30,988	13-16-428	034-8001	\$0	13-16-430	013-0000	\$60,719
13-16-427	029-0000	\$165,225	13-16-428	034-8002	\$2,842	13-16-430	014-0000	\$178,159
13-16-427	030-0000	\$27,819	13-16-428	035-8001	\$0	13-16-430	015-0000	\$137,571
13-16-427	031-0000	\$102,085	13-16-428	035-8002	\$2,842	13-16-430	016-0000	\$470,146
13-16-427	032-0000	\$100,695	13-16-428	036-8001	\$0	13-16-430	017-0000	\$239,035
13-16-428	023-0000	\$161,515	13-16-428	036-8002	\$2,971	13-16-430	018-0000	\$146,365
13-16-428	024-0000	\$147,798	13-16-429	001-0000	\$920,588	13-16-430	019-0000	\$106,509
13-16-428	025-0000	\$92,799	13-16-429	002-0000	\$357,283	13-16-430	020-0000	\$114,470
13-16-428	026-0000	\$250,908	13-16-429	003-0000	\$352,358	13-16-430	021-0000	\$312,793
13-16-428	027-0000	\$261,283	13-16-429	004-0000	1,050,981	13-16-430	022-0000	\$122,221
13-16-428	028-8001	\$0	13-16-430	001-0000	\$65,732	13-16-430	023-0000	\$130,081
13-16-428	028-8002	\$2,971	13-16-430	002-0000	\$52,144	13-16-430	024-0000	\$103,004
13-16-428	029-8001	\$0	13-16-430	003-0000	\$59,378	13-16-430	025-0000	\$103,004
13-16-428	029-8002	\$2,842	13-16-430	004-0000	\$53,823	13-16-430	026-0000	\$66,713
13-16-428	030-8001	\$0	13-16-430	005-0000	\$47,438	13-16-430	027-0000	\$66,713
13-16-428	030-8002	\$2,842	13-16-430	006-0000	\$47,251	13-16-430	031-0000	\$66,716
13-16-428	031-8001	\$0	13-16-430	007-0000	\$47,251	13-16-430	032-0000	\$104,661
13-16-428	031-8002	\$2,842	13-16-430	008-0000	\$36,022	13-16-430	034-0000	\$218,245
13-16-428	032-8001	\$0	13-16-430	009-0000	\$45,684	13-16-430	035-0000	\$440,692
13-16-428	032-8002	\$2,842	13-16-430	010-0000	\$659,944	13-21-102	001-0000	\$264,164
13-16-428	033-8001	\$0	13-16-430	011-0000	\$59,807	13-21-102	002-0000	\$68,226
13-16-428	033-8002	\$4,889	13-16-430	012-0000	\$114,815	13-21-102	003-0000	\$22,066

<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-21-102	004-0000	\$20,983	13-21-103	015-0000	\$56,953	13-21-200	017-0000	\$40,232
13-21-102	005-0000	\$20,983	13-21-103	016-0000	\$65,457	13-21-200	018-0000	\$79,045
13-21-102	006-0000	\$19,746	13-21-103	017-0000	\$95,086	13-21-201	011-0000	\$18,033
13-21-102	007-0000	\$68,435	13-21-103	018-0000	\$48,402	13-21-201	012-0000	\$16,619
13-21-102	008-0000	\$65,141	13-21-103	019-0000	\$151,824	13-21-201	013-0000	\$29,039
13-21-102	009-0000	\$65,141	13-21-103	039-0000	\$150,972	13-21-201	014-0000	\$40,424
13-21-102	010-0000	\$65,141	13-21-200	001-0000	\$54,460	13-21-201	015-0000	\$33,539
13-21-102	011-0000	\$22,066	13-21-200	002-0000	\$22,681	13-21-201	016-0000	\$29,039
13-21-102	012-0000	\$20,525	13-21-200	003-0000	\$21,455	13-21-201	017-0000	\$33,539
13-21-102	013-0000	\$20,525	13-21-200	004-0000	\$21,455	13-21-201	018-0000	\$90,754
13-21-102	014-0000	\$20,525	13-21-200	005-0000	\$21,455	13-21-201	019-0000	\$16,723
13-21-102	044-0000	\$482,805	13-21-200	006-0000	\$21,455	13-21-201	020-0000	\$95,595
13-21-102	045-0000	\$22,066	13-21-200	007-0000	\$232,818	13-21-201	021-0000	\$202,247
13-21-103	001-0000	\$25,414	13-21-200	008-0000	\$72,174	13-21-201	042-0000	1,775,925
13-21-103	002-0000	\$67,884	13-21-200	009-0000	\$70,556	13-21-202	005-0000	\$35,942
13-21-103	003-0000	\$107,766	13-21-200	010-0000	\$70,556	13-21-202	006-0000	\$70,287
13-21-103	004-0000	\$70,838	13-21-200	011-0000	\$99,641	13-21-202	007-0000	\$77,644
13-21-103	005-0000	\$83,822	13-21-200	012-0000	\$19,722	13-21-202	008-0000	\$82,180
13-21-103	006-0000	\$73,358	13-21-200	013-0000	\$18,498	13-21-202	009-0000	\$82,180
13-21-103	007-0000	\$20,411	13-21-200	014-0000	\$19,755	13-21-202	010-0000	\$122,374
13-21-103	008-0000	\$20,411	13-21-200	015-0000	\$18,498	13-21-202	011-0000	\$51,918
13-21-103	009-0000	\$74,339	13-21-200	016-0000	\$18,498	13-21-202	012-0000	\$97,298

