

**The Pulaski Corridor  
Tax Increment Financing  
Redevelopment Plan and Project**

**City of Chicago, Illinois**

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## I. INTRODUCTION AND EXECUTIVE SUMMARY

### A. Area Location

The Pulaski Corridor Redevelopment Project Area (hereafter referred to as the "Area") is located on the northwest side of the City of Chicago ("City"), approximately 4.0 miles from the central business district. The Area is comprised of approximately 383 acres and includes 114 (full and partial) city blocks. The Area is generally linear in shape and parallels the former Chicago Minneapolis St. Paul (CMSP&P) railroad right-of-way between Belmont and North Avenues along its north/south axis. There are also several linear corridors extending from this main spine. The corridors are aligned along the following arterial streets: Fullerton Avenue between Springfield Ave. and Kostner Ave.; North Ave. between Lowell Ave. and Ridgeway Ave.; and Grand Avenue between Hamlin Avenue and Lowell Avenue. (See Location Map on following page).

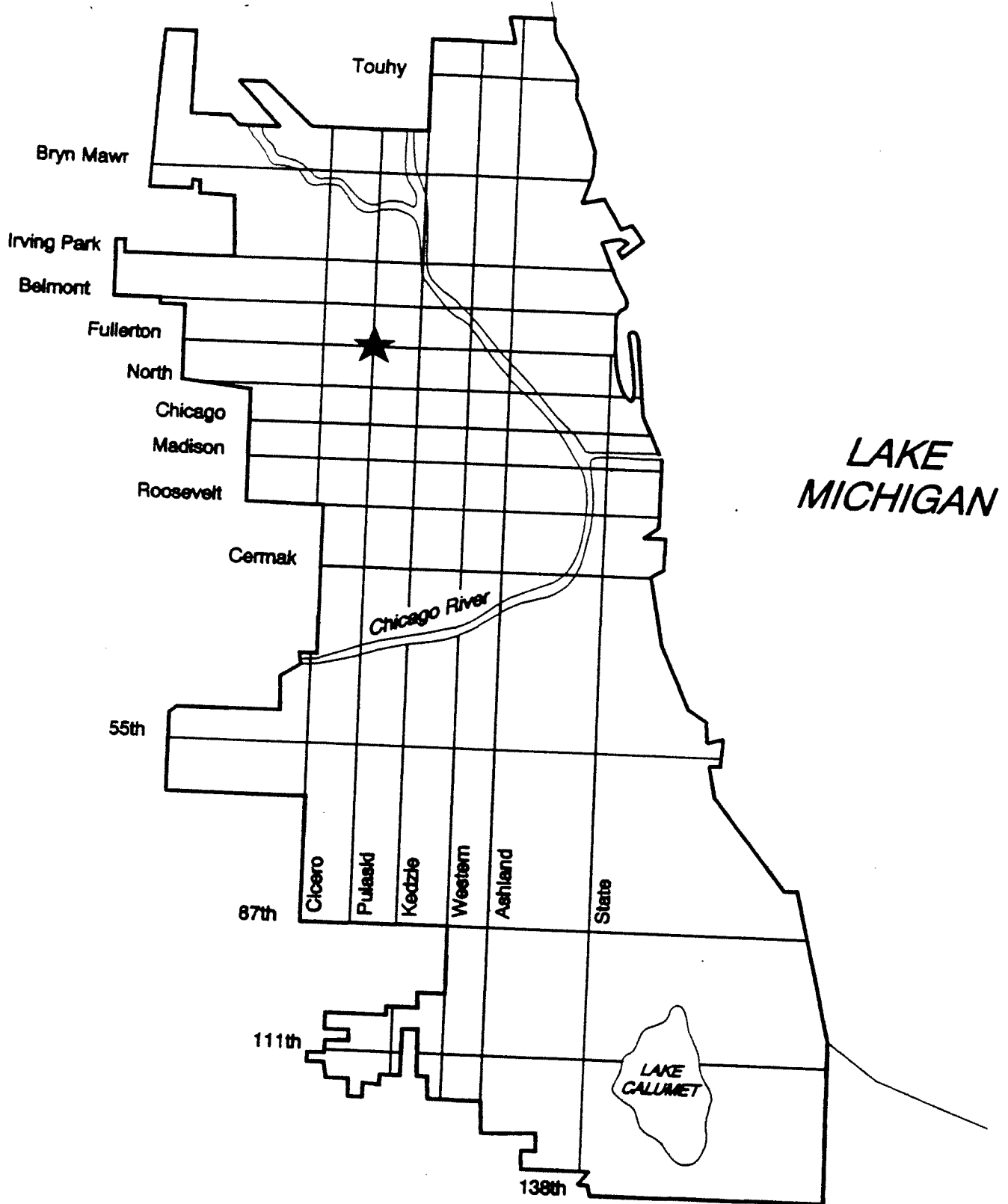
### B. Existing Conditions

The core of the Area consists primarily of older industrial properties with commercial properties located along Pulaski Road and Fullerton, North, and Grand Avenues. (see **Appendix – Attachment Two, Exhibit B, Existing Land Use Assessment Map**) Many of the structures in the Area are in need of repair as documented in the **Appendix – Attachment One, Eligibility Study**. Zoning classifications in the Area include varying industrial and commercial categories as shown on **Appendix – Attachment Two, Exhibit E, Generalized Existing Zoning Map**. Ninety-one percent (91%) of the buildings exceed 35 years of age. Lack of widespread public and private investment is evidenced by significant needs in the public infrastructure and deterioration of private properties as documented in the **Eligibility Study**.

The Area is characterized by evidence of the following conditions:

- the predominance of structures that are (more than 50%) 35 years or greater;
- deterioration (and in some instances dilapidation) of buildings and site improvements;
- obsolescence;
- excessive land coverage;
- excessive vacancies;
- depreciation of physical maintenance;
- deleterious land use and layout; and
- lack of community planning.

Location Map  
Pulaski Corridor Redevelopment Project Area  
City of Chicago, Illinois



LAKE  
MICHIGAN

LAKE  
CALUMET

JANUARY 11, 1999



FGV Urban Consulting

In addition, the condition of some streets, sidewalks, curbs, street lighting, viaducts with inadequate clearances and un-signalized intersections further hinder efficient industrial and commercial operations.

**C. *Business & Industry Trends***

During the past two decades, the Area has experienced the closure of several major industrial/manufacturing facilities and reduction in work force of several Area industrial tenants. Uniroyal, Wells-Gardner Electric, American Decal, Allside Lumber, Fertig-March, and Gendex Universal Imaging are all major employers who have closed or reduced their work force in the past two decades. Some of the buildings that once housed these uses are currently vacant or occupied by uses with significantly less labor and space needs than the previous manufacturing uses. Although in some instances new users have been located for industrial facilities that were closed, the number of jobs that were lost have not been replaced. Some existing industrial uses are limited in their ability to expand due to excessive land coverage caused by their current operations and the inability of the Area to provide contemporary industrial sites for development. The possibility exists that some of these major industries may look outside the Area to expand their operations. Loss of major industrial tenants, due to an inability to meet contemporary industrial space needs, would be a significant impact to the Area's viability as an industrial sector of the City. In addition, a loss of major industrial tenants would be detrimental to the surrounding residential neighborhoods that depend on the industrial uses in the Area for employment and provide opportunities and support for commercial businesses.

There have been numerous efforts, some meeting with success, to check the decline of the Area by public and private entities (i.e. the Greater North Pulaski Development Corporation, business recruitment efforts of area agencies and the City, etc.). Despite these efforts, improved industrial and commercial sites in the Area are gradually becoming obsolete and underutilized. Some of these sites may become blighted and lose the ability to generate jobs and tax revenue if these conditions can't be reversed.

The Greater North Pulaski Development Corporation conducted a survey of Area industries during the preparation of the Pulaski Industrial Corridor Strategic Development Plan (December 1996). In this survey the following issues were identified as major concerns:

- parking;
- crime;
- a lack of room to grow;



- local resources not meeting training needs of Area businesses;
- substandard conditions of Area industrial streets; and
- viaducts that limit truck access.

It is evident from this survey and field investigation undertaken for this plan that there remains a need to eliminate blighting conditions; address problems associated with abandoned buildings and vacant sites at various locations; and provide for improved public infrastructure.

**D. Redevelopment Plan Purpose**

Tax increment financing ("TIF") is permitted by the *Illinois Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (1996 State Bar Edition) (the "Act"). The Act sets forth the requirements and procedures for establishing a redevelopment project area and a redevelopment plan. This Pulaski Corridor Tax Increment Financing Plan (hereafter referred to as the "Plan") includes the documentation as to the qualifications of the Area. The purposes of this Plan are to provide an instrument that can be used to guide the correction of Area problems, attract new private development that will produce new employment and tax increment revenues and to stabilize existing development in the Area. This Plan identifies those activities, sources of funds, procedures and various other necessary requirements in order to implement tax increment financing pursuant to the State of Illinois law.

**E. Plan Objectives & Strategies**

As a part of the City's overall strategy to: retain viable businesses, recruit new businesses into the City and check the loss of industrial jobs from the inner-City, the City has designated various industrial corridors (in 1994) for programs of planning and capital improvements. The Pulaski Corridor is one of the 22 industrial corridors identified by the City. The Pulaski Corridor contains in excess of 85 industries that employ more than 5,400 workers and is one of the most intensively developed industrial areas on the north-west side, employing 44 workers per acre. The two most prevalent types of industrial businesses are fabricated metal products and wholesale trade/durable goods. The two strongest employment sectors are Fabricated Metal Products and Trucking and Warehousing each of which provide over 900 jobs in the Area.

The Area represents an opportunity for the City to implement its current plans to expand the tax base of the Area and increase employment. This can be accomplished by utilizing TIF as described in Section III, hereof. Initiatives that are part of this TIF program are designed to arrest the spread of blight and decline of the Area. In doing so, the TIF program will help to preserve, retain, redevelop and expand industry within an area that

has traditionally been industrial in nature. In addition, the opportunity exists to revive and enhance declining commercial areas that serve the employees of the industrial corridor and neighboring residents.

The primary purposes of the Plan are to:

- eliminate the blighting conditions that cause the Area to qualify for TIF;
- acquire land as indicated herein and facilitate new development;
- improve the conditions and appearance of properties within the Area; and
- establish a program of planned improvements designed to retain existing industries and promote the Area for new employment and tax increment producing industrial development and private investment.

This Plan will create the mechanism to revitalize this important industrial and commercial corridor through the improvement of the physical environment and infrastructure. The City proposes to use TIF, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital.

In implementing this Plan, the City is acting to facilitate the revitalization of the entire Area. The core of the Area should be maintained as an industrial hub with strong commercial corridors reaching out from this hub to provide services to the industry of the Area and surrounding residential neighborhoods. This Plan is intended to build on the City's previous actions to stabilize commercial and industrial land uses, support industrial expansion and attract new industry to the Area. The City recognizes that blighting influences will continue to weaken the Area unless the City itself becomes a leader and a partner with the private sector in the revitalization process. Consequently, the City wishes to encourage private development activity by using TIF as a prime implementation tool to complete various public projects.

***F. Redevelopment Plan and Project Activities and Costs***

The projects anticipated for the Area may include, but are not limited to:

- land acquisition;
- street construction;
- transportation improvements;
- utility work;
- property rehabilitation and improvements to various existing properties;

- private developer assistance;
- site clean-up and preparation;
- marketing and promotion.

The anticipated activities and associated costs are shown on **Table Three, Estimated Redevelopment Project Costs**, included herein. The total estimated cost for the activities listed in Table Three are \$64,950,000.

**G. Summary & Conclusions**

This Plan summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is the responsibility of PGAV-Urban Consulting ("Consultant"). The City is entitled to rely on the findings and conclusions of this Plan in designating the Area as a redevelopment project area under the Act (defined herein). The Consultant has prepared this Plan and the related Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of the Plan and the related Eligibility Study in proceeding with the designation of the Area and the adoption and implementation of the Plan, and 2) on the fact that the Consultant compiled the necessary information so that the Plan and the related Eligibility Study will comply with the Act.

The study and survey of the Area indicate that requirements necessary for designation as an improved/conservation area and a vacant/blighted area are present. Therefore, the Area is qualified under the terms of these definitions in the Act. This Plan and the supporting documentation contained in the Eligibility Study (included herein as Attachment One) indicate that the Area on the whole has not been subject to growth and development through investment by private enterprise. Without the assistance provided by Tax Increment Financing through adoption of this Plan, this investment is not likely to occur.

## SECTION II - LEGAL DESCRIPTION AND PROJECT BOUNDARY

The boundaries of the Area have been established to include only those contiguous parcels of real property and improvements substantially benefited by the activities to be undertaken as a part of the Plan. Since the boundaries of the Area include nearly 383 acres of land, the statutory minimum of 1.5 acres is exceeded.

The boundaries of the Area are shown on **Appendix - Attachment Two, Exhibit A, Boundary Map of TIF Area** and the boundaries are described on the following **Appendix - Attachment Three, Legal Description** of the Area.

A listing of the permanent index numbers and the 1997 equalized assessed value for all properties in the Area is included in **Appendix - Attachment Four, 1997 Estimated EAV by Tax Parcel**.

### SECTION III - STATUTORY BASIS FOR TAX INCREMENT FINANCING

#### A. Introduction

In January 1977, TIF was made possible by the Illinois General Assembly through passage of the *Tax Increment Allocation Redevelopment Act*, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (1996 State Bar Edition). The Act provides a means for municipalities, after the approval of a redevelopment plan and project, to redevelop blighted, conservation, or industrial park conservation areas and to finance eligible "redevelopment project costs" with incremental property tax revenues. "Incremental property tax" or "incremental property taxes" are derived from the increase in the current EAV of real property within the redevelopment project area over and above the "certified initial EAV" of such real property. Any increase in EAV is then multiplied by the current tax rate, which results in incremental property taxes. A decline in current EAV does not result in a negative incremental property tax.

To finance redevelopment project costs, a municipality may issue obligations secured by incremental property taxes to be generated within the project area. In addition, a municipality may pledge towards payment of such obligations any part or any combination of the following:

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

Tax increment financing does not generate tax revenues by increasing tax rates. It generates revenues by allowing the municipality to capture, temporarily, the new revenues produced by the enhanced valuation of properties resulting from the municipality's redevelopment program, improvements and activities, various redevelopment projects, and the reassessment of properties. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the redevelopment project area. Additionally, taxing districts can receive distributions of excess incremental property taxes when annual incremental property taxes

received exceed principal and interest obligations for that year and redevelopment project costs necessary to implement the Plan have been paid. Taxing districts also benefit from the increased property tax base after redevelopment project costs and obligations are paid.

As used herein, the term "Redevelopment Project" ("Project") means any public and private development project in furtherance of the objectives of a redevelopment plan. The term Area means 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 area and conservation area. Plan means the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area for utilization of tax increment financing, and thereby to enhance the tax base of the taxing districts which extend into the redevelopment project area.

The concept behind the tax increment law is straightforward and allows a municipality to carry out redevelopment activities on a local basis. Redevelopment that occurs in a designated redevelopment project area will increase the EAV of the property and, thus, generate increased real property tax revenues. This increase or "increment" can be used to finance "redevelopment project costs" such as land acquisition, site clearance, building rehabilitation, interest subsidy, construction of public infrastructure, etc. as permitted by the Act.

The Illinois General Assembly made various findings in adopting the Tax Increment Allocation Redevelopment Act:

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

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

To ensure that the exercise of these powers is proper and in the public interest, the Act specifies certain requirements that must be met before a

municipality can proceed with implementing a redevelopment plan. One of these requirements is that the municipality must demonstrate that a redevelopment project area qualifies for designation. With certain exceptions, an area must qualify generally either as:

- a blighted area (both "improved" and "vacant" or a combination of both); or
- a conservation area; or
- a combination of both blighted areas and conservation areas within the definitions for each set forth in the Act.

The Act does not offer detailed definitions of the blighting factors used to qualify Areas. The definitions set forth in the Illinois Department of Revenue's "Definitions and Explanations of Blight and Conservation Factors (1988)" were used in this regard in preparing this Redevelopment Plan.

***B. The Redevelopment Plan for the Pulaski Corridor Tax Increment Financing Redevelopment Project Area.***

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

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

1. On a coordinated rather than piecemeal basis that land use, access and circulation, parking, public services and urban design are functionally integrated and meet present-day principles and standards; and
2. On a reasonable, comprehensive and integrated basis to ensure that the factors of blight and conservation are eliminated; and
3. Within a reasonable and defined period so that the Area may contribute productively to the economic vitality of the City.

Redevelopment of the Area will constitute a large and complex endeavor and presents challenges and opportunities commensurate with its scale. The success of this redevelopment effort will depend largely on the coopera-

tion between the private sector and agencies of local government. Adoption of this Plan will make possible the implementation of a comprehensive program for redevelopment of the Area. By means of public investment, the Area will become a stable environment that will again attract private investment. Public investment will set the stage for area-wide redevelopment by the private sector. Through this Plan, the City will serve as the central force for directing the assets and energies of the private sector to ensure a unified and cooperative public and private redevelopment effort.

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

This Plan specifically describes the Area and summarizes the blight factors, which qualify the improved portions of the Area as a "conservation area" and several vacant tracts as "blighted area" as defined in the Act. (Also, see **Appendix - Attachment One, Eligibility Study**).

Successful implementation of this Plan requires that the City utilize incremental property taxes and other resources in accordance with the Act to stimulate the comprehensive and coordinated development of the Area. Only through the utilization of tax increment financing will the Area develop on a comprehensive and coordinated basis, thereby reducing or eliminating the conditions which have precluded development of the Area by the private sector.

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

- An increased property tax base arising from new industrial development and the rehabilitation of existing buildings.
- An increased sales tax base resulting from new and existing development.



- An increase in construction, industrial, and other full-time employment opportunities for existing and future residents of the City.
- The construction of an improved system of roadways, utilities and other infrastructure which better serves existing industries and accommodates desired new development.

## SECTION IV - REDEVELOPMENT GOALS AND OBJECTIVES

Prior planning studies were carefully considered in formulating this Redevelopment Plan. Planning studies evaluated include:

1. *Corridors of Industrial Opportunity - A Plan for Industry in Chicago's West Side*, released December 1991 and revised March 1992, City of Chicago, Department of Planning and Development.
2. *Pulaski Industrial Corridor - Strategic Development Plan*, December 1996, Greater North-Pulaski Development Corporation.
3. *Transportation Plan and Program - North Pulaski Corridor*, February 1998, City of Chicago.

In addition to the above referenced formal planning studies, information regarding the needs of the Area and proposals for the future was obtained from various neighborhood groups, comments expressed at neighborhood meetings and field investigations by the Consultant.

The boundaries of the Pulaski Corridor as established in the Strategic Development Plan (December 1996) are shown on **Appendix - Attachment Two, Exhibit D, Strategic Plan Boundary Map**. This map also shows the boundaries of the Area. The Area boundaries have been established to maximize the provisions of the TIF program and its ability to address Area problems.

Because of the above, various goals and objectives have been established for the Area as noted in this section.

### **A. General Goals for Pulaski Area**

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

1. Improve the quality of life in the City by revitalizing the Area. This can be accomplished through assisting the Area to become a secure, functional, attractive, marketable and competitive business district environment.
2. Within the Area, create an environment that will contribute more positively to the health, safety and general welfare of the City. A collateral benefit to the City from effort toward the area goals will be to preserve and enhance the value of properties adjacent to the Area.

3. Create an increased real estate and sales tax base for the City and other taxing districts having jurisdiction over the Area.
4. Retain and enhance sound and viable existing businesses and industries (e.g. Newly Weds Foods, Marshall Field's and others) within the Area.
5. Attract new industrial and business development within the Area especially at currently vacant sites.
6. Create new job opportunities within the Area.
7. Employ residents from within the Area as well as surrounding areas, with jobs in the Area and adjacent redevelopment project areas.

In addition to these general goals, the Strategic Development Plan (December 1996) for the Pulaski Corridor listed the characteristics of an industrial corridor. These characteristics were originally identified during the "model industrial corridor" planning process developed by the City that named the Pulaski Corridor as one of 22 priority areas for business retention and development in the City. These characteristics are stated below as additional goals of this Plan and reflect a continuation of the process developed for the "model industrial corridor" program:

- Improve safety and security;
- Improve accessibility and functionality;
- Develop a management entity;
- Improve the appearance and establish an identity; and
- Increase the Area's marketability and competitiveness.

***B. Redevelopment Objectives***

Listed below are the redevelopment objectives that will guide planning decisions regarding redevelopment within the Area:

1. Reduce or eliminate those conditions that qualify the improved portion of the Area as a "conservation area" and the vacant portions of the Area as "blighted area". These conditions are described in detail in the **Appendix - Attachment One, Eligibility Study**.
2. Strengthen the economic well being of the Area by increasing taxable values.

3. Assemble or encourage the assembly of land into parcels of appropriate shape and sufficient size for redevelopment in accordance with this Plan and contemporary development needs and standards.
4. Create an environment that stimulates private investment in the upgrading and expansion of existing industries and the construction of new business and industrial facilities that will create jobs and increase the property tax base.
5. Encourage visually attractive buildings, rights-of-way and open spaces incorporating sound building and property design standards.
6. Provide necessary public improvements and facilities in proper relationship to the projected demand for such facilities and in accordance with modern design standards for such facilities.
7. Provide necessary incentives to encourage business retention, rehabilitation and new development.
8. Establish job training and job readiness programs to provide residents from within, and surrounding the Area with the skills necessary to secure jobs within the Area and adjacent redevelopment project areas.
9. Secure commitments from employers located in the Area and any current or future adjacent redevelopment project areas to interview graduates of the Area's job readiness and job training programs.
10. Provide opportunities for women-owned and minority-owned businesses to share in the redevelopment of the Area.
11. Maximize the existing accessibility features of the Area and ensure that it is served by a street system and public transportation facilities that provide safe and convenient access to and circulation within the Area.
12. Create a coherent overall urban design and character, especially along the commercial corridors. Individual developments should be visually distinctive and compatible.
13. Enhance and strengthen the viability of the Area and surrounding neighborhoods through provision of TIF funding for park, school and library capital improvement projects in the Area.

**C. Development and Design Objectives**

Listed below are the specific development and design objectives which will assist the City in directing and coordinating public and private improvement and investment throughout the Area in order to achieve the general goals and objectives identified previously in this Plan.

The following guidelines are intended to help attract desirable new businesses and employment opportunities, foster a consistent and coordinated development pattern and create an attractive and quality image and identity for the Area.

1. Land Use

- Promote comprehensive, redevelopment of the Area as a planned and cohesive mix of industrial uses and supporting commercial corridors.
- Provide sites for a range of land uses with primary emphasis on industrial, (according to modern industrial park standards) retail, and commercial service uses. However, the plan recognizes the need for and existence of institutional, parks and green space and residential uses to a limited extent given the Area's current boundaries.
- Promote retail and commercial uses and amenities such as shared parking in selected locations that support the needs of the Area's residents, employees and business patrons.
- Protect areas designated for a particular land use from development that may be detrimental to the desired use.
- Encourage continued expansion of business and industrial services in the Area where concentrations of sound businesses (Newly Weds Food, Marshall Field's, etc.) exist.

2. Building and Site Development

- Repair and rehabilitate existing industrial buildings in poor condition, when feasible, and demolish buildings where rehabilitation is not feasible.
- Reuse vacant buildings in serviceable condition for new business or industrial uses.
- Ensure that the design of new buildings is compatible with the surrounding building context.

- Promote the use of themed architectural treatments (including lighting, signage and landscaping) around buildings to add visual interest.
  - Locate building service and loading areas away from front entrances and major streets where possible.
  - Encourage secure parking, service and support facilities that can be shared by multiple businesses and industrial uses.
  - Encourage decorative metal fencing around the perimeter of industrial sites to provide street level identity and enhance public safety. Discourage the use of chain link fencing, except in areas that are not visible to the public.
3. Transportation and Infrastructure
- Provide safe and convenient access to the Area for trucks, autos and public transportation.
  - Alleviate traffic congestion along arterial routes throughout the Area.
  - Improve the street surface conditions, street lighting, curbs, sidewalks and traffic signalization.
  - Consider the use of traffic calming devices such as cul-de-sacs, limited access and street closures where they would contribute to the efficient use of sites in close proximity and discourage or eliminate truck traffic through residential areas.
  - Consider closing selected street segments and viaducts in order to create larger building sites and enhance opportunities for new development.
  - Improve viaduct clearances and the condition of viaduct structures.
  - Promote developments that incorporate transit facilities into their design.
  - Provide well-defined, safe pedestrian connections between developments within the Area, and between the Area and nearby destinations.

- Upgrade public utilities and infrastructure throughout the Area as required.

4. Urban Design

- Establish a comprehensive streetscape system to guide the design and location of light fixtures, sidewalks, paving materials, landscaping, street furniture and signage throughout the Area.
- Promote high quality and harmonious architectural design throughout the Area.
- Enhance the appearance of the Area by landscaping the major street corridors and repaving deterioration sidewalks and curbs.
- Provide distinctive design features, including landscaping and signage, at the major entryways into the Area to create a unified identity.
- Repaint light standards and install streetpole banners throughout the Area to signal revitalization and reinvestment.
- Preserve and promote buildings with historic and architectural value, where appropriate.
- Clear, clean and maintain vacant land, particularly in highly visible locations; where feasible, use vacant lots for permanent, attractive open space or off-street parking.
- Improve the condition and appearance of commercial and residential areas to remain.
- Eliminate illegal dumping, abandoned vehicles, overgrown weeds and graffiti.
- Discourage proliferation of building and site signage and restrict off-premises advertising to the extent permitted by law.

5. Landscaping and Open Space

- Provide landscaped buffer areas around the periphery of, and within the Area to secure industrial areas and reduce the adverse impact of industrial activities on adjacent residential neighborhoods.

- Encourage landscaped open spaces in front setbacks, particularly along arterial and industrial collector streets.
- Screen active rail tracks with berms and landscaping.
- Promote the use of landscaping and attractive fencing to screen dumpsters, waste collection areas, loading areas, service areas and the perimeter of parking lots and other vehicular use areas.
- Ensure that all landscaping and design materials comply with the City of Chicago Landscape Ordinance.
- Promote the development of shared open spaces within industrial areas, including courtyards, eating areas, recreational areas, etc.
- Ensure that all open spaces are designed, landscaped and lighted to achieve a high level of security.



## SECTION V - BASIS FOR ELIGIBILITY OF THE AREA & FINDINGS

### A. Introduction

**Appendix - Attachment One** (the "Eligibility Study") contains a comprehensive report that documents all factors required by the Act to make a determination that an Area is eligible under the Act. A brief synopsis of this Eligibility Study is included in this Section.

A redevelopment project area, according to the requirements of the Act is one designated by a municipality (city, village or incorporated town) in which the finding is made that there exist conditions which cause such project area to be classified as a blighted area, conservation area, combination of blighted and conservation areas, or an industrial park conservation area. The criteria and the individual factors that were utilized in conducting the evaluation of the physical conditions in the Area are outlined under the individual headings that follow.

### B. Area Background Information

#### **Location and Size of Area**

The Area is located four miles west of downtown Chicago and approximately one mile south of the Kennedy Expressway. The Area contains nearly 383 acres and consists of 114 (full and partial) blocks.

The boundaries of the Area are described on the **Appendix - Attachment Three, Legal Description** and are geographically shown on **Appendix - Attachment Two, Exhibit A, Boundary Map of TIF Area**. The existing land uses are identified on **Appendix - Attachment Two, Exhibit B, Existing Land Use Assessment Map**.

#### **Description of Current Conditions**

The Area consists of 114 (full and partial) city blocks, 512 buildings and approximately 883 parcels covering nearly 383 acres. Of the nearly 383 acres in the Area, the gross land use percentage breakdown is as follows: industrial - 45.9%; commercial - 5.9%; residential - 1.6%; institutional and related - 5.4%; vacant undeveloped parcels - 1.9%; and public right-of-way - 39.3%.

Much of the Area is in need of redevelopment, rehabilitation and revitalization and is characterized by:

- deteriorated buildings and site improvements;
- obsolescence;
- excessive land coverage;

- excessive vacancies;
- depreciation of physical maintenance;
- deleterious land use and layout; and
- lack of community planning.

The Area on the whole has not been subject to growth and development through investment by private enterprise and is not expected to do so without the adoption of this Plan. Age and the requirements of contemporary commercial and industrial tenants have caused portions of the Area and its building stock to become obsolete and may result in further disinvestment in the Area. Several industries have left the Area or reduced their work force substantially in the last two decades. Prior efforts by the City, Area leaders, residents, businesses and groups such as Greater North Pulaski Development Corporation have, in some instances met with limited success. However, these efforts have not prevented further decline. In addition, these efforts have not resulted in occupancy and beneficial use of some sites and large vacant buildings. The City has developed the North Pulaski Corridor Transportation Plan and Program and the Greater North Pulaski Development Corporation developed the Pulaski Corridor Strategic Development Plan in attempts to attract new growth and development. In addition, the City has begun to implement limited capital improvements for street and alley repair and repaving.

The City and the State of Illinois ("State") have designated a portion of this section of the community as an Enterprise Zone (**Appendix - Attachment Two, Exhibit G, Enterprise Zone Map**). As noted on the map, a substantial portion of the Area is a State of Illinois Enterprise Zone. This initiative may be responsible in part, for creating some stabilized "pockets" in the Area but has not totally eliminated further decline. However, in the future, the Enterprise Zone in conjunction with the components of this tax increment finance strategy, will greatly assist in addressing Area problems.

In the period of 1991 through 1997, the City of Chicago equalized assessed value increased from \$27.4 billion to \$33.4 billion. This represents a gain of \$6.0 billion (annual average of 3.6%) during this six-year period. Cook County E.A.V. increased from \$60.0 billion in 1992 to \$75.5 billion in 1997 for a gain of \$15.5 billion (4.3%) during this six-year period. In 1997, the EAV of the Area was \$81.9 million. This represents an average annual growth rate of approximately 1.8% during the six-year period between 1991 and 1997. Further, approximately 1.6% of the properties in the Area are delinquent in the payment of 1996 real estate taxes and 241 violations have been issued on buildings since July of 1993.

Of the approximately 512 buildings and 383 acres in the Area, only 12 major new buildings have been built since July of 1993 according to building permit information provided by the City. Of these 12 buildings, only 3 were industrial buildings. Approximately 91% of the buildings in the Area exceed 35 years of age.

Vacancies of longer than one year exist in some buildings. Two large vacant tracts of land exist that have not generated private development interest. The two vacant tracts and over 450,000 sq. ft. of vacant industrial floor area adds significantly to the view that the Area may experience additional evidence of blight and that market acceptance of portions of the Area is not favorable.

The documentation provided in this Plan and the attached Eligibility Study (long-term vacancies, properties that are tax delinquent, absence of new development occurring, stagnant E.A.V., etc.) indicates that private investment in revitalization and redevelopment has not occurred to overcome the blighted conditions that currently exist. The Area is not reasonably expected to be developed without the aggressive efforts and leadership of the City, including the adoption of the Plan.

### **C. Area Data and Profile**

In 1994, the City designated various industrial corridors for programs of planning and capital improvements. As part of this program, the City developed an overall strategy to address blighted conditions in targeted areas. These efforts were directed at increasing property values, retaining viable businesses, recruiting new businesses into the City and reversing the loss of industrial jobs from the inner-City. Each of these corridors has received or will receive funding for planning and capital improvement programs.

The primary purpose of this Pulaski Corridor Tax Increment Redevelopment Plan and Project is to establish a program of addressing those factors that cause the Area to qualify under the Act. Further, the planned tax increment finance program identified in this Plan is designed to lead to retention of existing industry and business and promote the Area for new industrial and commercial development and private investment.

The Pulaski Corridor is located approximately four miles west of Downtown Chicago. The corridor is approximately three miles north of the Eisenhower Expressway (I-290) and one mile south of the Kennedy Expressway (I-94). As noted in the Introduction, the Area is generally linear in shape and parallels the former Chicago Minneapolis St. Paul (CMSP&P) railroad right-of-way between Belmont and North Avenues along its north/south axis. There

are also two linear sections in the Area aligned in east/west orientations that stretch westward along Fullerton and North Avenue.

The corridor contains approximately 85 manufacturing firms that employ more than 5,400 workers. The two most prevalent types of industrial businesses are fabricated metal products and wholesale trade/durable goods. The largest employment sector is fabricated metal products with the trucking and warehousing sector strong as well. The commercial corridors along Fullerton, Pulaski and North Avenue are home to approximately 250 commercial businesses and provide employment opportunities to residents in surrounding neighborhoods.

**D. Existing Land Use and Zoning Characteristics**  
A tabulation of existing land use by category is:

**Table One**  
**Tabulation of Existing Land Use**  
**(Gross Area)**

Land Use	Land Area Gross Acres	% of Gross Land Area
Industrial (Includes Parking, Loading, Storage)	176	45.9
Commercial	23	5.9
Public, Institutional, Medical, Social Service, Semi Public	21	5.4
Undeveloped Land	7	1.9
Public Right-Of-Way	150	39.3
Residential	6	1.6
<b>TOTAL</b>	<b>383</b>	<b>100.0</b>

The existing land uses itemized in Table One, are predominantly industrial in nature as 75.6% of the net Area (exclusive of public right-of-way) is industrial. In addition to industry, the Area is home to numerous commercial uses along Grand Avenue, North Avenue, Pulaski Road and Fullerton Avenue. The portion of the Area along Grand, North and Fullerton Avenues is predominately commercial with some second floor residential and office uses. Several institutional, recreational, and residential uses are also scattered throughout the Area. The majority of property within the Area is zoned for light to medium industry as evidenced by the zoning that exists in the Area (see **Appendix - Attachment Two, Exhibit E, Generalized Existing Zoning Map**).

There are no significant multi-tenant retail shopping centers in the Area. The few pockets of residential use existing in the Area are small and isolated from surrounding residential neighborhoods by industrial or commercial land uses. Approximately 1.6% of the total gross land area in the Area is residential. Along the flanks of the Area, residential uses are in close proximity to industries and businesses. The boundary separating residential and industrial uses is often a local access road or alley. These situations often create conflicts related to traffic generation and use of on-street parking by Area employees and customers.

Some employee and truck traffic flows through residential areas. This is particularly evident in the northern portion of the Area along George and Kearsarge Avenues and in the western portion of the Area along Kildare and Keeler Avenues. Competition for street space (on-street parking and traffic capacity) interferes with the normal functions of both industrial and adjacent residential land uses. The competition for parking and circulation space between mixed land uses (including areas where vacant buildings and lots are present) has caused a decline in the viability of the corridor to support larger contemporary industrial development and limits the ability of viable corridor industries to expand.

Adequate parking is also a concern in the commercial corridors along Pulaski Road, North, Grand and Fullerton Avenues. These older commercial corridors along major transportation routes were constructed with little off-street parking for businesses or second floor residential uses. In addition, nearly all of the commercial development along these corridors backs up to densely populated residential neighborhoods. Parking is limited because of narrow street frontages for individual businesses, dense commercial development and nearby densely populated residential side streets.

These and other conditions have created a poor environment for residents, employees and patrons of Area businesses who must park on adjacent streets to access the Area. These conditions also foster property crime to vehicles and inhibit public safety and security for residents, employees and patrons that must walk several blocks to their destination.

***E. Investigation and Analysis of Blighting Factors***

In determining whether or not the proposed Area meets the eligibility requirements of the Act, various methods of research were accomplished in addition to the field surveys. The data includes information assembled from the sources below:

1. Contacts with local individuals knowledgeable of Area conditions and history, age of buildings and site improvements,

methods of construction, real estate records and related items, as well as examination of existing studies and information related to the Area. Previous planning studies and reports have been utilized as noted previously in Section III. Aerial photographs, Sidwell block sheets, etc. were also utilized.

2. Inspection and research as to the condition of local buildings, streets, utilities, etc.
3. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures of determining conditions of local properties, utilities, streets, etc. and determination of eligibility of designated areas for tax increment financing.
4. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Increment Finance Areas in 1988.
5. Adherence to basic findings of need as established by the Illinois General Assembly in establishing tax increment financing which became effective on January 10, 1977. These are:
  - i. There exists in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.
  - ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
  - iii. These findings are 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.

In making the determination of eligibility, it is not required that each and every property or building in the Area be blighted or otherwise qualify. It is the Area as a whole that must be determined to be eligible.

The Act sets forth 14 separate blighting factors that are to be used to determine if an area qualifies as a "conservation area". If a combination of 3

or more is found to exist, the Redevelopment Area can be found to qualify as a "conservation area". In addition, there is a threshold that must be met in order for an area to be established as a conservation area. For an area to qualify as a conservation area 50% or more of the structures in the area must have an age of 35 years or more.

The Act does not define the blight terms, but the Consultant has utilized the definitions for these terms as established by the Illinois Department of Revenue in their 1988 Compliance Manual. The Eligibility Study, included in the Appendix, defines all of the terms and the methodology employed by the Consultant in arriving at the conclusions as to eligibility.

Further, the Act separates the qualifications for blighted areas to cover situations where improved land and vacant land are both being included in the Area. The Eligibility Study separates the analysis so as to document those conditions of improved portions which cause the Area to qualify as conservation area, as well as qualifying a portion of the vacant land in the Area as blighted/vacant land. Below are the relevant factors for each of the categories.

Improved Area: A combination of 3 or more of the following factors are required to qualify as a conservation area.

1. Dilapidation
2. Obsolescence
3. Deterioration
4. Illegal use of individual structures
5. Presence of structures below minimum code standards
6. Abandonment
7. Excessive vacancies
8. Overcrowding of structures and community facilities
9. Lack of ventilation, light, or sanitary facilities
10. Inadequate utilities
11. Excessive land coverage
12. Deleterious land-use or layout
13. Depreciation of physical maintenance
14. Lack of community planning

**Table Two, Conservation Factors Matrix of Improved Area**, provided on the following page, tabulates the condition of all improved properties in the nearly 383 acre, 114 full and partial block Area. **Table Two** documents the conditions of improved portions of the Area. This table indicates that three or more blighting factors associated with improved land are present to a meaningful extent and generally distributed throughout the Area.

**Table Two  
Pulaski Corridor Redevelopment Project Area  
Conservation Factors Matrix of Improved Area**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
Block **	Buildings 35 Years of Age and Older	Disturbance	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Min Code Standards	Abandonment	Excessive Vacancy	Overcrowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Detrimental Land Use and Layout	Depreciation of Physical Maintenance	Lack of Community Planning	Total Number of Blighting Factors Present	Area Has 3 or More Factors	Number of Buildings																																																																																																																																																																																						
1	8	1	10	2		1	1					10	1	2	10	Yes	10																																																																																																																																																																																							
2	29	1	29	7	1	2			1			31	9	7	31	Yes	11																																																																																																																																																																																							
3	17		19	3								19			5	Yes	20																																																																																																																																																																																							
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5	11		12	2			1					12	1	3	7	Yes	13																																																																																																																																																																																							
6	11		12	1			5		2			12		12	8	Yes	12																																																																																																																																																																																							
7	44		45	11			8		2			43	2	45	9	Yes	17																																																																																																																																																																																							
8	24		23	12			3		6			26	1	26	9	Yes	26																																																																																																																																																																																							
9	32		32	5								31	12	31	8	Yes	11																																																																																																																																																																																							
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11	141	4	141	12	1	2	1					138	3	131	12	Yes	111																																																																																																																																																																																							
12	100	2	69	30	1	4	15		4			96	21	99	11	Yes	105																																																																																																																																																																																							
<b>TOTAL</b>	<b>466</b>	<b>9</b>	<b>481</b>	<b>103</b>	<b>3</b>	<b>13</b>	<b>67</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>449</b>	<b>56</b>	<b>396</b>	<b>450</b>	<b>111</b>	<b>Yes</b>	<b>612</b>																																																																																																																																																																																							

Notes:  
\* Age is not a blighting factor. For an area to qualify as a conservation area 50% or more of the structures in the area must have an age of 35 years or more.  
\*\* Block refers to Block Number Key Map in Appendix  
See Section III narrative for qualification of vacant land and public improvements



Vacant Area: The following are various provisions that permit vacant areas to qualify as blighted:

1. Combination of 2 or more of the following factors:
  - i. Obsolete platting of the vacant land,
  - ii. Diversity of ownership of such land,
  - iii. Tax and special assessment delinquencies on such land,
  - iv. Flooding on all or part of such vacant land,
  - v. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or
2. The area immediately prior to becoming vacant qualified as a blighted improved area, or
3. The area consists of an unused quarry or unused quarries, or
4. The area consists of unused railyards, rail tracks or railroad rights-of-way, or
5. The area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or
6. The area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or
7. The area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of a redevelopment project area and which area meets at least one of the factors itemized herein, and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

The following discussion (paragraphs i. and ii. below) identifies two tracts of land totaling 6.5 acres of land. These are tracts of land that have been on the market for some time and available for development with little private sector interest:

- i. A 4 acre vacant tract of land exists on the southwest quadrant of Cortland and Lawndale Avenues. This tract has been vacant since 1997 and was formerly occupied by a warehouse owned by the Schwinn Bicycle Co. The building was a multi-story warehouse constructed of reinforced concrete containing approximately 350,000 square feet. The building had been vacant for more than 5 years prior to demolition and therefore would have been considered abandoned. The building had been stripped of all internal systems and equipment and contained numerous broken windows and damaged doors. The building and site were not secure and access to the building and site was not controlled. The building exhibited multiple blighting characteristics including: excessive vacancy; depreciation of maintenance; deterioration of building and site improvements; and dilapidation. In addition, historic plats of the site indicate that the property and building exhibited obsolete platting, obsolete site layout and excessive land coverage factors typical of warehouse construction more than 35 years old. Hence, this site qualified as a vacant and blighted improved area immediately before becoming vacant.
- ii. The 2.5-acre tract located at 2600 N. Pulaski has been vacant since 1995. Immediately prior to being vacant, the property was the site of the Acme Frame/Silite Building. The building contained approximately 100,000 square feet and had been vacant for more than 5 years before being cleared. Therefore it would have been considered abandoned. Prior to demolition, the site and building exhibited depreciation of maintenance and deteriorating building and site improvements. In addition, the site exhibited obsolete platting, obsolete site layout and excessive land coverage factors typical of buildings more than 35 years old. Therefore, these sites meet the statutory criteria for classification of vacant land within a blighted area.

Both of these sites, immediately prior to becoming vacant, exhibited numerous blighting factors specified in the Act and described above that would qualify these sites as blighted/vacant areas.