<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-21-202	013-0000	\$97,298	13-21-203	007-0000	\$227,525	13-21-211	032-0000	\$0
13-21-202	014-0000	\$274,768	13-21-203	008-0000	\$177,070	13-21-211	033-0000	\$0
13-21-202	015-0000	\$274,768	13-21-203	009-0000	\$177,070	13-21-211	034-0000	\$93,539
13-21-202	021-0000	\$15,344	13-21-203	028-0000	\$263,669	13-21-211	035-0000	\$0
13-21-202	022-0000	\$14,507	13-21-203	029-0000	\$57,663	13-21-215	034-0000	\$16,706
13-21-202	023-0000	\$20,084	13-21-203	030-0000	\$75,310	13-21-215	035-0000	\$33,523
13-21-202	024-0000	\$19,729	13-21-203	031-0000	\$43,955	13-21-215	036-0000	\$60,958
13-21-202	025-0000	\$19,148	13-21-203	032-0000	\$53,224	13-21-215	037-0000	\$69,724
13-21-202	026-0000	\$14,507	13-21-203	033-0000	\$116,129	13-21-215	038-0000	\$11,243
13-21-202	041-0000	\$4,914	13-21-203	034-0000	\$53,061	13-21-215	039-0000	\$81,052
13-21-202	042-0000	\$15,185	13-21-203	035-0000	\$49,084	13-21-215	040-0000	\$0
13-21-202	045-0000	\$249,946	13-21-207	027-0000	\$134,983	13-21-215	041-0000	\$0
13-21-202	046-0000	1,884,209	13-21-207	028-0000	\$55,964	13-22-100	001-0000	\$956,267
13-21-202	047-0000	\$237,453	13-21-207	029-0000	\$50,739	13-22-100	002-0000	2,524,958
13-21-202	048-0000	\$7,090	13-21-207	030-0000	\$54,989	13-22-100	003-0000	\$34,623
13-21-202	049-0000	\$16,549	13-21-207	031-0000	\$107,843	13-22-100	004-0000	\$22,827
13-21-203	001-0000	\$600,410	13-21-207	032-0000	\$136,054	13-22-100	005-0000	\$22,827
13-21-203	002-0000	\$495,083	13-21-207	033-0000	\$42,763	13-22-100	006-0000	\$22,827
13-21-203	003-0000	\$504,668	13-21-211	028-0000	\$148,487	13-22-100	007-0000	\$71,989
13-21-203	004-0000	\$158,143	13-21-211	029-0000	\$11,243	13-22-100	011-0000	\$41,711
13-21-203	005-0000	\$92,915	13-21-211	030-0000	\$21,840	13-22-100	012-0000	\$16,983
13-21-203	006-0000	\$92,915	13-21-211	031-0000	\$26,405	13-22-100	013-0000	\$42,985