#### ***F. Summary of Findings/Area Qualification***

It was determined in the investigation and analysis of blighting factors in the Area that the Area qualifies as a conservation area and as a blighted area. As documented, this is due to conditions found to exist in the "improved" area and in the "vacant" area. Those qualifying factors that were determined to exist in the improved portion of the Area are summarized in **Table Two, Conservation Factors Matrix of Improved Area**. Similar

information for the vacant or unimproved areas is presented following these tables. The tax increment program and Plan include measures designed to reduce or eliminate the deficiencies which cause the Area to qualify consistent with the strategy of the City for revitalizing the 22 designated industrial corridors.

The loss of businesses from this Area, mirroring the experience of other large urban centers, further documents the trend line and deteriorating conditions of the neighborhood. Closures and abandonment of various industrial plants are further evidence of declining conditions in the Area, lack of private investment and little interest in the Area by the private market. There is in excess of 450,000 square feet of vacant floor space in major buildings throughout the Area. These properties have been available for several years with little interest being expressed by private sector businesses.

The City and the State have designated a portion of the Area as a State of Illinois Enterprise Zone (Zone No. 5) as a further response to deteriorating conditions in the Area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. The Area, as previously noted, is one of the 22 industrial corridors identified by the City as reported in the Pulaski Industrial Corridor - Strategic Development Plan. (See **Appendix - Attachment Two, Exhibit G, Enterprise Zone Map, and Exhibit D, Strategic Plan Boundary Map (per December 1996 Strategic Plan)**).

The conclusion of the Consultant is that the number, degree and distribution of eligibility factors as documented in this report warrant the designation of the Area as an improved/conservation area as set forth in the Act. In addition, it is also the conclusion of the Consultant that a portion of the Area warrants designation as a vacant/blighted area as set forth in the Act.

The summary tables contained on the following pages highlight the factors found to exist in the Area which cause it to qualify:

Although it may be concluded that the mere presence of the stated eligibility factors noted herein may be sufficient to make a finding of qualification as a Conservation Area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribution of Conservation Area eligibility factors throughout the Area must be reasonable so that a good area is not arbitrarily found to be a Conservation Area simply because of proximity to an area that exhibits blighting factors.

1. Improved Land Statutory Factors

ELIGIBILITY FACTOR <sup>1</sup>		EXISTING IN AREA
	Age <sup>2</sup>	91.0% of bldgs. exceed 35 years of age.
1	Dilapidation	Minor Extent
2	<b>Obsolescence</b>	<b>Major Extent</b>
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Minor Extent
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Minor Extent
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	—
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10	Inadequate utilities	—
11	<b>Excessive land coverage</b>	<b>Major Extent</b>
12	Deleterious land use or layout	Minor Extent
13	<b>Depreciation of physical maintenance</b>	<b>Major Extent</b>
14	<b>Lack of community planning</b>	<b>Major Extent</b>

Notes:

1 Only three factors are required by the Act for eligibility. Twelve factors are present in the Area. Four factors were found to exist to a major extent and eight were found to exist to a minor extent.

2 Age is not a blighting factor for designation but rather a threshold that must be met before an Area can qualify as a Conservation Area.

2. Vacant/Unimproved Land-Statutory Factors

ELIGIBILITY FACTOR		EXISTING IN VACANT/ UNIMPROVED PORTION OF AREA
1	Two or more of the following factors: i. Obsolete platting (Does not Exist) ii. Diversity of ownership (Does not Exist) iii. Tax and assessment delinquencies (Does not Exist) iv. Flooding (Does not exist); Or	—
2	Area immediately prior to becoming vacant qualified as a blighted improved area; Or	YES
3	Area consists of unused quarry or quarries; Or	—
4	Area consists of unused rail yards, rail tracks or rail-road right-of-way; Or	—
5	Area prior to designation is subject to chronic flooding caused by improvements; Or	—
6	Area consists of unused disposal site containing earth, stone, building debris, etc.; Or	—
7	Area is not less than 50 nor more than 100 acres and 75% is vacant;	—

**Note:**

Area qualifies per statutory requirements. Only one factor is required by the Act.

Additional research indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the TIF program.

The analysis above was based upon data assembled by the Consultant. The conclusions presented in this report are those of the Consultant. The local governing body should review this report and, if satisfied with the summary of findings contained herein, adopt a resolution making a finding of a Con-

ervation Area for the improved portion of the Area and a Blighted Area for the vacant portion of the Area, and making this report a part of the public record.

The study and survey of the Area indicate that requirements necessary for designation as an improved/conservation area and a vacant/blighted area are present.

Therefore, the Area is qualified as an improved/conservation area and a vacant/blighted area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act (see full text of **Appendix - Attachment One, Eligibility Study**).

## SECTION VI - REDEVELOPMENT PLAN AND PROJECT

### A. Introduction

This section presents the Plan and Project for the Redevelopment Project Area. Pursuant to the Act, when the finding is made that an area qualifies as either conservation, blighted, combination of conservation and blighted areas, or industrial park conservation area, a Redevelopment Plan must be prepared. A **redevelopment plan** is defined in the Act at 65 ILCS 5/11-74.4-3 (n) as:

the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area as a "blighted area" or "conservation area" or combination thereof or "industrial park conservation area", and thereby to enhance the tax bases of the taxing districts which extend into the redevelopment project area.

### B. Generalized Land Use Plan

The generalized land use plan for the Area is presented on **Appendix - Attachment Two, Exhibit C, Generalized Land Use Plan.**

The generalized land use plan for the Area will be in effect upon adoption of this Plan. This land use plan is a generalized plan in that it states land use categories and even alternative land uses that apply to each block in the Area. Existing land uses that are not consistent with these categories may still be permitted to exist. However, TIF assistance will only be provided for those properties in conformity with this generalized land use plan.

The Area should be redeveloped primarily as a planned and cohesive industrial, business and employment center providing sites for a wide range of land uses, including industrial, office/research, commercial service, residential, open space, intermodal yard and public and institutional uses. The various land uses should be arranged and located to minimize conflicts between neighboring land use activities. The intent of this redevelopment program is also to enhance and support the existing, viable industries and commercial businesses in the Area through providing opportunities for financial assistance for expansion and growth.

The generalized land use plan highlights opportunities for industrial and business improvement, enhancement and new development within the Area. The generalized land use plan is focused on maintaining and enhancing sound and viable existing businesses, and promoting new business

development at selected locations. The generalized land use plan designates eleven (11) land use categories within the Area as follows:

- i. Residential/Commercial/Business
- ii. Commercial Business/Residential
- iii. Commercial/Business
- iv. Commercial/Business/Industrial
- v. Industrial
- vi. Industrial/Commercial/Business
- vii. Institutional/Industrial/Residential
- viii. Public Use/Institutional
- ix. Public Use/Institutional/Residential
- x. Public Use/Institutional/Industrial
- xi. Transportation

These 11 categories, and their location on the map in **Appendix - Attachment Two, Exhibit C, Generalized Land Use Plan**, were developed from several factors: existing land use, the existing underlying zoning district and the land use anticipated in the future. In addition, several sub-areas are identified below. The purpose of discussing these sub-areas is an attempt to reflect the predominant existing land uses that are present in these areas and the homogeneous nature of the uses in these areas:

#### Belmont to Fullerton

This sub-area represents the core of the industrial portion of the Area. This sub-area encompasses the northern half of the Area between Belmont Avenue on the north and Fullerton Avenue on the south. Existing land uses in this sub-area are predominately industrial with a limited number of scattered commercial and residential uses. The residential uses are mainly concentrated in a small pocket (8 single-family units) located along Parker Avenue. The underlying zoning for this sub-area is predominately industrial except for along Diversey Avenue where there is an area zoned in a business category and Kosciuszko Park which is zoned residential.

The generalized land use plan calls for a continuation of industrial uses in this area and attempts to reflect existing land uses and underlying zoning where possible.

Ken-Well Playground Park and Kosciuszko Park are shown as Public Use. The additional residential component associated with Kosciuszko Park is reflecting the underlying residential zoning district. Along Pulaski Road, Diversey Avenue and Wrightwood Avenue, ex-



isting commercially zoned areas and larger commercial land uses are identified. The large area north of Diversey Avenue currently zoned in a business category includes an industrial component to reflect current land use. The area identified for public use north of Wrightwood Avenue and west of the Metra tracks is the new State Emissions Test Center.

It is not the intent of this generalized land use plan to eliminate existing non-industrial and non-commercial uses in this sub-area. The intent is to prohibit the expansion of these uses and allow the industrial nature of the sub-area to remain intact. The existing non-industrial and non-commercial uses should remain until such time that they are no longer viable for their current use.

#### Fullerton Avenue

Existing land use along Fullerton Avenue is predominately commercial and the underlying zoning designations are either commercial or business. The generalized land use plan calls for these uses to continue. Scattered residential or second floor residential uses are currently located along Fullerton Avenue. However, residential uses are not the dominant land use in this sub-area. It is not the intent of this generalized land use plan to eliminate existing non-commercial uses. The intent of this generalized land use plan is to prohibit the expansion of residential uses and allow the commercial nature of Fullerton Avenue to remain intact. The existing residential uses should remain until such time that they are no longer viable for residential use.

#### Fullerton to North

This portion of the Area is bound by Fullerton Avenue on the north and North Avenue on the south. This sub-area is mix of industrial, commercial and residential uses. Commercial uses are concentrated along Pulaski Road and Armitage Avenue and there is a pocket of residential uses (11 single-family uses) located near Dickens and Shakespeare Avenues. Most of the sub-area is zoned for industrial use. The exception is Krista McAuliffe School that is zoned residential.

The generalized land use plan identifies much of this sub-area for industrial use. This is reflective of the underlying industrial zoning. Several locations are identified for public and institutional uses reflecting existing uses or anticipated institutional development.

Commercial uses are identified along Armitage Avenue and Pulaski Road to reflect existing commercial development and to allow for commercial service uses in the Area. It is not the intent of this generalized land use plan to eliminate existing uses. The intent of this generalized land use plan is to prohibit the expansion of existing non-industrial uses in this sub-area so that the industrial portions of the sub-area can remain intact. The existing non-industrial uses should remain until such time that they are no longer viable for their current use.

#### North Avenue

This sub-area consists of North Avenue from Lowell on the west to the Metra tracks on the east and a one-block section of Pulaski Road from North Avenue to Le Moyne. Existing land uses in this sub-area are predominately commercial with sparse residential uses at street level and multiple buildings with second story residential or office uses. The majority of the North Avenue sub-area is zoned for commercial or business uses except for one small area at North Avenue and Springfield Avenue that is zoned in residential category and is currently used as a church.

The generalized land use plan reflects existing land use and zoning and calls for the sub-area to continue to serve as a commercial district. The generalized land use plan adds the residential component to reflect existing street level and second floor residential uses. However, residential uses should not be permitted to expand beyond their current limits in terms of street level uses. The intent in this sub-area is for continued commercial uses at street level with second floor residential and office uses.

#### Grand Avenue

The Grand Avenue sub-area extends along Grand Avenue from Lowell Avenue on the west to Hamlin Avenue on the east and includes Pulaski Road south of Le Moyne Avenue.

Existing uses in this sub-area are a mix of residential, commercial and industrial uses. The entire sub-area is zoned in commercial or business categories. The generalized land use plan reflects the underlying zoning and calls for a majority of the sub-area to continue to be used for commercial purposes. The block located to the northwest of the Pulaski Road and Grand Avenue intersection includes an industrial component to reflect existing land uses at this location. It is

not the intent of this generalized land use plan to eliminate existing non-commercial uses in this sub-area. The intent of this generalized land use plan is to prohibit the expansion of existing non-commercial uses in this sub-area so that the commercial nature of Grand Avenue can remain intact.

All redevelopment project activities shall be subject to the provisions of the City's ordinances and applicable codes as may be in existence and may be amended from time-to-time.

**C. Redevelopment Projects**

To achieve the objectives proposed in the Plan, a number of projects and activities will need to be undertaken. An essential element of the Plan is a combination of private projects, as well as public projects and infrastructure improvements. Projects and activities necessary to implement the Plan may include the following:

1. **Private Redevelopment Projects:**  
Rehabilitation of existing properties including adaptive reuse of certain existing buildings built for one use but proposed for another use. New construction or reconstruction of private buildings at various locations as permitted by the Plan.
2. **Public Redevelopment Projects:**  
Public projects and support activities will be used to induce and complement private investment. These may include, but are not limited to: street improvements, building rehabilitation, land assembly and site preparation, street work, transportation improvement programs and facilities, public utilities (water, sanitary and storm sewer facilities), environmental clean-up, park improvements, school improvements, landscaping, traffic signalization, promotional and improvement programs, signage and lighting, as well as other programs of financial assistance, as may be provided by the City and permitted by the Act.

The estimated costs associated with the eligible public redevelopment projects are presented in **Table Three, Estimated Redevelopment Project Costs** shown on the next page. These are projects that are necessary to carry out the capital improvements and programs identified in prior plans for the Pulaski Corridor and to address the additional needs identified in preparing this Plan. This estimate includes reasonable or necessary costs incurred or estimated to be incurred in the implementation of this Plan.

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

**TABLE THREE**  
**Estimated Redevelopment Project Costs**

	<u>Activity</u>	<u>Cost</u>
1.	Planning, Legal, Professional Services, Administrative	\$ 2,000,000
2.	Property Assembly; Site Clearance & Clean-Up; Site Preparation	\$ 20,000,000
3.	Rehabilitation Costs	\$ 9,000,000
4.	Public Works or Improvements	\$ 18,000,000
5.	Job Training	\$ 6,000,000
6.	Taxing Districts' Capital Costs	\$ 6,000,000
7.	Relocation Costs	\$ 3,000,000
8.	Interest Subsidy	\$ 950,000
	<b>*Total Redevelopment Project Costs</b>	<b>\$ 64,950,000</b>

\* In addition to the above stated costs, each issue of bonds issued to finance a phase of the project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected and may be made by the City without amendment to the Plan. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs as a result of changed redevelopment costs and needs.

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

3. Property Assembly:

Property acquisition and land assembly by the private sector in accordance with this Plan will be encouraged by the City. Additionally, the City may encourage the preservation of buildings that are structurally sound and compatible with the overall redevelopment of the Area.

To meet the goals and objectives of this Plan, the City is authorized to acquire and assemble property throughout the Area. The attached **Appendix - Attachment Two, Exhibit H-1, Land Acquisition Map**, graphically illustrates the location of properties to be acquired. The majority (approximately 94%) of properties included on **Exhibit H-1, Land Acquisition Map** are vacant or contain vacant structures. **Exhibit H-2, Land Acquisition List** indicates, in detail, properties to be acquired. Parcels of land may be acquired for the purposes of land assembly for future redevelopment. Site preparation may include demolition of existing improvements and environmental remediation, where appropriate. To meet the goals, policies or objectives of this Plan, the City may acquire and assemble property throughout the Area. Land assemblage by the City may be done by purchase, exchange, donation, lease or eminent domain and may for the purposes of (a) sale, lease, or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Furthermore, the City may require written redevelopment agreements with developers before acquiring any properties.

As appropriate, the City may devote acquired property to temporary uses until such property is scheduled for disposition and redevelopment.

The City may demolish improvements, remove and grade soils and prepare sites with soils and materials suitable for new construction. Acquisition, clearance and demolition will, to the greatest extent pos-

sible, be timed to coincide with redevelopment activities so that tax-producing redevelopment closely follows site clearance.

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

Presently, there are no designated historic landmarks within the boundaries of the Area. However, there were several buildings identified as significant in a survey of historic landmarks undertaken by the City. In addition, several arterial streets in the Area (North, Fullerton, Grand Avenue and the southern portion of Pulaski Road) contain commercial districts that are intact from an urban design and streetscape perspective.

In connection with the City exercising its power to acquire real property not currently identified on Exhibit H-1 under the Act in implementing the Plan, the City will follow its customary procedures of having each such acquisition recommended by the Community Development Commission (or any successor commission) and authorized by the City Council of the City. Acquisition of such real property as may be authorized by the City Council does not constitute a change in the nature of this Plan.

For properties described on **Appendix - Attachment Two, Exhibit H-1, (Land Acquisition Map)**, acquisition of occupied property by the City shall commence within four years from the date of the publication of the ordinance approving the Plan. Acquisition shall be deemed to have commenced with the sending of an offer letter. After the expiration of this four-year period, the City may acquire such property pursuant to this Plan under the Act according to its customary procedures, as described in the immediately preceding paragraph.

Businesses or households legally occupying properties that are acquired by the City may be provided with relocation advisory and/or financial assistance as determined by the City.

***D. Assessment of Financial Impact***

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

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

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

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

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

Board of Education of the City of Chicago. General responsibilities of the Board of Education include the provision, maintenance and operations of educational facilities and the provision of educational services for kindergarten through twelfth grade. Sharon Christa McAuliffe Elementary School is located within the boundaries of the Area. This school is located on **Appendix - Attachment Two, Exhibit B, Existing Land Use Assessment Map**. Not included in the boundary of the Area but serving portions of the general neighborhood are the following public schools: Kelvyn High School, Harriet Beecher Stowe, Nixon, Mozart and Ames Elementary Schools.

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. Ken-Well Playground, Kosciuszko and Mozart parks are located within the Area and are located on the **Appendix - Attachment Two, Existing Land Use Assessment Map**.

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

City of Chicago. The City is responsible for the provision of a wide range of municipal services, including: police and fire protection;

capital improvements and maintenance; water supply and distribution; sanitation service; building, housing and zoning codes, etc.

In addition to the major taxing districts summarized above, the Northwest Home Equity Assurance program has taxing jurisdiction over the Area and the Chicago Library Fund no longer extends a tax levy but continues to exist for the purpose of receiving delinquent taxes.

The City finds that the financial impact of the Plan and the Area on or increased demand for facilities or services from any taxing district is not significant. The replacement of vacant and underutilized properties with industrial development may cause some increased demand for the services and/or capital improvements provided by the Metropolitan Water Reclamation District (M.W.R.D.), and fire and police protection as well as sanitary collection, recycling, etc. by the City. It is expected that any increase in demand for sanitary and storm sewage facilities can be adequately handled by existing treatment facilities of the M.W.R.D. Likewise, facilities of the City of Chicago are adequate to handle any increased demands that may occur.

The major thrust of this Plan is to: revitalize and restore existing business areas; assemble tracts of land for new private business development; accomplish the planned program of public improvements; achieve new business in-fill development wherever possible and address the needs identified herein which cause the area to qualify for TIF. Existing built-up areas are proposed to be revitalized and stabilized. This will not result in a need for new facilities or expanded services from area taxing bodies but TIF funds may be used to improve Sharon Christa McAuliffe Elementary School and three public parks (Ken-Well, Mozart and Kosciuszko) may also be improved with TIF funds.

The Area represents a very small portion (one-quarter of one percent - 0.25%) of the total tax base of the City. E.A.V. in the Area has been growing at a rate well below that of the City of Chicago and Cook County in recent years, as previously noted. Hence, the taxing bodies will benefit from a program designed to stabilize the tax base in the Area, check the declining tax revenues that are the result of deterioration in the Area and attract new growth and development in the future.

It is expected that benefits from new public and private investment targeted in the Area will result in spillover of new development and investment in property, and therefore increased property values, in adjoining neighborhoods of the community. The potential for the realization of this trend is borne out by data that was compiled by the Illinois Department of



Revenue (DOR). In a recent report from December 10, 1997, the DOR notes that E.A.V. grows at a faster rate (6.7%) in areas outside of TIF boundaries, in communities where TIF's have been created. In communities that have not created TIF's, the E.A.V. grew by only 3.5%. Therefore, DOR's research suggests that establishment of the Pulaski Corridor TIF program is very likely to also have this spillover effect and will generate additional tax revenue for the City and other local taxing bodies from investment outside its borders.

The City will monitor the progress of the Plan and its future impacts on all local taxing bodies. In the event significant adverse impacts are identified that increase demands for facilities or services in the future, the City will consider utilizing tax increment proceeds or other revenues, to the extent they are available, to assist in addressing the needs.

#### *E. Prior Efforts*

A description has been previously given regarding prior plans, studies and activities initiated by the City and others designed to guide the revitalization of the Area. Each of these prior efforts involved area residents, elected officials, businesses and groups such as the Greater North Pulaski Development Corporation. Numerous meetings in the Area have elicited comments and inputs from those residing in or doing business in the Area.

Each of the efforts outlined previously have documented the need for continued and broader efforts to address the very significant needs of the Area. The community leaders and businesses point to the need for expanded concerted efforts to:

- Eliminate the numerous blighted areas;
- Redevelop abandoned sites;
- Reduce crime;
- Improve transportation services, including provision of centralized parking areas, incorporation of vehicular traffic and safety measures and viaduct improvements;
- Initiate employment training programs so as to better prepare the labor force in the area for employment opportunities;
- Undertake physical improvements to improve the appearance, image and marketability of the Area; and
- Encourage other proposals that can create long-term economic life and stability.

## SECTION VII - STATUTORY COMPLIANCE AND IMPLEMENTATION STRATEGY

The development and follow through of an implementation strategy is an essential element in achieving the success of this Plan. In order to maximize program efficiency and to take advantage of current developer interest in the Area, and with full consideration of available funds, a phased implementation strategy will be employed.

A combination of private investments and projects and public improvements and projects is an essential element of the Plan. In order to achieve this end, the City may enter into agreements with public entities or private developers, where deemed appropriate by the City, to facilitate public or private projects. The City may also contract with others to accomplish certain public projects and activities as contained in this Plan.

Costs that may be incurred by the City in implementing this Plan may include, without limitation, project costs and expenses that may be eligible under the Act, as amended from time to time, including those costs that are necessary and related or incidental to those listed below as currently permitted by the Act:

1. Costs of studies, surveys, development of plans and specifications, implementation and administration of the Plan including but not limited to staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services.
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 or repair or remodeling of existing public or private buildings and fixtures.
4. Cost of construction of public works or improvements.
5. Cost of job training and retraining projects.
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 thereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding thirty-six (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 project necessarily incurred or to be incurred (consistent with statutory requirements) in furtherance of the objectives of the Plan and Project, to the extent the municipality by written agreement accepts and approves such costs.
8. Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by Federal or State law.
9. Payments in lieu of taxes.
10. Costs of job training, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs: (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a Redevelopment Project Area; (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code;
11. Interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:
  - (A) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act; and
  - (B) such payments in any one-year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

- (C) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (11) then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
- (D) the total of such interest payments paid pursuant to this Act may not exceed 30% of the total: (i) cost paid or incurred by the redeveloper for the redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act.

**A. Most Recent Equalized Assessed Valuation**

The most recent total equalized assessed valuation for the Area has been estimated by the City at approximately \$81.9 million (see attached list of PIN's, **Appendix - Attachment Four, 1997 E.A.V. by Tax Parcel**). This figure will be verified by the County Clerk of Cook County. If the (current tax year) EAV shall become available prior to the date of the adoption of the Plan by the City Council, the City may update the Redevelopment Plan by replacing the (previous tax year) EAV with the (current tax year) without further City Council action.

**B. Redevelopment Valuation**

Contingent on the adoption of this Plan and Project and commitment by the City to the redevelopment program, it is anticipated that several major private developments and/or improvements may occur within the Area.

The private redevelopment investment and anticipated growth that will result from redevelopment and rehab activity in this Area is expected to increase the equalized assessed valuation by approximately \$15 million to \$25 million. This is based, in part, upon an assumption that the undeveloped land will be built upon with new industrial development and that the vacant building area will be improved and increase in assessed value. These actions will stabilize values in the remainder of the area and further stimulate rehab and expansion of existing viable businesses.

**C. Sources of Funds**

The primary source of funds to pay for Redevelopment Project Costs associated with implementing the Plan shall be funds collected pursuant to tax increment allocation financing to be adopted by the City. Under such financing, tax increment revenue resulting from increases in the EAV of property, in the Area shall be allocated to a special fund each year (the

"Special Tax Allocation Fund"). The assets of the Special Tax Allocation Fund shall be used to pay Redevelopment Project Costs and retire any obligations incurred to finance Redevelopment Project Costs.

In order to expedite the implementation of the Plan and construction of the public improvements and projects, the City of Chicago, pursuant to the authority granted to it under the Act, may issue bonds or other obligations to pay for the eligible redevelopment project costs. These obligations may be secured by future revenues to be collected and allocated to the Special Tax Allocation Fund.

If available, revenues from other economic development funding sources, public or private, will be utilized. These may include City, State and Federal Programs, local retail sales tax, applicable revenues from any adjoining tax increment financing areas, and land disposition proceeds from the sale of land in the Area, as well as other revenues. The final decision concerning redistribution of yearly tax increment revenues may be made a part of a bond ordinance.

The Area is presently contiguous to the Northwest Industrial Corridor Redevelopment Project Area, and in the future, may be contiguous to, or be separated only by a public right-of-way from, other redevelopment project areas created under the Act. The City may utilize net incremental property taxes received from the 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. In addition, the City reserves the right to incorporate changes in the statute that allow cities to pool funds from one TIF Area to another. The amount of revenue from the Area made available to support such contiguous redevelopment project areas, or areas separated only by a public right-of-way, or pool areas, when added to all amounts used to pay eligible Redevelopment Project Costs within the Area, shall not at any time exceed the total Redevelopment Project Costs described in this Plan.

The Area may become contiguous to, or be separated only by a public right of way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.6-1, et seq. (1996 State Bar Edition), as amended. If the City finds that the goals, objectives and financial success of such contiguous redevelopment project areas or those separated only by a public right of way are interdependent with those of the Area, the City may determine that it is in the best interests of the City and in furtherance of the purposes of the Plan that net revenues from the Area be made available to support any such redevelopment project areas, and vice versa. The City therefore proposes to utilize net incremental revenues received from the

Area to pay eligible redevelopment project costs (which are eligible under the Industrial Jobs Recovery Law referred to above) in any such areas, and vice versa. Such revenues may be transferred or loaned between the Area and such areas. The amount of revenue from the Project Area so made available, when added to all amounts used to pay eligible redevelopment project costs within the Area or other areas, shall not at any time exceed the total redevelopment project costs described in this plan.

**D. Nature and Term of Obligation**

Without excluding other methods of City or private financing, the principal source of funding will be those deposits made into the Special Tax Allocation Fund of monies received from the taxes on the increased value (above the initial equalized assessed value) of real property in the Area. These monies may be used to repay private or public sources for the expenditure of funds made as Redevelopment Project Costs for applicable public or private redevelopment activities noted above, or may be used to amortize Tax Increment Revenue obligations, issued pursuant to this Plan, for a term not to exceed 20 years bearing an annual interest rate as permitted by law. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the bonds and not needed for other redevelopment project costs or early bond retirements may be declared as surplus and become available for distribution annually to the taxing bodies to the extent that this distribution of surplus does not impair the financial viability of the project or the bonds. One or more bond issues may be sold at any time in order to implement this Plan.

**E. Completion of Redevelopment Plan**

The estimated date for the completion of the Plan is no later than 23 years from the date of adoption of the Plan by the City.

**F. Commitment To Fair Employment Practices and Affirmative Action Plan**

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

1. The assurance of equal opportunity in all personnel and employment actions, including, but not limited to: hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc., without regard to race, color, religion, sex, age, handicapped status, national origin, creed or ancestry.
2. Redevelopers will meet City of Chicago standards for participation of Minority Business Enterprises and Woman Business Enterprises and

the City Resident Construction Worker Employment Requirement as required in redevelopment agreements.

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

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

**G. Amending the Redevelopment Plan**

This Plan may be amended in accordance with the provisions of the Act. In addition, the City shall adhere to all reporting requirements and other statutory provisions.

**H. Conformity of the Redevelopment Plan (Plan) for the Project Area (Area) To Land Uses Approved by the Planning Commission of the City**

This Plan and the Project described herein include the generalized land uses set forth on the Generalized Land Use Plan, as approved by the Chicago Plan Commission prior to the adoption of the Plan by the City of Chicago.

**I. City Policies**

1. The City may incur redevelopment project costs that are paid for from funds of the City other than incremental taxes and the City may then be reimbursed for such costs from incremental taxes.
2. The City intends to monitor development in the Area and with the cooperation of the other affected taxing districts will attempt to ensure that any increased needs for schools and open lands are addressed in connection with any particular residential development.
3. 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.
4. The City requires that developers who receive TIF assistance for market rate housing set aside 20% of the units to meet affordability criteria established by the City's Department of Housing. Generally, this means the affordable for-sale units should be priced at a level

that is affordable to persons earning no more than 120% of the area median income, and affordable rental units should be affordable to persons earning no more than 80% of the area median income.

5. The City may enter into redevelopment agreements or intergovernmental agreements with private entities to construct, rehabilitate, renovate or restore private improvements on one or several parcels (collectively referred to as Redevelopment Projects).
6. The City may acquire property consistent with provisions stated in **Section VI (C), Redevelopment Projects**.
7. The City will pursue their overall goal of employment of residents within and surrounding the Area in jobs in the Area and in adjacent redevelopment project areas. In this regard, the following objectives are established to meet the goals of the Plan and Project:
  - i. Establish job readiness and job training programs to provide residents within and surrounding the Area with the skills necessary to secure entry level and permanent jobs in the Area and in adjoining Areas.
  - ii. Secure commitments from employers in the Area and adjacent Areas to interview graduates of the Area's job readiness and job training programs.

The above includes taking appropriate actions to work with Area employers, local community organizations and residents to provide job readiness and job training programs that meet employers hiring needs.

###



**Attachment One**

**Eligibility Study**

# **Eligibility Study**

## **Pulaski Corridor Tax Increment Financing Redevelopment Plan and Project**

**City of Chicago  
Richard M. Daley  
Mayor**

**January 26, 1999**

**Prepared By  
PGAV Urban Consulting**

**And**

**R. M. CHIN & ASSOCIATES, INC.**

**Eligibility Study  
Pulaski Corridor Tax Increment Financing  
Redevelopment Plan and Project**

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## I. INTRODUCTION

PGAV Urban Consulting (the "Consultant") has been retained by the City of Chicago (the "City") to prepare a tax increment redevelopment plan for the proposed redevelopment project area known as the Pulaski Corridor, Chicago, Illinois (the "Area"). Prior to preparation of the redevelopment plan, the Consultant undertook various surveys and investigations of the Area to determine whether the Area, containing all or part of 114 full or partial City blocks and nearly 383 acres, qualifies for designation as a tax increment financing district, pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq., (1996 State Bar Edition), as amended ("the Act"). This report summarizes the analyses and findings of the Consultant's work. This assignment is the responsibility of the Consultant who has prepared this Eligibility Study with the understanding that the City would rely: 1) on the findings and conclusions of this Eligibility Study in proceeding with the designation of the Area as a redevelopment project area under the Act, and 2) on the fact that the Consultant has obtained the necessary information to conclude that the Area can be designated as a redevelopment project area in compliance with the Act.

Following this introduction, Section II presents background information of the Area including the geographic location, description of current conditions and area data; Section III documents the building condition assessment and qualifications of the Area as a conservation area under the Act. Section IV, Summary and Conclusions, documents the findings of the Eligibility Study.

This Eligibility Study is a part of the overall tax increment redevelopment plan (the "Plan") for the Area. Other portions of the Plan contain information and documentation as required by the Act for a redevelopment plan.

## II. BACKGROUND INFORMATION

### A. *Location and Size of Area*

The Area is located four miles west of downtown Chicago and approximately two miles north of the Eisenhower Expressway. The Area contains nearly 383 acres and consists of 114 (full and partial) blocks.

The Area is generally linear in shape and parallels the former Chicago Minneapolis St. Paul (CMSP&P) railroad right-of-way between Belmont and North Avenues along its north/south axis. There are also several linear corridors extending from this main spine. The corridors are aligned along the following arterial streets: Fullerton Avenue between Springfield Ave. and Kostner Ave.; North Ave. between Lowell Ave. and Ridgeway Ave.; and Grand Avenue between Hamlin Avenue and Lowell Avenue.

The boundaries of the Area are described in the **Plan, Legal Description (Attachment Three - Appendix)** and are geographically shown on **Plan, Exhibit A, Boundary Map (Attachment Two - Appendix)**. The existing land uses are identified on **Plan, Exhibit B, Existing Land Use Assessment Map (Attachment Two - Appendix)**.

### B. *Description of Current Conditions*

The Area consists of 114 (full and partial) city blocks, 512 buildings and approximately 883 parcels covering nearly 383 acres. Of the nearly 383 acres in the Area, the gross land use percentage breakdown is as follows: industrial - 45.9%; commercial - 5.9%; residential - 1.6%; institutional and related - 5.4%; vacant undeveloped parcels - 1.9%; and public right-of-way - 39.3%.

Much of the Area is in need of redevelopment, rehabilitation and revitalization and is characterized by:

- deteriorated buildings and site improvements;
- obsolescence;
- excessive land coverage;
- excessive vacancies;
- depreciation of physical maintenance;
- deleterious land use and layout; and
- lack of community planning.

The Area on the whole has not been subject to growth and development through investment by private enterprise and would not be reasonably anticipated to be developed without the adoption of the Plan. Age and the re-

quirements of contemporary commercial and industrial tenants have caused portions of the Area and its building stock to become obsolete and may result in further disinvestment in the Area. Several industries have left the Area or reduced their work force substantially in the last two decades (Fertig-March, Wells-Gardner Electric, American Decal, Allside Lumber). In some instances viable areas are declining due to deteriorating public improvements, inadequate public parking areas for commercial properties or industrial employees, and deteriorating site improvements associated with vacant properties. Prior efforts by the City, Area leaders and residents, businesses and groups such as Greater North Pulaski Development Corporation have, in some instances, met with limited success and are in need of additional support to prevent the spread of decline throughout the Area. The City has prepared a Transportation Plan and Program for the North Pulaski Industrial Corridor. The Greater North Pulaski Development Corporation developed the Pulaski Industrial Corridor Strategic Development Plan in an attempt to attract new growth and development. In addition, in an effort to retain existing businesses and industry, the City has begun to implement limited capital improvements for street and alley repair and repaving.

The City and the State of Illinois ("State") have designated a portion of this section of the community as an Enterprise Zone (see **Plan, Appendix - Attachment Two, Exhibit G, Enterprise Zone Map**). As noted on the map, a substantial portion of the Area qualifies under the various provisions of the State of Illinois Enterprise Zone Act. This initiative may be responsible in part, for creating some stabilized "pockets" in the Area but has not eliminated further decline. However, in the future, the Enterprise Zone in conjunction with components of this tax increment finance strategy, will greatly assist in addressing Area problems.

In the period of 1991 through 1997, the City of Chicago equalized assessed value increased from \$27.4 billion to \$33.4 billion. This represents a gain of \$6.0 billion (annual average of 3.6%) during this six-year period. Cook County equalized assessed valuation ("EAV") increased from \$60.0 billion in 1992 to \$75.5 billion in 1997 for a gain of \$15.5 billion (4.3%) during this six-year period. In 1997 the EAV of the Area was \$81.9 million. This represents an average annual growth rate of approximately 1.8% during the six-year period between 1991 and 1997. Further, approximately 1.6% of the properties in the Area are delinquent in the payment of 1996 real estate taxes and 241 building code violations have been issued on buildings in the Area since July of 1993.

Of the approximately 512 buildings and 383 acres in the Area, only 12 major new buildings have been built in the past decade according to building permit information provided by the City. Of these 12 buildings only 3 are industrial buildings. Approximately 91% of the buildings in the Area exceed 35 years of age.

Long-term (more than one year) vacancies exist in some buildings and two large vacant tracts of land exist that have not generated private development interest. The two vacant tracts and over 450,000 sq. ft. of vacant industrial floor area add significantly to the view that the Area may experience additional evidence of blight and that market acceptance of portions of the Area is not favorable.

It is clear from the study of this Area and documentation in this Eligibility Study (long-term vacancies, properties that are tax delinquent, absence of new development occurring, stagnant E.A.V., etc.) that private investment in revitalization and redevelopment has not occurred to overcome the blighted conditions that currently exist. The Area is not reasonably expected to be developed without the aggressive efforts and leadership of the City, including the adoption of the Plan.

### ***C. Area Data and Profile***

As a part of the City's overall strategy to: address blighted conditions in targeted areas, increase property values, retain viable businesses; recruit new businesses into the City and check the loss of industrial jobs from the inner-City, the City designated various industrial corridors (in 1994) for programs of planning and capital improvements. Each of these corridors has received or will receive funding for planning and capital improvement programs.

Overall goals of the Strategic Development Plan (December 1996) for the Pulaski Corridor addressed the five requirements of the industrial corridor planning process as developed by the City.

These goals are in addition to those of the tax increment finance program:

1. Improve safety and security;
2. Improve accessibility and functionality;
3. Develop a management entity;
4. Improve the appearance and establish an identity; and
5. Increase the Area's marketability and competitiveness.

The Pulaski Corridor is one of 22 industrial corridors identified by the City. It is located approximately five miles west of Downtown Chicago. The corri-

Corridor is approximately three miles north of the Eisenhower Expressway (I-290) and one mile south of the Kennedy Expressway (I-94).

As noted in the Introduction, the Area is generally linear in shape and parallels the former Chicago Minneapolis St. Paul (CMSP&P) railroad right-of-way between Belmont and North Avenues along its north/south axis. There are also two linear sections in the Area aligned in east/west orientations that stretch westward along Fullerton and North Avenue.

The Pulaski Corridor contains approximately 85 manufacturing firms that employ more than 5,400 workers. The two most prevalent types of industrial businesses are fabricated metal products and wholesale trade/durable goods. The largest employment sector is fabricated metal products with the trucking and warehousing sector strong as well. The commercial corridors along Fullerton, Pulaski and North Avenue are home to approximately 250 commercial businesses and provide employment opportunities to residents in surrounding neighborhoods.

### **Public Transportation**

A description of the transportation network of the Area is provided to document the availability of public transportation at the present and for future potential needs of the Area. Included in the following discussion is information as to the needs of the Area derived from the Transportation Plan and Program for the North Pulaski Industrial Corridor prepared in February 1998 for the City of Chicago. Review of this document indicates that the Pulaski Corridor is generally well served by public transportation, including Chicago Transit Authority ("CTA") bus, CTA rail, and Metra commuter rail service.

The Pulaski Corridor developed around two major rail lines: the CMSP&P and the Soo Line. The former CMSP&P line now provides commuter rail service along the Metra Milwaukee District North Line to Fox Lake and there is a Metra station (Healy) located on Fullerton Ave. one block west of Pulaski Rd. The Soo Line traverses the southern portion of the Area from east to west and provides only freight service. Currently freight traffic is intermittent along this segment of Soo Line track.

As noted above access to Metra commuter rail service is provided via the Healy station located on Fullerton Ave. west of Pulaski Rd. in the heart of the Area. CTA bus routes that traverse the corridor and areas surrounding the corridor include:



- *North-South Routes*
  - Route 53: Pulaski Road
  - Route 65: Grand Avenue (NW/SE)
  - Route 56: Milwaukee Avenue (NW/SE)
  - Route 82: Kimball Avenue
  
- *East-West Routes*
  - Route 77: Belmont Avenue
  - Route 76: Diversey Avenue
  - Route 74: Fullerton Avenue
  - Route 73: Armitage Avenue
  - Route 72: North Avenue

Route 74 (Fullerton) provides a direct connection to the Metra commuter line at the Healy station. Route 53 (Pulaski) provides direct connections to the CTA Blue and Green Lines south of the Area. Routes 56 (Milwaukee) and 76 (Diversey) connect with the CTA Blue Line at the Logan Square Station to the east. The remaining routes all have various direct connections or are within a short distance of other CTA rail service lines. The frequent spacing of bus lines, direct connection service to various CTA train station locations, and Metra commuter service at the Healy Station, provides all sections of the Area with a variety of commuter transit alternatives.

In neighboring industrial areas, ten to fifteen percent of employees utilize CTA buses for transportation to and from their place of work. Applying this factor to the Pulaski corridor would translate into some 1,100 to 1,600 employees per day utilizing CTA buses for transportation to and from work. Ridership on Metra is much lower. The number of boarding and alighting passengers at the Metra Healy Station was 506 in 1995. This 1995 figure is a significant decline from the 864 passengers counted in 1979. The factors influencing the use of transit include environmental (safety and security) conditions at stations and stops and the accessibility of transit service to places of employment in the Area.

## Street System

*Regional.* Access to the regional street system is primarily provided via the Kennedy Expressway (I-90/94) located northeast of the corridor. The Eisenhower Expressway (I-290) is located approximately three miles to the south. Access to and from the corridor to the Eisenhower is more challenging for corridor businesses because the distance is greater and there is not an access ramp at the Eisenhower for Pulaski Road. Access to the Kennedy Expressway is provided via interchanges at Pulaski Rd., Belmont Ave., Diversey Ave., Fullerton Ave., Armitage Ave. and North Ave. The Pulaski interchange is approximately one mile north of the Area and the Belmont interchange is approximately one mile to the east. The Diversey interchange is approximately 1.5 miles to the east and the Fullerton, Armitage and North Avenue interchanges are approximately two miles east of the corridor.

*Roadway Jurisdiction.* Several major arterial streets in the Area are under separate governmental jurisdictions. North Ave. and Pulaski Rd. are under state jurisdiction, although the City is responsible for maintaining these roadways within City limits. Diversey Ave. is under State jurisdiction east of Pulaski and under City jurisdiction west of Pulaski. Fullerton Ave. is under Cook County jurisdiction in the vicinity of the Area and the City is responsible for maintenance within the City limits. The remaining arterial, collector, and local streets are under City control.

*Street Classification.* Truck routes are located throughout the Area. Designated north/south truck routes are: Kostner Ave. along the western flank of the Area, Pulaski Road which passes through the core of the Area, Central Park Ave., Kimball Avenue and Kedzie Avenue which are located approximately  $\frac{1}{4}$  mile to the east of the Area. East/west truck routes are Belmont Avenue in the northern portion of the Area, Diversey, Fullerton and Armitage Avenues in the core of the Area and North Avenue along the southern flank of the Area.

Arterial streets in the Area generally have one or two, two-way travel lanes and curbside parking lanes. Fullerton and North Avenues have as many as three traffic lanes at some locations in each direction and provide curbside parking. The majority of arterial streets have peak-hour parking restrictions with southbound restrictions during the 7:00 to 9:00 a.m. period and northbound restrictions during the 4:00 to 6:00 p.m. period. Arterial class streets are signalized at intersections with other arterial and collector streets.