<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-22-100	014-0000	\$12,562	13-22-101	010-0000	\$79,303	13-22-102	014-0000	\$622,474
13-22-100	015-0000	\$43,118	13-22-101	012-0000	\$726,031	13-22-102	023-0000	\$8,086
13-22-100	016-0000	\$46,098	13-22-101	013-0000	\$23,245	13-22-102	024-0000	\$8,590
13-22-100	017-0000	\$20,947	13-22-101	014-0000	\$22,993	13-22-102	025-0000	\$8,770
13-22-100	018-0000	\$20,060	13-22-101	015-0000	\$22,993	13-22-102	026-0000	\$56,155
13-22-100	019-0000	\$20,192	13-22-101	016-0000	\$101,806	13-22-102	027-0000	\$110,965
13-22-100	020-0000	\$20,192	13-22-101	017-0000	\$23,428	13-22-102	028-0000	\$2,317
13-22-100	021-0000	\$20,192	13-22-101	018-0000	\$90,447	13-22-106	001-0000	\$154,922
13-22-100	022-0000	\$20,161	13-22-101	019-0000	\$44,751	13-22-106	002-0000	\$169,982
13-22-100	023-0000	\$20,192	13-22-101	022-0000	\$51,837	13-22-106	003-0000	\$73,233
13-22-100	033-0000	\$123,671	13-22-101	023-0000	\$34,180	13-22-106	004-0000	\$20,835
13-22-100	034-0000	\$80,715	13-22-101	024-0000	\$79,008	13-22-106	005-0000	\$20,835
13-22-100	035-0000	\$78,563	13-22-101	025-0000	\$65,009	13-22-106	006-0000	\$21,412
13-22-100	036-0000	\$125,745	13-22-101	026-0000	\$175,835	13-22-106	007-0000	\$322,755
13-22-100	037-0000	\$174,038	13-22-101	028-0000	\$666,648	13-22-107	001-0000	\$89,935
13-22-100	038-0000	\$87,617	13-22-101	029-0000	\$97,214	13-22-107	002-0000	\$29,211
13-22-101	001-0000	\$548,333	13-22-101	030-0000	\$232,384	13-22-107	003-0000	\$0
13-22-101	002-0000	\$819,634	13-22-102	001-0000	\$718,739	13-22-107	004-0000	\$44,293
13-22-101	004-0000	\$29,353	13-22-102	002-0000	\$501,269	13-22-107	005-0000	\$92,226
13-22-101	005-0000	\$63,617	13-22-102	011-0000	\$220,558	13-22-107	006-0000	\$101,425
13-22-101	008-0000	\$79,303	13-22-102	012-0000	\$129,754	13-22-107	007-0000	\$17,190
13-22-101	009-0000	\$79,303	13-22-102	013-0000	\$524,524	13-22-107	008-0000	\$70,645

<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-22-108	001-0000	\$94,113	13-22-119	023-0000	\$72,867	13-22-124	064-0000	\$402,090
13-22-108	002-0000	\$23,475	13-22-120	015-0000	\$0	13-22-124	065-0000	\$240,414
13-22-108	003-0000	\$36,017	13-22-120	029-0000	\$0	13-22-124	066-0000	\$0
13-22-108	004-0000	\$14,647	13-22-122	042-0000	\$6,804	13-22-124	067-0000	\$0
13-22-108	035-0000	\$370,839	13-22-122	051-0000	\$464,832	13-22-124	068-0000	\$0
13-22-108	036-0000	\$262,507	13-22-122	052-0000	\$958,176	13-22-124	069-0000	\$438,783
13-22-116	003-0000	\$490,865	13-22-124	015-0000	\$23,387	13-22-124	070-0000	\$18,825
13-22-116	004-0000	\$131,172	13-22-124	017-0000	\$42,653	13-22-125	001-0000	\$0
13-22-116	005-0000	1,194,473	13-22-124	018-0000	\$5,969	13-22-125	002-0000	\$29,037
13-22-117	001-0000	\$2,403	13-22-124	019-0000	\$9,072	13-22-125	003-0000	\$34,388
13-22-118	001-0000	\$35,815	13-22-124	020-0000	\$37,440	13-22-125	004-0000	\$7,901
13-22-118	002-0000	\$85,657	13-22-124	021-0000	\$40,988	13-22-125	005-0000	\$57,287
13-22-118	004-0000	\$25,146	13-22-124	022-0000	\$37,440	13-22-125	006-0000	\$7,720
13-22-118	005-0000	\$28,662	13-22-124	023-0000	\$14,834	13-22-125	007-0000	\$122,113
13-22-118	006-0000	\$28,986	13-22-124	024-0000	\$14,834	13-22-125	009-0000	\$24,729
13-22-118	007-0000	\$45,297	13-22-124	037-0000	\$12,803	13-22-125	010-0000	\$57,057
13-22-118	008-0000	\$23,216	13-22-124	038-0000	\$12,220	13-22-125	011-0000	\$120,926
13-22-119	018-0000	\$913,339	13-22-124	039-0000	\$4,908	13-22-125	012-0000	\$26,750
13-22-119	019-0000	\$100,228	13-22-124	040-0000	\$88,344	13-22-125	015-0000	\$161,378
13-22-119	020-0000	\$43,733	13-22-124	059-0000	\$136,941	13-22-125	023-0000	\$40,712
13-22-119	021-0000	\$67,763	13-22-124	060-0000	\$136,390	13-22-125	024-0000	\$57,681
13-22-119	022-0000	\$72,867	13-22-124	063-0000	\$285,154	13-22-125	025-0000	\$44,222