North/south collector streets in the Area are: Kimball Avenue, Keeler Avenue between Wrightwood and North Avenues, and Hamlin Avenue north of Armitage Avenue. East/west collector streets are Wrightwood east of Kostner and Palmer St. east of Kostner. Remaining Area streets are classified as local streets. Local streets in the Area are generally one-way and do not continue through the former CMSP&P railroad right-of-way. Local streets are typically three lanes wide with one traffic lane and curbside parking lanes on both sides of the street.

Viaducts. Viaducts lower than the minimum height of 13 feet, 6 inches are considered to be substandard. Low vertical clearance at viaducts can promote circuitous truck routes within the Area, as well as, along routes used to gain access to the regional road network. The Armitage viaduct at the former CMSP&P railroad right-of-way is substandard and does not contain the required minimum clearance. Armitage Ave. is a City Department of Transportation Class II designated truck route at this location. Several other substandard viaducts are located along the former CMSP&P and Soo Line rights-of-way. In addition, the Pulaski/Belden viaduct is a constraint to truck traffic in the Area. The viaduct is adequate in terms of height. However, the geometric layout of the viaduct and intersection and the lack of signalization are hazardous conditions that create difficult turning movements and dangerous conditions for the large trucks and vehicles that must traverse this portion of the Area.

### Internal Traffic Patterns

Several large industrial users generate a significant portion of the industrial traffic within the Area. Marshall Field & Co. is the largest employer in the Area and has a warehouse complex located northwest of the Pulaski Road/Diversey Ave. intersection. Three types of truck traffic are generated by Marshall Field activity: inner-city delivery trucks (typically 6-wheel) used for delivery of furniture; larger tractor/trailer trucks up to 53 feet for shipping and receiving merchandise; and slave trucks used for switching operations or trailer movement to staging and/or storage areas.

The majority of Marshall Field's truck activity leaving the Area does so via the Kennedy Expressway by way of Diversey Ave. Pulaski Road also provides access to the Kennedy north of Diversey, however a smaller percentage of Marshall Field's trucks utilize this route. An even smaller amount of traffic accesses the complex from the south along Pulaski Road.

Inner-city delivery trucks used for furniture delivery (approximately 15 or 20 trucks per day) access the facility at the Diversey Ave. entrance west of Pu-

laski Road. Larger merchandise receiving trucks (approximately 25 to 50 trucks per day) enter the facility on the north along George Street. George Street also serves as a portion of the northern boundary of the Area and is flanked on the north by residential uses. Larger merchandise shipping trucks (25 to 50 trucks per day) enter the facility on Barski Lane (a private street) via Pulaski Road. Both shipping and receiving trucks exit the site via Barski Lane and turn north or south on Pulaski Road.

Marshall Field's Pulaski Road facility operates two storage lots in the Area. Storage of shipping trailers is done at the southwest corner of the Karlov/Diversey intersection. Receiving trailers are stored on a surface lot along the west side of Kearsarge Ave. at Wellington Ave. Switching operations (approximately 30 switching operations occur per day for each lot) require trucks to enter and exit the complex from both the Karlov/Diversey lot and the Kearsarge lot via Barski Lane. Switching operations between the main complex and the Kearsarge lot utilize Pulaski Road, Belmont Ave. and Tripp Ave. to avoid cutting through the residential area north of George Ave.

Newly Weds Foods also generates a large volume of industrial traffic in the Area. Newly Weds Foods is located in the western portion of the Area along Keeler Avenue between Fullerton and Wrightwood Avenues. The majority of trucks access the Newly Weds' complex from the Kennedy Expressway via Fullerton Ave., Pulaski Road and Wrightwood Ave. All trucks (approximately 30 trucks per day) enter the Newly Weds facility at the Wrightwood gate and must be checked-in at the guardhouse at this location. Trucks queue inside the complex and move to shipping and receiving docks along Keeler Ave. and Fullerton Ave. Newly Weds Foods commonly uses 48-foot and 53-foot trucks for transportation of goods.

Several institutional facilities also generate internal traffic in the Area. The McAuliffe Elementary School at the southeast corner of Cortland and Springfield Avenues and the new Ames Elementary School site immediately east of the Area at Armitage and Hamlin generate traffic during morning drop-off and afternoon pick-up periods. Heavy pedestrian, school bus and private vehicle traffic causes significant short-term traffic problems during these weekday periods. Industrial operations near these educational facilities adjust delivery and shipment schedules around these weekday periods.

Parking. As stated previously, most arterial streets have peak-period parking restrictions, which can increase street capacity and improve efficiency. In the northern portion of the Area, Marshall Field's and the smaller industrial uses along Karlov, Parker, and Schubert experience parking shortages. Mar-

shall Field's provides approximately 300 off-street parking spaces most of which are located on a surface lot southwest of the Diversey/Pulaski Road intersection. Overflow parking from Marshall Field's and the smaller industrial uses in the northern portion of the Area utilize on-street parking along Karlov, Schubert, Parker, and George Avenues.

Parking in the western portion of the Area is also a concern. Newly Weds Foods provides approximately 175 off-street spaces for its employees. Newly Weds implemented a parking policy that prohibits on-street daytime parking for employees. Newly Weds' focus is on the implementation of this policy to avoid conflict with surrounding residential areas. To the north of Newly Weds Foods, on-street, 90° parking is permitted on both sides of Schubert Ave. and Drummond Place. These spaces meet the bulk of the parking needs for industrial uses in this portion of the Area although limited congestion and overflow parking does occur along Kildare between Wrightwood and Diversey Ave. This congestion is mainly caused when the driving lanes on Kildare become narrow due to parking on both sides of the street.

Other portions of the Area are in need of increased parking for patrons and employees. Pockets of industrial uses along Shakespeare Ave. from Pulaski Road west to the Metra tracks, along Springfield between Armitage and Cortland, and on Hamlin between Armitage south to the Soo Line tracks lack adequate on-site parking for the small number of industrial users in these areas. In addition, parking for the commercial corridors that stretch along North, Grand and Fullerton Avenues is limited. Individual businesses along North, Grand and Fullerton Avenues have narrow street frontage and buildings that cover 100% of the lot that prevents any on-site parking.

Because overflow parking from industrial and commercial uses spills onto local residential streets that flank industrial and commercial areas, parking is a key issue for the residential neighborhoods adjacent to the Area. Several of the residential neighborhoods that surround the Area have parking permit programs.

### **Pedestrian/Bicycle Traffic**

Pedestrian traffic in the area has a major presence. The Pulaski Corridor provides a large number of jobs to the residents in surrounding neighborhoods and other areas of the City that walk to work or that utilize public transportation. Along Diversey, Fullerton, Armitage, North and Cortland Avenues there are large numbers of pedestrians. In the southern portion of the Area, pedestrian activity associated with morning and afternoon school traffic is common.

In addition to pedestrian traffic, bicycle traffic is promoted in the Area. Pulaski and Wrightwood Avenues are listed on the Chicago Bicycle Federation regional map and on the "Share the Road" bicycle map provided by the City of Chicago.

### Area Decline

During the past two decades the Area has experienced the closure of several major industrial and manufacturing facilities and reduction in work force of several Area industrial tenants. Uniroyal, Wells-Gardner Electric, American Decal, Allside Lumber, Fertig-March, and Gendex Universal Imaging are all major employers who have closed or reduced their work force in the past two decades. Some of the buildings that once housed these uses are currently vacant or occupied by uses with significantly less labor needs than the previous manufacturing uses. Plant closings and work force reduction have created the need to revitalize several sites that still contain vacated buildings and two prominent sites where abandoned buildings were removed. Additional support to Area industry and business through the provision of adequate and safe parking areas, improved streetscapes, elimination of blighted conditions, and promoting expansion of viable Area business and industry will result in benefits for the entire Area that can be revitalized unused resources and prompt investment of private sector capital.

There remains a need to eliminate the blighting conditions that exist in the corridor and address the problems that are disincentives to redevelopment. A survey of corridor industries conducted by the Greater North-Pulaski Development Corporation (GNPDC) and presented in the Pulaski Industrial Corridor Strategic Development Plan (December 1996) found crime and parking as the two most common problems in the Area. The GNPDC survey indicates that 40% of Area companies identified parking for employees and businesses as a problem. One-third identified crime as a problem. Poor truck access, the need for more space, and businesses currently utilizing inadequate space were also mentioned frequently in this survey. Infrastructure improvement, i.e. street improvements and viaduct improvements, were also mentioned. A key problem in the Area is that local resources are not meeting training needs. 70% of the companies reported that local resources (i.e. schools, training centers, and government programs) were not meeting the company training needs.

Obstacles to efficient business operations for existing Area industries include: difficulty with trucks and suppliers servicing the Area due to low viaducts; poor street maintenance; limited street access, awkward traffic arrange-

ments; a need to improve transportation facilities and services; and a need to provide improved training programs.

The City proposes to use tax increment financing, as well as other economic development resources, when available, to address needs in the Area and induce the investment of private capital. The Area, on the whole, has not been subject to growth and development through investment by private enterprise and is not likely to do so without the adoption of this proposed Plan.

The public projects that are anticipated for the Area may include, but are not limited to: land assembly; property rehabilitation; street construction; transportation improvements; utility work; and planned improvements to various existing properties; private developer assistance; site clean-up and preparation; marketing; promotions and other TIF eligible activities.

This Eligibility Study includes the documentation on the qualifications of the Area for establishing a tax increment redevelopment project area. The purpose of the Plan is to provide an instrument that can be used to guide the correction of Area problems that cause the Area to qualify, attract new growth to the Area and stabilize existing development in the Area.

**D. Existing Land Use and Zoning Characteristics**

Below is a tabulation of land area by land use category:

**Table One**  
**Tabulation of Existing Land Use**  
**(Gross Area)**

Land Use	Land Area Gross Acres	% of Gross Land Area
Industrial (Includes Parking, Loading, Storage)	176	45.9
Commercial	23	5.9
Public, Institutional, Medical, Social Service, Semi Public	21	5.4
Undeveloped Land	7	1.9
Public Right-Of-Way	150	39.3
Residential	6	1.6
<b>Total</b>	<b>383</b>	<b>100.0</b>

Presently, the existing land uses itemized in Table One are predominantly industrial in nature, as 75.6% of the net area (exclusive of public right-of-way) is industrial. In addition to industry, the Area is home to numerous

commercial uses along Grand Avenue, North Avenue, Pulaski Road and Fullerton Avenue. The portion of the Area along Grand, North and Fullerton Avenues is predominately commercial with some second floor residential and office uses. Several institutional, recreational, and residential uses are also scattered throughout the Area. The majority of property within the Area is zoned for light to medium industry as evidenced by the zoning that exists in the Area (see **Appendix - Attachment Two, Exhibit E, Generalized Existing Zoning Map**).

There are no significant multi-tenant retail shopping centers in the Area. The few pockets of residential use existing in the Area are small and isolated from surrounding residential neighborhoods by industrial or commercial land uses. Approximately 1.6% of the total gross land area in the Area is residential. Along the flanks of the Area, residential uses are in close proximity to industries and businesses. The boundary separating residential and industrial uses is often a local access road or alley. These situations often create conflicts related to traffic generation and use of on-street parking by Area employees and customers.

Some employee and truck traffic flows through residential areas. This is particularly evident in the northern portion of the Area along George and Kearsarge Avenues and in the western portion of the Area along Kildare and Keeler Avenues. Competition for street space (on-street parking and traffic capacity) interferes with the normal functions of both industrial and adjacent residential land uses. The competition for parking and circulation space between mixed land uses (including areas where vacant buildings and lots are present) has caused a decline in the viability of the corridor to support larger contemporary industrial development and limits the ability of viable corridor industries to expand.

Adequate parking is also a concern in the commercial corridors along Pulaski Road, North, Grand and Fullerton Avenues. These older commercial corridors along major transportation routes were constructed with little off-street parking for businesses or second floor residential uses. In addition, nearly all of the commercial development along these corridors backs up to densely populated residential neighborhoods. Parking is limited because of narrow street frontages for individual businesses, dense commercial development and nearby densely populated residential side streets.



These and other conditions have created a poor environment for residents, employees and patrons of area businesses who must park on adjacent streets to access the Area. These conditions also foster property crime to vehicles and inhibit public safety and security for residents, employees and patrons that must walk several blocks to their destination.

### III. QUALIFICATION OF THE AREA

#### A. *Illinois Tax Increment Allocation Redevelopment Act*

The Act authorizes Illinois municipalities to redevelop locally designated deteriorated areas through tax increment financing. In order for an area to qualify as a tax increment financing district, it must first be designated as a Blighted Area, or a Conservation Area (or a combination of the two) as defined at 5/11-74.4-3 of the Act:

- (a) "Blighted area" means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 5 or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; or lack of community planning, is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts is impaired by, (1) a combination of 2 or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.
- (b) "Conservation area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; ex-

cessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area."

The Act also states at 65 ILCS 5/11-74.4-3(n) that:

"\*\*\*. No redevelopment plan shall be adopted unless a municipality . . . finds that the redevelopment project area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the redevelopment plan."

Vacant areas may also qualify as blighted. In order for vacant land to qualify as blighted, it must first be found to be vacant. Vacant land as described at 65 ILCS 5/11-74.4-3 (v) is:

"...any parcel or combination of parcels of real property without industrial, commercial, and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment area unless the parcel is included in an industrial park conservation area or the parcel has been subdivided;..."

As vacant land, the property may qualify as blighted if the:

"sound growth of the taxing districts is impaired by (1) a combination of two or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land; tax and special assessment delinquencies on such vacant land; flooding on all or part of such land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or (2) the area immediately prior to becoming vacant qualified as a blighted improved area, or (3) the area consists of an unused quarry or unused quarries, or (4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or (5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or (6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area and which area meets at least one of the factors itemized in provision (1) of this subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose." (65 ILCS 5/11-74.4-3(a)(1996 State Bar Edition), as amended.

On the basis of these criteria, the Area is considered eligible and would be qualified in two ways. Three parcels referred to as vacant in the Redevelopment Project Area will be qualified as a vacant Blighted Area. The remaining 880 parcels in the Redevelopment Project Area will be referred to as the improved portion of the Redevelopment Project Area and will be qualified as an improved Conservation Area within the requirements of the Act as documented below.

**B. Survey, Analysis and Distribution of Eligibility Factors**

Exterior surveys of observable conditions were conducted of all of the properties located within the Area. An analysis was made of each of the conservation area eligibility factors contained in the Act to determine their presence in the Area. This survey examined not only the condition and use of buildings but also included conditions of streets, sidewalks, curbs, gutters, lighting, vacant land, underutilized land, parking facilities, landscaping, fences and walls, and general maintenance. In addition, an analysis was conducted on existing site coverage, parking and land uses, and their relationship to the surrounding Area.

It was determined that the Area qualifies as a Conservation Area consistent with provisions of the Act that apply to "improved" areas. Approximately 7 acres of the 383 acres in the Area are currently vacant. Vacant or undeveloped tracts of land comprise 1.9% of the land in the Area.

A property-by-property analysis of the 114 blocks was conducted to identify the eligibility factors for the Area (see **Blighting Factors Matrix, Table Two**, contained on the following page and narrative regarding vacant areas contained in this section). Each of the factors relevant to making a finding of eligibility is present as stated in the tabulations.

**C. Building Evaluation Procedure**

This section identifies how the properties within the Area were evaluated.

During the field survey, all components of and improvements to the subject properties were examined to determine the presence and extent to which blighting factors existed in the Area. Field investigators by the Consultant's staff included a registered architect and professional planners. They conducted research and inspections of the Area in order to ascertain the existence and prevalence of the various blighting factors described in the Act and Area needs. These inspectors have been trained in TIF survey techniques and have extensive experience in similar undertakings. The Consultant's staff was assisted by information and various studies obtained from: the City;

**Table Two  
Pulaski Corridor Redevelopment Project Area  
Conservation Factors Matrix of Improved Area**

Block **	Conservation Factors												Total Number of Blighting Factors Present	Area Has 3 or More Factors	Number of Buildings			
	1	2	3	4	5	6	7	8	9	10	11	12				13	14	
	Buildings 35 Years of Age and Older	Dilapidation	Obsolescence	Deterioration	Illegal Use of Individual Structures	Presence of Structures Below Min. Code Standards	Abandonment	Excessive Vacancy	Over-crowding of Structures and Community Facilities	Lack of Ventilation, Light or Sanitary Facilities	Inadequate Utilities	Excessive Land Coverage	Deliberious Land Use and Layout	Depreciation of Physical Maintenance	Lack of Community Planning			
1	8	1	10	2		1	1	1				10	1	2	10	10	Yes	10
2	29	1	29	7	1	2		1		1		31	9	7	31	11	Yes	41
3	17		19	3				1				19		6	19	5	Yes	20
4	26		24	15				16				16	1	10	24	8	Yes	29
5	11		12	2				1				12	1	3	12	7	Yes	13
6	11		12	1			1	5		2		12		12	12	8	Yes	12
7	44		45	11				8		2		43	2	45	45	9	Yes	47
8	24		23	12		1		3		6		26	4	23	26	9	Yes	26
9	32		32	5		2						31	12	34	31	8	Yes	41
10	23	1	15	3		1		1				15	2	14	15	9	Yes	24
11	141	4	141	12	1	2		15		4		138	3	141	129	12	Yes	144
12	100	2	69	30	1	4		15		10		96	21	99	96	11	Yes	105
<b>TOTAL</b>	<b>466</b>	<b>9</b>	<b>431</b>	<b>103</b>	<b>3</b>	<b>13</b>	<b>2</b>	<b>67</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>449</b>	<b>56</b>	<b>396</b>	<b>450</b>		<b>Yes</b>	<b>512</b>

Notes:  
\* Age is not a blighting factor. For an area to qualify as a conservation area 50% of more of the structures in the area must have an age of 35 years or more.  
\*\* Block refers to Block Number Key Map in Appendix  
See Section III narrative for qualification of vacant land and public improvements.

the Greater North-Pulaski Development Corporation and materials from various consultants employed by these entities. Based on these investigations and qualification requirements and the determination of needs and deficiencies in the Area the qualification and the boundary of the Area were determined.

**D. Investigation and Analysis of Blighting Factors**

In determining whether or not the proposed Area meets the eligibility requirements of the Act, various methods of research were used in addition to the field surveys. The data includes information assembled from the sources below:

1. Contacts with local individuals knowledgeable as to Area conditions and history, age of buildings and site improvements, methods of construction, real estate records and related items, as well as examination of existing studies and information related to the Area. Previous planning studies and reports have been utilized as noted previously in this section. Aerial photographs, Sidwell block sheets, etc. were also utilized.
2. Inspection and research as to the condition of local buildings, streets, utilities, etc.
3. On-site field inspection of the proposed Area conditions by experienced property inspectors of the Consultant and others as previously noted. Personnel of the Consultant are trained in techniques and procedures of determining conditions of properties, utilities, streets, etc. and determination of eligibility of designated areas for tax increment financing.
4. Use of accepted definitions and guidelines to determine area eligibility as established by the Illinois Department of Revenue manual in conducting eligibility compliance review for State of Illinois Tax Increment Finance Areas in 1988.
5. Adherence to basic findings of need as established by the Illinois General Assembly in establishing tax increment financing which became effective on January 10, 1977. These are:
  - i. There exists in many Illinois municipalities areas that are conservation or blighted areas, within the meaning of the Act.

- ii. The eradication of blighted areas and the treatment of conservation areas by redevelopment projects are essential to the public interest.
- iii. These findings are 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.

***E. Analysis of Conditions in the Conservation/Improved Area***

In making the determination of eligibility, each and every property or building in the Area is not required to be blighted or otherwise qualify. It is the Area as a whole that must be determined to be eligible.

The report stated below was developed from surveys and research undertaken by the Consultant in November 1998 and details conditions which cause the Area to qualify under the Act, as a Conservation/Improved Area:

**Age Of Structures - Definition**

Age is not one of the 14 blighting factors used to establish a conservation area under the Act. The age of structures is used as a threshold that an area must meet in order to qualify. In order for an Area to qualify as a Conservation Area the Act requires that "50% or more of the structures in the area have an age of 35 years or more." In a Conservation Area, according to the Act, the determination must be made that the Area is, "not yet a blighted area", but because of the presence of certain factors, "may become a blighted area."

Age presumes the existence of problems or limiting conditions resulting from normal and continuous use of structures and exposure to the elements over a period of many years. As a rule, older buildings typically exhibit more problems than buildings constructed in later years because of longer periods of active usage (wear and tear) and the impact of time, temperature and moisture. Additionally, older buildings tend not to be ideally suited for meeting modern-day space and development standards. These typical problematic conditions in older buildings can be the initial indicators that the factors used to qualify the Area may be present.

**Summary of Findings Regarding Age:**

*The Area contains a total of 512 main buildings, of which 91.0%, or 466 buildings are 35 years of age or older as determined by field surveys and local research.*

Thus the Area meets the threshold requirement for a Conservation Area in that 50% or more of the structures in the Area exceed 35 years of age.

**1. Dilapidation - Definition**

Dilapidation refers to an "advanced" state of disrepair of buildings or improvements, or the lack of necessary repairs, resulting in the building or improvement falling into a state of decay. Dilapidation as a factor is based upon the documented presence and reasonable distribution of buildings and improvements that are in an advanced state of disrepair. At a minimum, dilapidated buildings should be those with critical defects in primary structural components (roof, bearing walls, floor structure and foundation), building systems (heating, ventilation, lighting, and plumbing) and secondary structural components in such combination and extent that:

- a. major repair is required; or
- b. the defects are so serious and so extensive that the buildings must be removed.

**Summary of Findings Regarding Dilapidation:**

*Dilapidation was found to a minor extent. Of the 512 main buildings in the Area, 9 buildings, or 1.8%, were found to exhibit an advanced state of disrepair. The exterior field survey of main buildings in the Area found structures with critical defects in primary structural components such as roofs, bearing walls, floor structure and foundations and in secondary structural components to an extent that major repair or the removal of such buildings is required.*

**2. Obsolescence - Definition**

An obsolete building or improvement is one, which is becoming obsolete or going out of use -- not entirely disused, but gradually becoming so. Thus, obsolescence is the condition or process of falling into disuse.



Obsolescence, as a factor, is based upon the documented presence and reasonable distribution of buildings and other site improvements evidencing such obsolescence. Examples, which may be cited, include:

- a. **Functional Obsolescence:** Structures are typically built for specific uses or purposes and their design, location, height and space arrangement are each intended for a specific occupancy at a given time. Buildings are obsolete when they contain characteristics or deficiencies, which limit the use and marketability of such buildings. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, improper orientation of building on site, etc., which detracts from the overall usefulness or desirability of a property. Obsolescence in such buildings is typically difficult and expensive to correct.
- b. **Economic Obsolescence:** Economic obsolescence is normally a result of adverse conditions that cause some degree of market rejection, and hence, depreciation in market values. Typically, buildings classified as dilapidated and buildings that contain vacant space are characterized by problem conditions, which may not be economically curable, resulting in net rental losses and/or depreciation in market value.
- c. **Obsolete platting:** Obsolete platting would include parcels of limited or narrow size and configuration or parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements. Plats that created inadequate right-of-way widths for streets, alleys and other public right-of-ways or which omitted easements for public utilities, should also be considered obsolete.
- d. **Obsolete site improvements:** Site improvements, including sewer and water lines, public utility lines (gas, electric and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of this obsolescence may include inadequate utility capacities, outdated designs, etc.

**Summary of Findings Regarding Obsolescence:**

*Obsolescence is present to a major extent. The field survey of main buildings and parcels in the Area found that certain buildings and parcels exhibit characteristics of obsolescence. Obsolete buildings or site improvements were found in and on 84.2% or 431 of the 512 main buildings in the Area. Obsolete site improvements also exist along streets caused by obsolete construction of streets. Narrow streets or driveways, irregular widths, poor or inadequate turning radii or sight lines and lack of paved surfaces on driveways and service areas exist throughout the Area.*

**3. Deterioration - Definition**

Deterioration refers to physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. While deterioration may be evident in basically sound buildings (i.e., lack of painting, loose or missing materials, or holes and cracks over limited areas), such deterioration can be corrected through normal maintenance. Such deterioration would not be sufficiently advanced to warrant classifying a building as being deteriorated or deteriorating within the purposes of the Act.

Deterioration, which is not easily correctable in the course of normal maintenance, may also be evident in buildings. Such buildings may be classified as deteriorating or in an advanced stage of deterioration, depending upon the degree or extent of defects. This would include buildings with major defects in the secondary building components (i.e., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and major defects in primary building components (i.e., foundations, frames, roofs, etc.), respectively.

The conditions of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas may also evidence deterioration; surface cracking, crumbling, potholes, depressions, loose paving materials, weeds protruding through the surface, etc.

The field survey documents the location, extent and distribution of deteriorating buildings and other site improvements.

Deterioration is the presence of structural and non-structural defects which are not correctable by normal maintenance efforts, but which require rehabilitation.

**Summary of Findings Regarding Deterioration:**

*Deterioration was found to a minor extent. Throughout the Area, deteriorating conditions were recorded in 20.1% or 103 of the 512 main buildings. The exterior field survey of main buildings in the Area found structures with major defects in the secondary structural components, including windows, doors, gutters, downspouts, porches, chimneys, fascia materials, parapet walls, etc.*

*Several sections of streets, sidewalks and curbs in the Area also exhibit signs of deterioration. These include:*

- *Kearsarge Avenue and Tripp Avenue need repaving between George and Fletcher;*
- *Kenosha Avenue needs repaving;*
- *Broken curbs exist along Schubert Avenue between Pulaski and Karlov and on Karlov between Parker and Schubert Avenue;*
- *Parker Avenue west of Pulaski needs repaving;*
- *Sidewalks and curbs along Pulaski Road between Altgeld and Schubert are broken and severely deteriorated;*
- *Keeler Ave. between Fullerton and Wrightwood needs repaving;*
- *Hamlin Ave. south of Cortland is severely deteriorated.*

**4. Illegal Use of Individual Structures - Definition**

This factor applies to the use of structures in violation of applicable national, state or local laws, and not to legal, nonconforming uses. Examples of illegal uses may include, but not be limited to, the following:

- a. illegal home occupations;
- b. conduct of any illegal vice activities such as gambling or drug manufacture;
- c. uses not in conformance with local zoning codes and not previously grandfathered in as legal nonconforming uses;
- d. uses involving manufacture, sale, storage or use of dangerous explosives and firearms.

***Summary of Findings Regarding Illegal Use of Individual Structures:***

*Illegal use of individual structures was found to a minor extent. Illegal use of individual structures were recorded in 0.6% or 3 of the 512 main structures in the Area.*

**5. Presence of Structures Below Minimum Code Standards - Definition**

Structures below minimum code standards include all structures that do not meet the standards of zoning, subdivision, State building laws and regulations. The principal purposes of such codes are to require buildings to be constructed in such a way as to sustain safety of loads expected from various types of occupancy, to be safe for occupancy against fire and similar hazards, and/or establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies that presume to threaten health and safety.

***Summary of Findings Regarding Presence of Structures Below Minimum Code Standards***

*Presence of structures below minimum code standards was found to a minor extent. Throughout the Area, structures below minimum code were recorded in 2.5% or 13 of the 512 main buildings. The exterior field survey of main buildings in the Area found structures not in conformance with local zoning codes and structures not safe for occupancy because of fire and similar hazards.*

**6. Abandonment - Definition**

This factor only applies to "conservation area" designation. Abandonment usually refers to the relinquishing of all rights, title, claim and possession with intention of not reclaiming the property or resuming its ownership, possession or enjoyment. However, in some cases a determination of abandonment is appropriate if the occupant walks away without legally relinquishing title. For example, a structure not occupied for 12 months should probably be characterized as abandoned.

***Summary of Findings Regarding Abandonment:***

*Abandonment was found to a minor extent. The field investigation indicates that 2 buildings, 0.4% of the total 512 main buildings, have been abandoned due to being vacant for more than 12 months. It should be noted that these buildings represent a significant portion of the total vacant floor space in the Area.*

### **7. Excessive Vacancies - Definition**

Establishing the presence of this factor requires the identification, documentation and mapping of the presence of vacant buildings which are unoccupied or underutilized and which represent an adverse influence on the Area because of the frequency, extent, or duration of such vacancies. It includes properties which evidence no apparent effort directed toward occupancy or utilization and partial vacancies.

#### ***Summary of Findings Regarding Excessive Vacancies:***

*Excessive vacancies were found to a minor extent. The field investigation indicates that 67 buildings, 13.1% of the total 512 main buildings, have excessive vacancy of floor space. There is in excess of 450,000 sq. ft. of vacant floor space in the Area. In some instances this vacant floor space has not been utilized for extended time periods.*

### **8. Overcrowding of Structures and Community Facilities - Definition**

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

#### ***Summary of Findings Regarding Overcrowding of Structures and Community Facilities:***

*No evidence of this factor is documented in the Area.*

### **9. Lack of Ventilation, Light or Sanitary Facilities - Definition**

Many older structures fail to provide adequate ventilation, light or sanitary facilities. This is also a characteristic often found in illegal or improper building conversions and in commercial buildings converted to residential usage. Lack of ventilation, light or sanitary facilities is presumed to adversely affect the health and building occupants (i.e., residents, employees or visitors).

Typical requirements for ventilation, light and sanitary facilities include:

- a. adequate mechanical ventilation for air circulation in spaces/rooms without windows (i.e., bathrooms, dust, odor or smoke-producing activity areas);
- b. adequate natural light and ventilation by means of skylights or windows for interior rooms/spaces, and proper window sizes and amounts by room area to window area ratios;
- c. adequate sanitary facilities (i.e., garbage storage/enclosure, bathroom facilities, hot water, and kitchen; and
- d. adequate ingress and egress to and from all rooms and units.

***Summary of Findings Regarding Lack of Ventilation, Light or Sanitary Facilities:***

*Lack of ventilation, light or sanitary facilities were found to a minor extent. The exterior field survey of main buildings in the Area found structures without adequate mechanical ventilation, natural light and proper window area ratios in the Area. Structures exhibiting a lack of ventilation, light or sanitary facilities were recorded in 5.7% or 29 of the 512 main buildings.*

**10. Inadequate Utilities - Definition**

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

***Summary of Findings Regarding Inadequate Utilities:***

*No evidence of this factor is documented in the Area.*

**11. Excessive Land Coverage - Definition**

This factor may be documented by showing instances where building coverage is excessive. Excessive coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and/or shape in relation to present-day standards of development for health

and safety; and multiple buildings on a single parcel. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of fire due to close proximity to nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provision for loading or service. Excessive land coverage has an adverse or blighting effect on nearby development as problems associated with lack of parking or loading areas impact adjoining properties.

***Summary of Findings Regarding Excessive Land Coverage:***

*Excessive land coverage is present to a major extent. Structures exhibiting 100% lot coverage with party or fire walls separating one structure from the next is a historical fact of high density urban development. This situation is common throughout the Pulaski Corridor.*

*Numerous commercial and industrial businesses are located in structures that cover 100% of their respective lots. Other businesses are utilizing 100% of their lot for business operations. These conditions typically do not allow for off-street loading facilities for shipping operations or do not provide parking for patrons and employees. This has prompted overflow parking and truck traffic associated with normal business operations to utilize surrounding residential areas for parking and access. In some instances cars were illegally parked across sidewalks and on top of curbs along the narrow local streets that flank industrial portions of the Area. In addition, numerous delivery trucks were observed to be blocking alleys and streets while performing normal delivery operations or accessing shipping facilities. In the Area, 87.7% or 449 of the 512 structures revealed some evidence of excessive land coverage.*

**12. Deleterious Land Use or Layout-Definition**

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

***Summary of Findings Regarding Deleterious Land Use or Layout:***

*Deleterious land use or layout was found to a minor extent. In an area such as the Pulaski Corridor where its character has evolved over the years, industrial uses have merged with residential uses. It is not unusual to find small pockets or isolated residential buildings within a*

*predominantly industrial area. Although these areas may be excepted by virtue of age ("grandfather" clauses) as legal non-conforming uses, they are, nonetheless, incompatible land uses inasmuch as the predominant character of the Area is industrial. As noted previously, 75.6% of the net acreage of the Area (minus streets and public right-of-way) is used for industrial purposes and 5.9% is used for commercial purposes. The Area contains approximately 39 freestanding homes or dwellings, which exist in neighborhoods that, are predominantly non-residential. In addition, along the commercial corridors of the Area, 2<sup>nd</sup> floor residential uses are common. The combination of limited on-site parking and high density industrial, commercial and residential development in close proximity causes conflicts in traffic, parking and environmental conditions that has promoted deleterious use of land in some portions of the Area. 10.9% or 56 of the 512 structures in the Area were considered to be deleterious uses.*

### **13. Depreciation of Physical Maintenance - Definition**

This factor considers the effects of deferred maintenance and the lack of maintenance of buildings, improvements and grounds comprising the Area. Evidence to show the presence of this factor may include, but is not limited to, the following:

- a. **Buildings:** unpainted or unfinished surfaces; paint peeling; loose or missing materials; sagging or bowing walls, floors, roofs, and porches; cracks; broken windows; loose gutters and downspouts; loose or missing shingles; damaged building areas still in disrepair; etc. This information may be collected as part of the building condition surveys undertaken to document the existence of dilapidation and deterioration.
- b. **Front yards, side yards, back yards and vacant parcels:** accumulation of trash and debris; broken sidewalks; lack of vegetation; lack of paving and dust control; potholes, standing water; fences in disrepair; lack of mowing and pruning of vegetation, etc.
- c. **Public or private utilities**
- d. **Streets, alleys and parking areas:** potholes; broken or crumbling surfaces; broken curbs and/or gutters; areas of loose or missing materials; standing water, etc.



**Summary of Findings Regarding Physical Maintenance:**

*Depreciation of physical maintenance is present to a major extent. Depreciation of physical maintenance is widespread throughout the Area. A majority of the parcels in the Area exhibit characteristics that show a depreciation of physical maintenance. Of the 512 main buildings in the Area, 77.3% or 396 of the buildings are impacted by a depreciation of physical maintenance, based on the field surveys conducted. These are combined characteristics in building and site improvements.*

*Yard areas in the Area exhibit signs of depreciation of physical maintenance due to a lack of paving and dust control; lack of mowing, debris storage, abandoned vehicles and pruning of vegetation. Streets and curbs, off-street parking areas and sidewalks throughout the Area exhibit signs of depreciation of physical maintenance due to broken or cracked surfaces and areas of loose or missing materials. Examples include:*

- *Overgrown weeds are present along the Metra tracks north of Ken-Well Playground Park and along the Metra tracks between Wrightwood and Schubert Avenue;*
- *Along Lawndale south of Cortland Ave. weeds and debris are present;*
- *Debris is stored along the Metra tracks west of Kearsarge Avenue and south of Wrightwood Avenue;*
- *Trash, debris and an abandoned vehicle exist along the Metra tracks south of Parker Avenue.*
- *Trash, debris and abandoned vehicles exist in several locations along Grand Avenue.*

**14. Lack of Community Planning - Definition**

This may be counted as a factor if the Area developed prior to or without the benefit or guidance of a community plan. This means that no community plan existed or it was considered inadequate, and/or was virtually ignored during the time of the area's development. Indications of a lack of community planning include:

1. Streets in the industrial and commercial areas that are too narrow to accommodate truck movements.
2. Street intersections that do not conform to modern traffic engineering standards and practices.

3. One-way street systems that exist with little regard for overall systematic traffic planning.
4. Street parking existing on streets that are too narrow to accommodate two-way traffic and street parking.
5. Viaducts that are lower than minimum height requirements creating truck clearance problems.
6. Some larger tracts of land suffer from improper platting that has led to some parcels having awkward configuration and/or unusual dimensions for their use.
7. Some properties in the Area do not enjoy good access to public streets.
8. Some pockets of residential land use and residential zoning exist that present incompatible relationships in areas with a heavy industrial environment.
9. Numerous commercial/industrial properties exist that are too small to adequately accommodate appropriate off-street parking and loading requirements.

***Summary of Findings Regarding Lack of Community Planning:***  
*Lack of community planning is present to a major extent. The field investigation indicates that 87.9% or 450 of the 512 main buildings in the Area exhibit a lack of community planning. In addition, conditions exist that indicate community planning has been inadequate with respect to public improvements:*

- *The Wabansia, Cortland and Palmer viaducts do not meet the minimum clearance of 13'6" and the Wrightwood overpass is posted with the minimum 13'6" clearance;*
- *None of the viaducts located along the Soo Line tracks between Springfield Avenue and Kedzie Avenue meet the minimum clearance standard of 13'6";*
- *The Pulaski/Belden viaduct is posted with the minimum 13'6" clearance and is awkwardly designed and unsignalized;*
- *Overflow employee parking from industrial uses utilize street parking along George, Schubert and Kildare Ave. In addition, in some of*

*these instances where street widths were limited, vehicles were parked across sidewalks and curbs to expand the capacity of the street to allow for traffic flow and parking. This situation has caused deterioration of some of the curbs and sidewalks in these areas.*

**F. Analysis of Undeveloped or Vacant Property**

**Summary of Findings Regarding Undeveloped or Vacant Property:**

*Approximately 7 acres or 1.9% of the 383 acre Area was identified as vacant. Two tracts of land comprise the bulk of the vacant land (6.5 acres) in the Area. These two sites are known as the Schwinn site and the Acme Frame/Silite site. Blighted buildings once existed on these two sites and demolition of these structures has occurred. There has been little development interest for these two vacant lots in their present size and configuration. A discussion of the relevant eligibility consideration for these areas is stated below. The vacant parcels are illustrating Land Use Assessment Map, and summarized in the discussion below:*

The following discussion (paragraphs i. and ii. below) identifies two tracts of land totaling 6.5 acres of land. These are tracts of land that have been on the market for some time and available for development with little private sector interest:

- i. A four acre vacant tract of land exists on the southwest quadrant of Cortland and Lawndale Avenues. This tract has been vacant since 1997 and was formerly occupied by a warehouse owned by the Schwinn Bicycle Co. The building was a multi-story warehouse constructed of reinforced concrete containing some 350,000 square feet. The building had been vacant for more than 5 years prior to demolition and therefore would have also been considered abandoned. The building had been stripped of all internal systems and equipment and contained numerous broken windows and damaged doors. The building and site were unable to be secured because of the deteriorating conditions of the building and access to the building and site was not controlled. The site exhibited multiple blighting characteristics including excessive vacancy, depreciation of maintenance, deterioration of building and site improvements and dilapidation. In addition, historic*

*plats of the site indicate that the property and building exhibited obsolete platting, obsolete site layout and excessive land coverage factors typical of warehouse construction more than 35 years old. Hence, this site qualified as a vacant and blighted improved area immediately before becoming vacant.*

- ii. *The 2.5 acre tract located at 2600 N. Pulaski has been vacant since 1995. Immediately prior to being vacant the property was the site of the Acme Frame/Silite building. The Acme building contained approximately 100,000 square feet and had been vacant for more than 5 years and therefore would have also been considered abandoned. Prior to demolition the site and building exhibited depreciation of maintenance and deteriorating building and site improvements. In addition, the site exhibited obsolete platting, obsolete site layout and excessive land coverage factors typical of buildings more than 35 years old. Hence, the area immediately before becoming vacant qualified as a vacant and blighted improved area.*

Both of these sites, immediately prior to becoming vacant, exhibited numerous blighting factors specified in the Act that would qualify these areas as blighted/vacant areas.

**G. Conclusion of Investigation of Blighting Factors for the Redevelopment Project Area**

The Redevelopment Project Area is impacted by a number of blighting factors. It was determined in the Investigation and Analysis of Blighting Factors in the Area that the improved portion of the Area qualifies as a Conservation Area and the two large vacant tracts identified as the Schwinn site and Acme Metals site qualify as vacant Blighted Areas. As documented, this is due to conditions found to exist in the "improved" area and in the "vacant" area. The tax increment program and Redevelopment Plan include measures designed to reduce or eliminate the deficiencies which cause the Area to qualify consistent with the strategy of the City of Chicago for revitalizing the 22 designated industrial corridors.

The loss of businesses from this Area, mirroring the experience of other large urban centers, further illustrates the trend line and deteriorating conditions of the neighborhood. Closures and abandonment of various industrial plants are further evidence of declining conditions in the Area, lack of private investment and little interest in the Area by the private market.

The City and the State of Illinois have designated 69% of the Area as a State of Illinois Enterprise Zone (Zone No. 5) as a further response to deteriorating conditions in the area, recognition of the significant needs, and realization that financial incentives are required to attract private investment. The Area, as previously noted, is one of the 22 industrial corridors identified by the City as reported in the Pulaski Corridor - Strategic Development Plan. (See **Plan, Appendix - Attachment Two, Exhibit G, Enterprise Zone Map and Exhibit D, Strategic Plan Boundary Map** (per December 1996 Strategic Plan)).

#### IV. SUMMARY AND CONCLUSION

The conclusion of PGAV Urban Consulting is that the number, degree and distribution of conservation and blighting eligibility factors in the Area as documented in this Eligibility Study warrant the designation of the improved portion of the Area as an improved Conservation Area and the vacant portion of the Area as a vacant Blighted Area as set forth in the Act. Specifically:

Below are summary tables highlighting the factors found to exist in the Area which cause it to qualify as a blighted area.

##### A. Conservation Area Statutory Factors

FACTOR <sup>1</sup>		EXISTING IN AREA
	Age <sup>2</sup>	91.0% of bldgs. exceed 35 years of age.
1	Dilapidation	Minor Extent
2	<b>Obsolescence</b>	<b>Major Extent</b>
3	Deterioration	Minor Extent
4	Illegal use of individual structures	Minor Extent
5	Presence of structures below minimum code standards	Minor Extent
6	Abandonment	Minor Extent
7	Excessive vacancies	Minor Extent
8	Overcrowding of structures and community facilities	—
9	Lack of ventilation, light or sanitary facilities	Minor Extent
10	Inadequate utilities	—
11	<b>Excessive land coverage</b>	<b>Major Extent</b>
12	Deleterious land use or layout	Minor Extent
13	<b>Depreciation of physical maintenance</b>	<b>Major Extent</b>
14	<b>Lack of community planning</b>	<b>Major Extent</b>

**Notes:**

1 Only three factors are required by the Act for eligibility. Twelve factors are present in the Area. Four factors were found to exist to a major extent and eight were found to exist to a minor extent.

2 Age is not a blighting factor for designation but rather a threshold that must be met before an Area can qualify as a Conservation Area.