<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
13-22-125	026-0000	\$85,552	13-22-304	016-0000	\$22,722	13-22-306	008-0000	\$579,530
13-22-125	027-0000	\$40,424	13-22-304	017-0000	\$22,722	13-22-306	010-0000	\$240,855
13-22-125	028-0000	\$16,067	13-22-304	018-0000	\$22,722	13-22-306	011-0000	\$389,309
13-22-125	029-0000	\$50,864	13-22-304	019-0000	\$29,838	13-22-306	012-0000	\$343,444
13-22-125	034-0000	\$174,991	13-22-304	020-0000	\$10,741	13-22-400	001-0000	\$5,448
13-22-125	037-0000	\$28,893	13-22-304	021-0000	\$10,741	13-22-400	002-0000	\$16,937
13-22-125	038-0000	\$24,523	13-22-304	022-0000	\$31,774	13-22-400	003-0000	\$24,782
13-22-125	039-0000	\$1,937	13-22-304	049-0000	\$111,544	13-22-400	004-0000	\$16,408
13-22-125	040-0000	\$4,340	13-22-304	050-0000	\$163,749	13-22-400	005-0000	\$13,807
13-22-125	045-0000	\$955,746	13-22-304	052-0000	\$131,994	13-22-400	006-0000	\$85,870
13-22-125	046-0000	\$257,214	13-22-304	053-0000	\$243,635	13-22-400	007-0000	\$21,029
13-22-125	047-0000	\$1,349	13-22-304	054-0000	\$59,637	13-22-400	008-0000	\$154,522
13-22-125	049-0000	\$24,136	13-22-304	055-0000	\$123,820	13-22-400	009-0000	\$84,678
13-22-125	050-0000	\$0	13-22-305	001-0000	\$18,638	13-22-401	001-0000	\$98,909
13-22-125	051-0000	\$81,509	13-22-305	002-0000	\$71,013	13-22-401	002-0000	\$29,781
13-22-125	052-0000	\$0	13-22-305	003-0000	\$167,917	13-22-401	003-0000	\$51,937
13-22-220	001-0000	\$0	13-22-305	004-0000	\$80,106	13-22-401	007-0000	\$105,089
13-22-304	011-0000	\$48,336	13-22-305	005-0000	\$180,164	13-22-401	010-0000	\$64,342
13-22-304	012-0000	\$48,336	13-22-306	001-0000	\$0	13-22-401	035-0000	\$57,732
13-22-304	013-0000	\$53,969	13-22-306	002-0000	\$11,598	13-22-401	038-0000	\$194,004
13-22-304	014-0000	\$59,692	13-22-306	004-0000	\$252,082	13-22-500	001-0000	\$0
13-22-304	015-0000	\$22,722	13-22-306	006-0000	\$395,553	13-22-500	002-0000	\$0

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<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>	<i>Block</i>	<i>PIN</i>	<i>EAV96</i>
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13-22-501	003-0000	\$0						
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**Grand Total of 1996 EAV's \$62,328,053**



## Portage Park

**Consultant/Firm:** Camiros, Ltd.

**Ward(s)/Alderman:** 38<sup>th</sup>, Thomas Allen

**Community area(s):** 15, Portage Park

**Location:** Redevelopment area includes land along Milwaukee Avenue from Montrose Avenue on the north to Addison Street on the south, land along Cicero Avenue from Irving Park Road on the north to Grace Street on the south, land along Irving Park Road from Long Avenue on the west to the Chicago & Northwestern railroad embankment at Kenton Avenue on the east, and land along the Chicago Milwaukee St. Paul & Pacific railroad as it extends southeast from Irving Park Road to Roscoe Street.

**Proposed Land Uses:** Commercial, residential and industrial

**Acreeage and/or Number of Pins:** 190 acres, 519 PIN's

**EAV at time of plan(1998):** \$62,328,053

**Anticipated EAV of TIF District:** \$112,000,000

<b>Estimated Budget:</b>	Planning, Legal, Surveys, etc	\$ 1,200,000
	Property Assembly	\$ 15,000,000
	Rehabilitation of Existing Buildings	\$ 12,000,000
	Street and Utility Improvements	\$ 16,900,000
	Relocation	\$ 750,000
	Job Training	\$ 1,000,000
	<u>Interest Subsidy</u>	<u>\$ 3,500,000</u>
	<b>Total Cost</b>	<b>\$ 50,350,000</b>

### TIF Legislative Dates

**TIF expiration date:** 9/9/2021

**City Council Approval:** 9/9/98

**CDCP Hearing:** 6/30/98

**Portage Park (page 2)**

**Portability:** Portable

**Adjacencies:** Irving Park/Cicero; Jefferson Park

**Expiration of adjacencies:** 6/10/2019; 7/8/2021

**Prior Land Uses:** Commercial with some residential