B. Vacant/Unimproved Land-Statutory Factors

FACTOR	EXISTING IN VACANT/ UNIMPROVED PORTION OF AREA
1 Two or more of the following factors: i. Obsolete platting (Does not Exist) ii. Diversity of ownership (Does not Exist) iii. Tax and assessment delinquencies (Does not Exist) iv. Flooding (Does not exist); Or	—
2 Area immediately prior to becoming vacant qualified as a blighted improved area; Or	YES
3 Area consists of unused quarry or quarries; Or	—
4 Area consists of unused rail yards, rail tracks or rail-road right-of-way; Or	—
5 Area prior to designation is subject to chronic flooding caused by improvements; Or	—
6 Area consists of unused disposal site containing earth, stone, building debris, etc.; Or	—
7 Area is not less than 50 nor more than 100 acres and 75% is vacant;	—

**Note:**

Area qualifies per statutory requirements. Only one factor is required by the Act.

Although it may be concluded that the mere presence of the stated eligibility factors noted above may be sufficient to make a finding of qualification as a Conservation Area, this evaluation was made on the basis that the factors must be present to an extent that would lead reasonable persons to conclude that public intervention is appropriate or necessary. Secondly, the distribu-

tion of Conservation Area eligibility factors throughout the Area must be reasonable so that a basically good area is not arbitrarily found to be a Conservation Area simply because of proximity to an area which exhibits Blighting factors.

Additional research indicates that the Area on the whole has not been subject to growth and development as a result of investment by private enterprise and will not be developed without action by the City. These have been previously documented. All properties within the Area will benefit from the TIF program.

The conclusions presented in this Eligibility Study are those of the Consultant. The local governing body should review this Eligibility Study and, if satisfied with the summary of findings contained herein, adopt a resolution making a finding of a Conservation Area and making this Eligibility Study a part of the public record.

The analysis continued herein was based upon data assembled by PGAV Urban Consulting. The study and survey of the Area indicate that requirements necessary for designation as an improved Conservation Area and a vacant Blighted Area are present. Therefore, the Area qualifies in two ways. The vacant portion of the Area qualifies as a Blighted Area and the improved portion of the Area qualifies as a Conservation Area to be designated as a redevelopment project area and eligible for Tax Increment Financing under the Act.

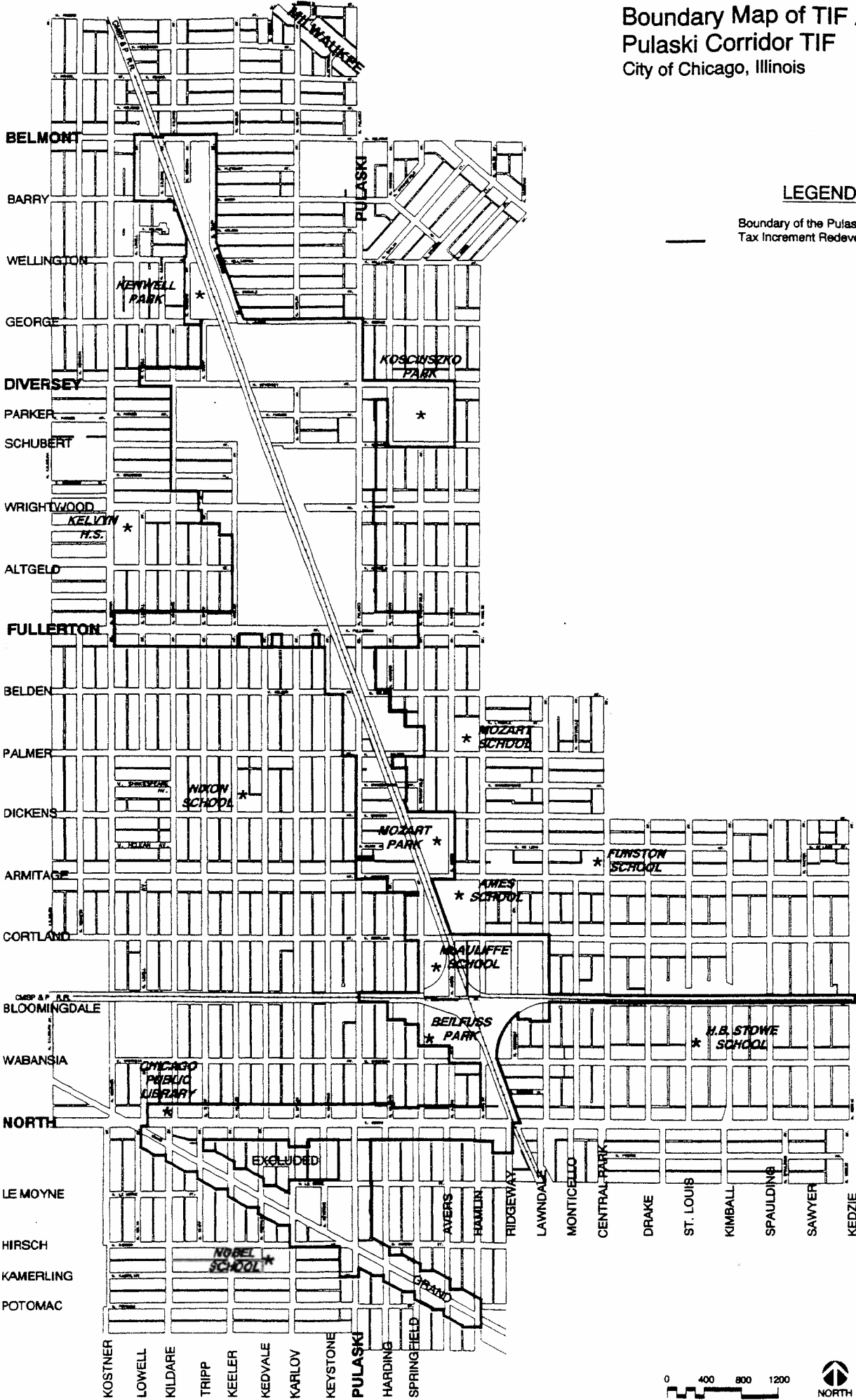
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# **Attachment Two**

## **Maps and Plan Exhibits**

# Boundary Map of TIF Area Pulaski Corridor TIF City of Chicago, Illinois

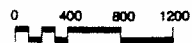


## LEGEND

— Boundary of the Pulaski Industrial Corridor Tax Incremental Redevelopment Project Area

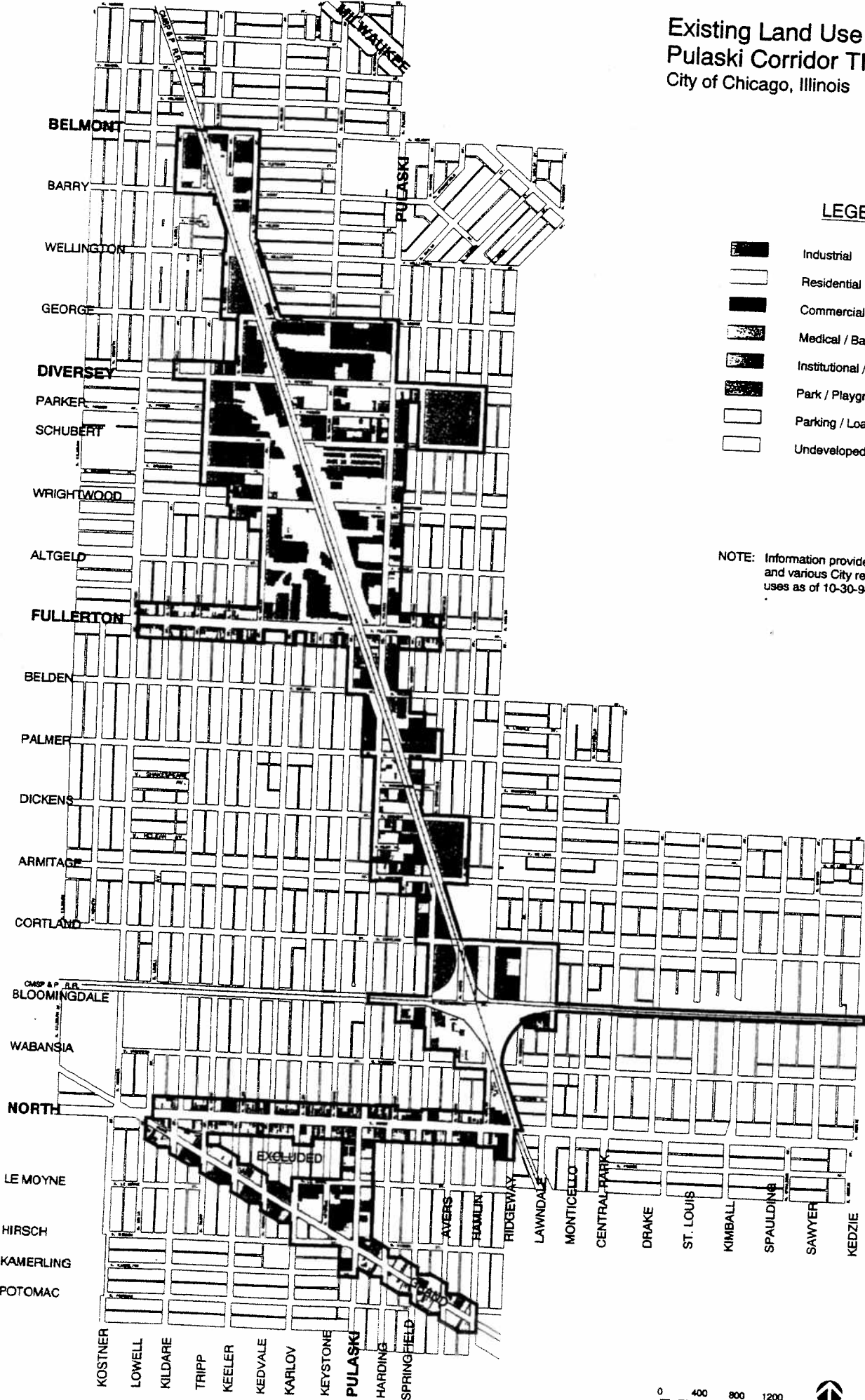
Exhibit A

JANUARY 22, 1996











**RGV** Urban Consulting

# Existing Land Use Assessment Map Pulaski Corridor TIF City of Chicago, Illinois



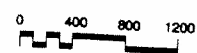
## LEGEND

-  Industrial
-  Residential
-  Commercial
-  Medical / Bank / Social Service
-  Institutional / Public / Semi - Public
-  Park / Playground
-  Parking / Loading / Storage Lot
-  Undeveloped Land

NOTE: Information provided from field surveys and various City reports and files. Land uses as of 10-30-98.

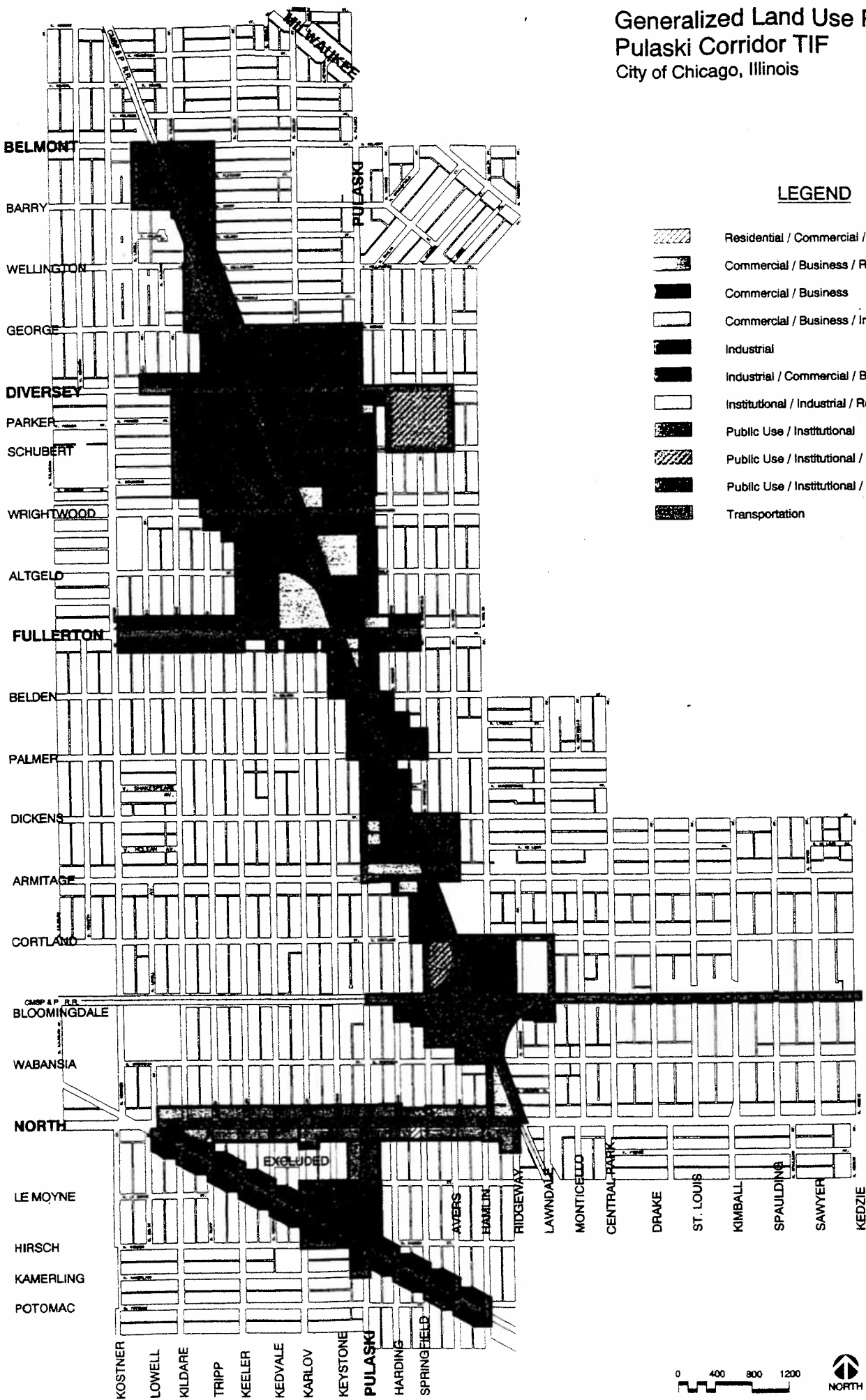
Exhibit B

JANUARY 22, 1999



**RGV** Urban Consulting

# Generalized Land Use Plan Pulaski Corridor TIF City of Chicago, Illinois



## LEGEND












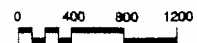
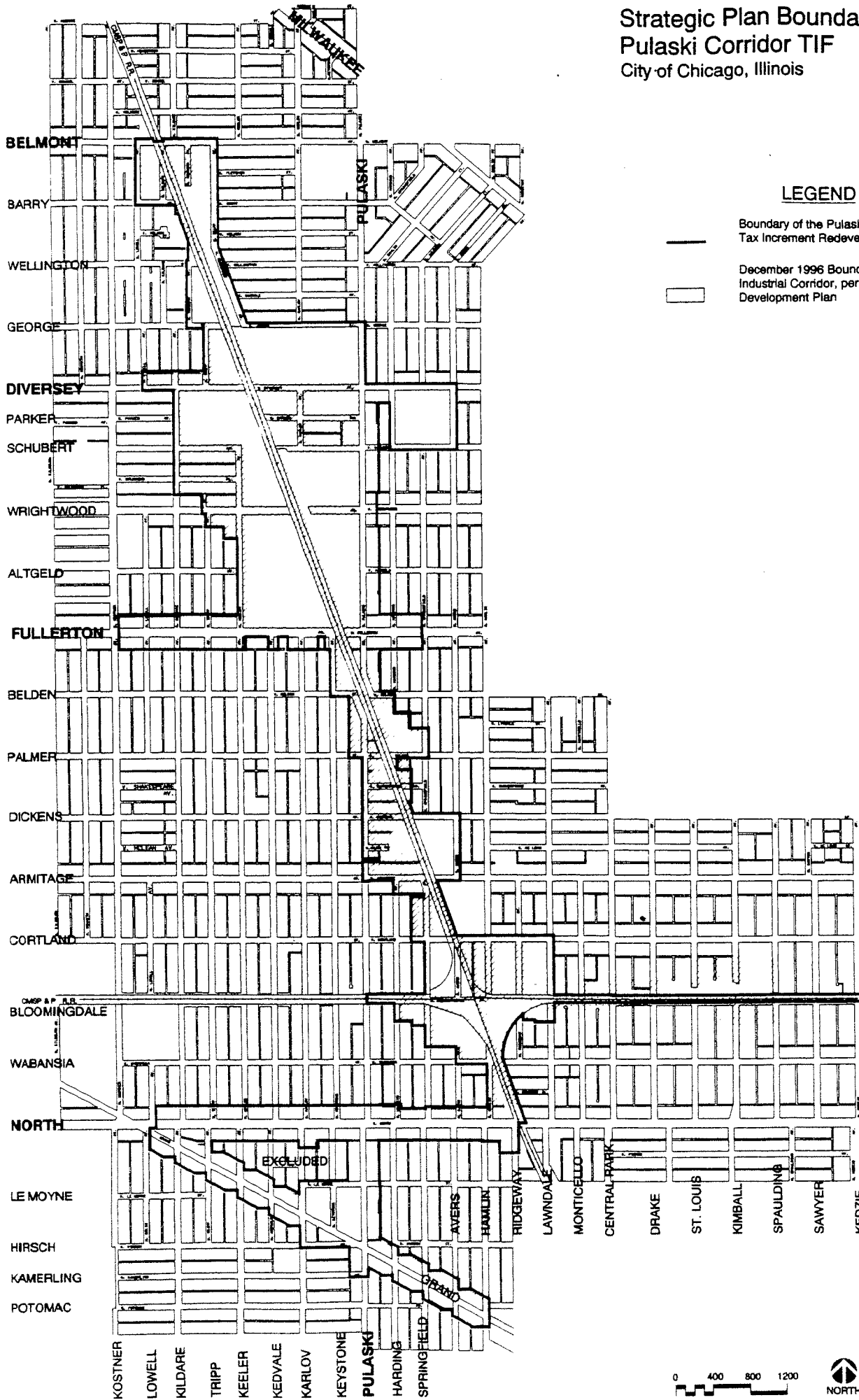
-  Residential / Commercial / Business
-  Commercial / Business / Residential
-  Commercial / Business
-  Commercial / Business / Industrial
-  Industrial
-  Industrial / Commercial / Business
-  Institutional / Industrial / Residential
-  Public Use / Institutional
-  Public Use / Institutional / Residential
-  Public Use / Institutional / Industrial
-  Transportation

Exhibit C

JANUARY 22, 1998



Strategic Plan Boundary Map (12-96)  
 Pulaski Corridor TIF  
 City of Chicago, Illinois



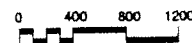
LEGEND

Boundary of the Pulaski Industrial Corridor  
 Tax Incremental Redevelopment Project Area

December 1996 Boundary of Pulaski  
 Industrial Corridor, per draft Strategic  
 Development Plan

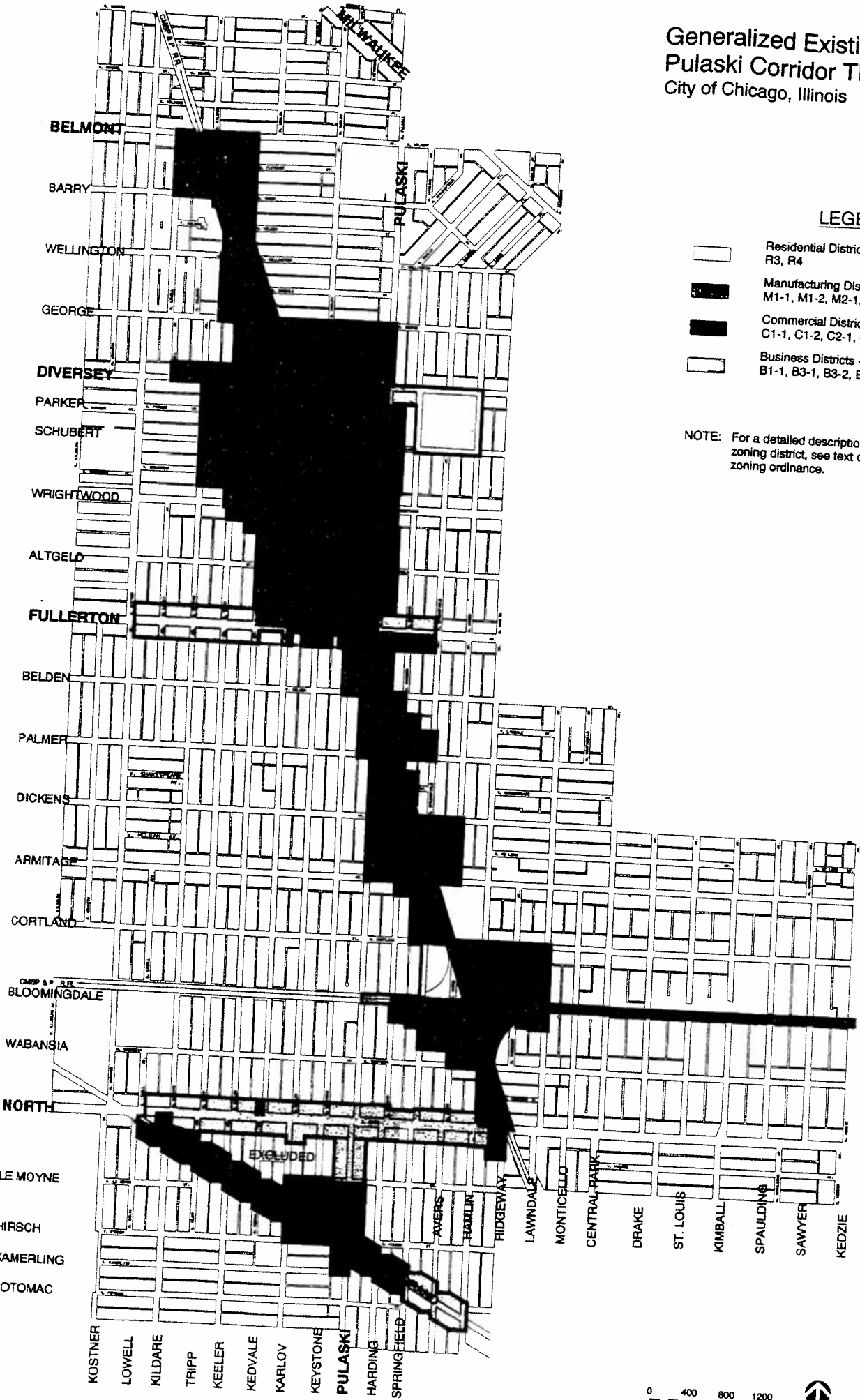
Exhibit D

JANUARY 22, 1999







FGV Urban Consulting

# Generalized Existing Zoning Map Pulaski Corridor TIF City of Chicago, Illinois



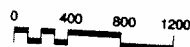
## LEGEND

-  Residential Districts - Includes R3, R4
-  Manufacturing Districts - Includes M1-1, M1-2, M2-1, M2-2
-  Commercial Districts - Includes C1-1, C1-2, C2-1, C2-2, C3-1, C3-2, C3-4
-  Business Districts - Includes B1-1, B3-1, B3-2, B3-4, B4-1, B4-2, B5-1, B5-2

NOTE: For a detailed description of each zoning district, see text of the City zoning ordinance.

Exhibit E

JANUARY 22, 1999



Block Number Key Map  
 Pulaski Corridor TIF  
 City of Chicago, Illinois

LEGEND

12 Block Identification Number

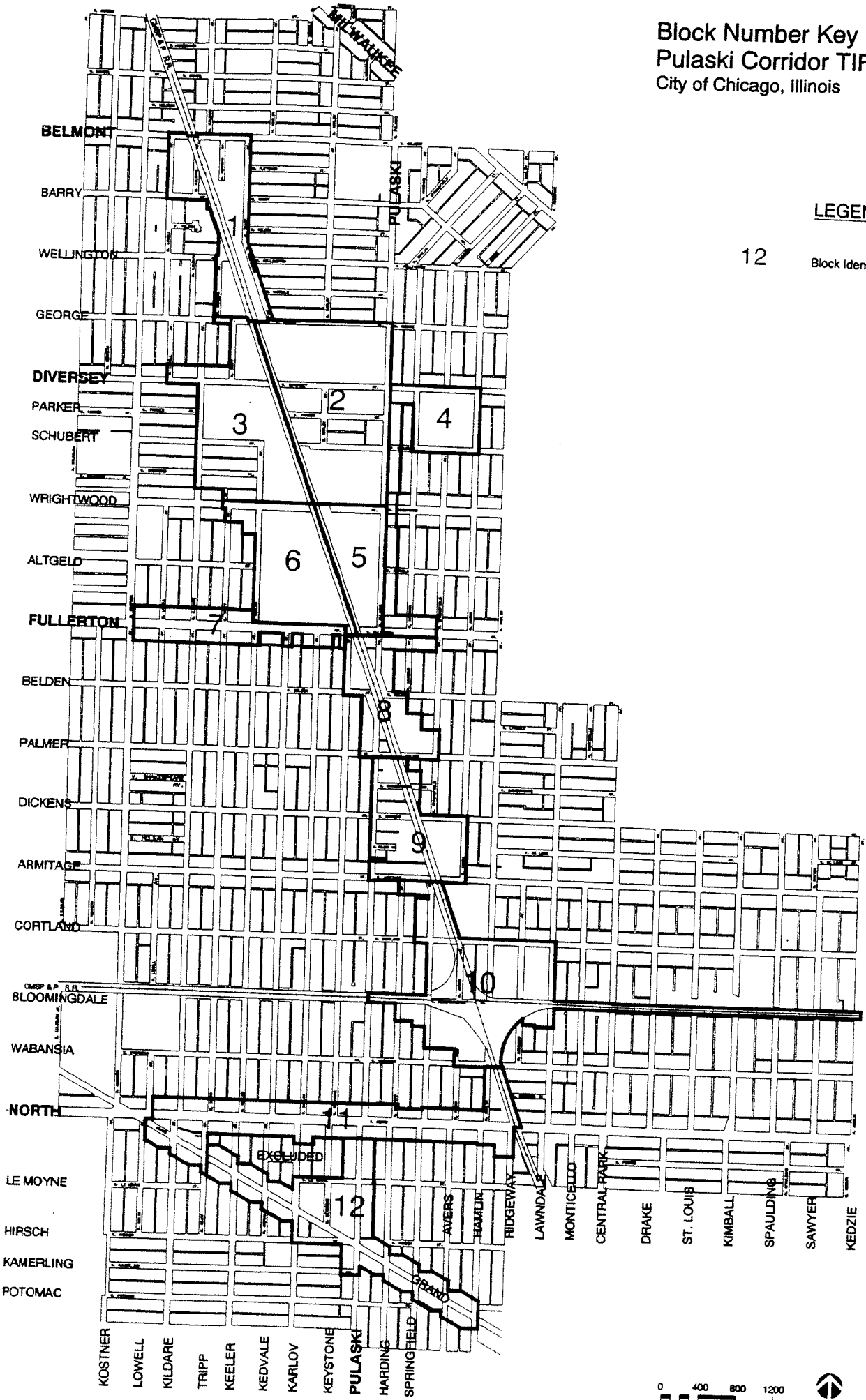
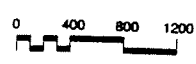


Exhibit F

JANUARY 22, 1999



FGV Urban Consulting

Enterprise Zone Map  
 Pulaski Corridor TIF  
 City of Chicago, Illinois

**LEGEND**

 State Enterprise Zone 5

NOTE: For enterprise zone boundary outside of TIF area, see City files.

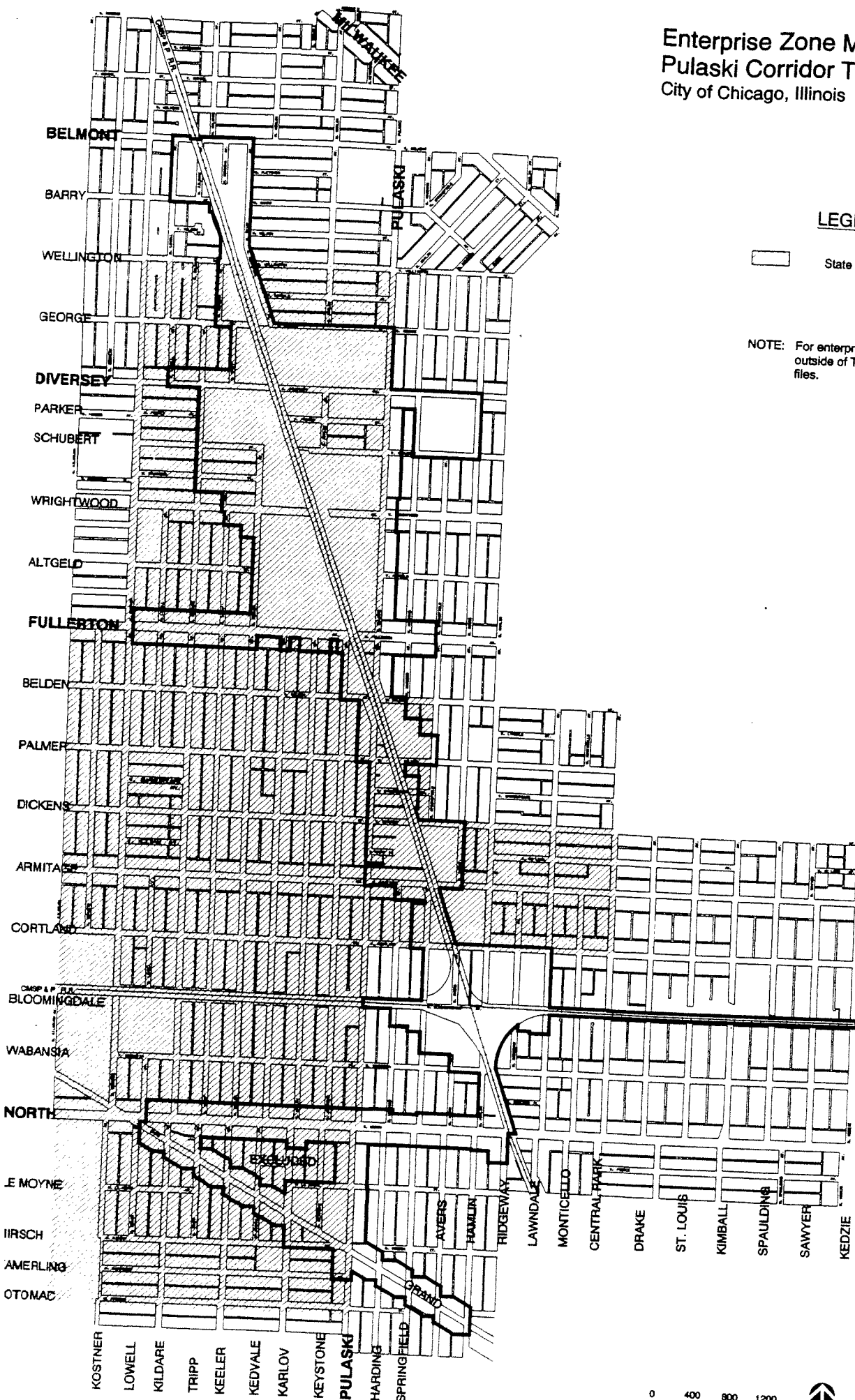
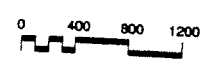


Exhibit G

JANUARY 22, 1999




**FGV** Urban Consulting



# Land Acquisition Map Pulaski Corridor TIF City of Chicago, Illinois

## LEGEND

-  Land Proposed for Acquisition
- 17 Area Identification Number

NOTE: Locations are schematic and sizes are approximate.

94% of land proposed for acquisition is vacant land or contains vacant buildings.

6% of land proposed for acquisition is non-compatible with surrounding land use.

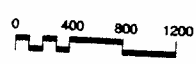
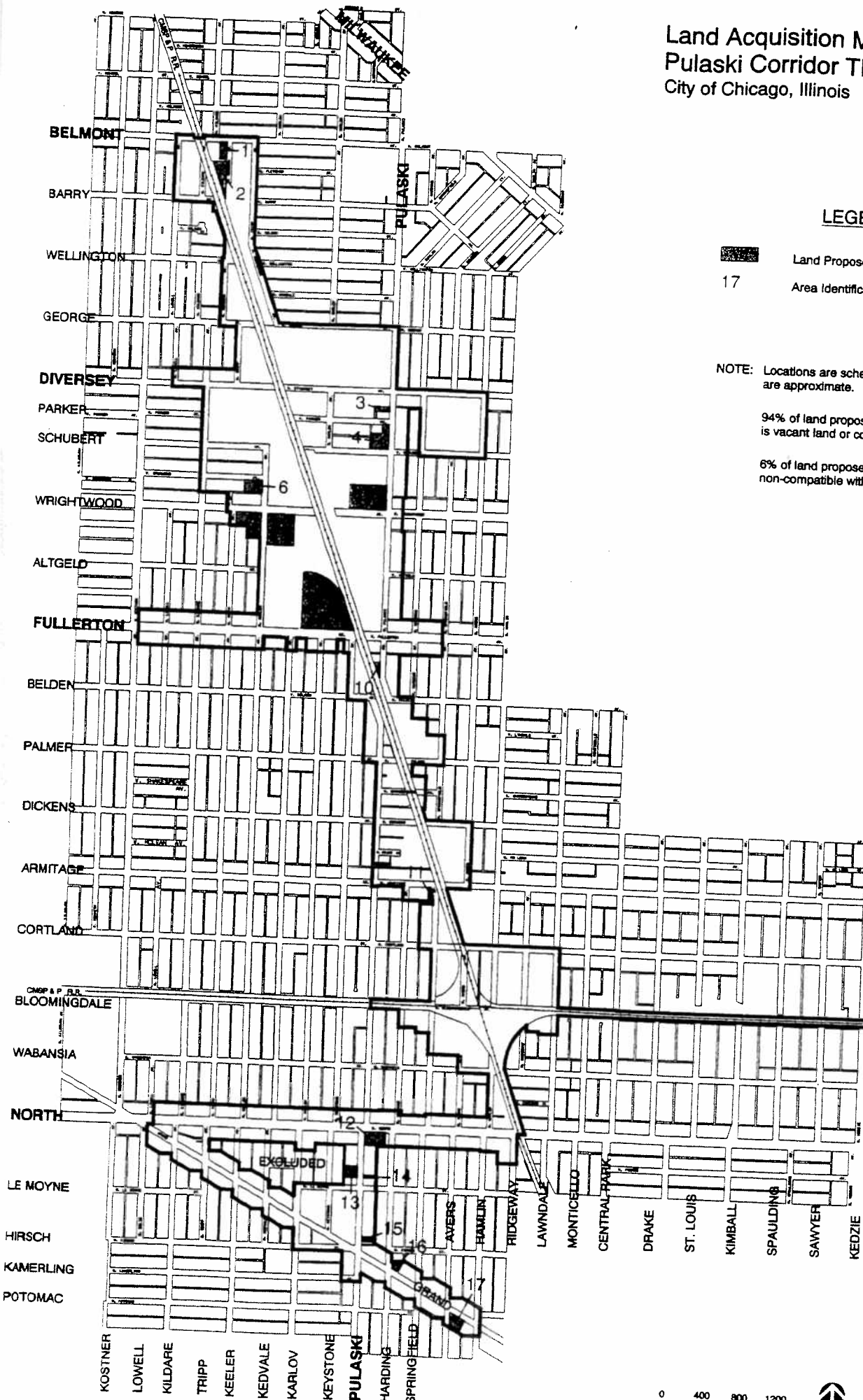


Exhibit H-2  
Land Acquisition List  
Pulaski Corridor TIF - Chicago, Illinois

- PARCELS THAT MAY BE ACQUIRED BY THE CITY

AREA IDENTIFICATION NUMBER	PIN NUMBER	EAV 1997 ACTUAL
1	1327202002	
2	1327202005	83,440
2	1327202007	12,133
3	1327404031	87,093
3	1327404038	120,291
3	1327404039	189,028
4	1327406035	74,997
4	1327406036	156,188
4	1327406039	116,644
4	1327406042	40,395
4	1327406043	12,264
5	1327402040	12,277
5	1327402041 (TO BE SPLIT)	85,687
6	1327410018	805,079
6	1327410019	8,056
6	1327410020	8,056
6	1327410021	8,056
6	1327410022	8,056
6	1327410023	8,056
6	1327410043	8,316
7	1327414001	16,119
7	1327414016	508,655
7	1327414017	13,461
7	1327414018	9,380
7	1327414019	9,380
7	1327414020	9,331
8	1327415001	11,587
9	1327415021	335,102
10	1334208010	1,392,206
10	1334208011	24,727
10	1334208012	24,042
11	1335301031	14,243
12	1602100001	89,184
12	1602100002	10,792
12	1602100003	162,852
12	1602100004	43,236
13	1603210029	44,729
13	1603210030	5,059
13	1603210031	5,059
13	1603210032	19,963
14	1602100017	101,937
15	1602108016	5,583
15	1602108017	7,493
16	1602116009	7,755
16	1602116010	8,391
17	1602128001	61,317
17	1602128002	11,168
17	1602128003	16,465
		13,615
		<b>4,826,943</b>

**Attachment Three**  
**Legal Description**

**PULASKI INDUSTRIAL CORRIDOR TIF**

ALL THAT PART OF SECTIONS 26, 27, 34 AND 35 IN TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TOGETHER WITH THAT PART OF SECTIONS 2 AND 3 IN TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF LOWELL AVE. WITH THE SOUTH LINE OF BARRY AVE. AND RUNNING;

THENCE NORTH ALONG SAID WEST LINE OF LOWELL AVE. TO THE NORTH LINE OF BELMONT AVE.;

THENCE EAST ALONG SAID NORTH LINE OF BELMONT AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF TRIPP AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF TRIPP AVE. TO IT'S INTERSECTION WITH THE NORTHEASTERLY LINE OF KEARSARGE ST.;

THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE OF KEARSARGE ST. TO THE NORTH LINE OF GEORGE ST.;

THENCE EAST ALONG SAID NORTH LINE OF GEORGE ST. TO THE EAST LINE OF PULASKI RD.

THENCE SOUTH ALONG SAID EAST LINE OF PULASKI RD. TO THE NORTH LINE OF DIVERSEY AVE.;

THENCE EAST ALONG SAID NORTH LINE OF DIVERSEY AVE. TO THE NORTHERLY EXTENSION OF THE EAST LINE OF AVERS AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF AVERS AVE. TO THE SOUTH LINE OF SCHUBERT AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF SCHUBERT AVE. TO THE WEST LINE OF HARDING AVE.;

THENCE NORTH ALONG SAID WEST LINE OF HARDING AVE. TO THE NORTH LINE OF LOT 1 IN F. S. KUNKEL & CO. RESUBDIVISION OF LOTS 28 TO 44 OF BLOCK 2 IN PENNOCK, A SUBDIVISION IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 1 IN F. S. KUNKEL & CO. RESUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF DIVERSEY;

THENCE WEST ALONG SAID NORTH LINE OF LOT 1 IN F. S. KUNKEL & CO. RESUBDIVISION TO THE WEST LINE THEREOF, SAID WEST LINE OF LOT 1 IN F. S. KUNKEL & CO. RESUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF PULASKI RD.

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF PULASKI RD. TO THE NORTH LINE OF LOT 22 IN BLOCK 19 IN PENNOCK, A SUBDIVISION IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 22 BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF WRIGHTWOOD AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF WRIGHTWOOD AVE. TO THE EAST LINE OF THE WEST 12 FEET OF LOT 23 IN SAID BLOCK 19 IN PENNOCK;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST 12 FEET OF LOT 23 IN SAID BLOCK 19 IN PENNOCK, AND ALONG THE SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF WRIGHTWOOD AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF WRIGHTWOOD AVE. TO THE EAST LINE OF THE WEST 10 FEET OF LOT 6 IN BLOCK 20 IN PENNOCK, AFORESAID;

THENCE SOUTH ALONG SAID EAST LINE OF THE WEST 10 FEET OF LOT 6 IN BLOCK 20 IN PENNOCK TO THE SOUTH LINE OF SAID LOT 6, SAID SOUTH LINE OF LOT 6 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF WRIGHTWOOD AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF WRIGHTWOOD AVE. TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOTS 28 THROUGH 44, INCLUSIVE, IN SAID BLOCK 20 IN PENNOCK, SAID WEST LINE OF LOTS 28 THROUGH 44, INCLUSIVE, IN BLOCK 20 IN PENNOCK BEING ALSO THE EAST LINE OF THE ALLEY EAST OF PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF PULASKI RD TO THE SOUTH LINE OF LOT 17 IN BLOCK 39 IN PENNOCK, SAID SOUTH LINE OF LOT 17 IN BLOCK 39 IN PENNOCK BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF FULLERTON AVE.

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF FULLERTON AVE. TO THE WEST LINE OF SPRINGFIELD AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF SPRINGFIELD AVE. TO THE NORTH LINE OF LOT 1 IN HAVERKAMPF & POP' RESUBDIVISION OF LOTS 28 TO 44 IN BLOCK 1 IN C. BILLINGS' SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 1 IN HAVERKAMPF & POP'

RESUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE.;

THENCE WEST ALONG SAID NORTH LINE AND ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE. TO THE WEST LINE OF LOT 1 IN HAVERKAMPF & POP' RESUBDIVISION OF LOTS 28 TO 44 IN BLOCK 2 IN C. BILLINGS' SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 1 IN HAVERKAMPF & POP' RESUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY EAST OF PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF PULASKI RD. TO THE NORTH LINE OF BELDEN AVE.;

THENCE EAST ALONG SAID NORTH LINE OF BELDEN AVE. TO THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 12 IN BLOCK 3 IN C. BILLINGS' SUBDIVISION IN WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF LOT 12 IN BLOCK 3 IN C. BILLINGS' SUBDIVISION TO THE SOUTH LINE OF SAID LOT 12, SAID SOUTH LINE OF LOT 12 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF BELDEN AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF BELDEN AVE. TO THE WEST LINE OF LOT 5 IN ELLISON'S SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35 TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID WEST LINE OF LOT 5 IN ELLISON'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE. TO THE SOUTH LINE OF LOT 5 IN NEEROS' & KNUDSON'S SUBDIVISION IN WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 5 IN NEEROS' & KNUDSON'S SUBDIVISION TO THE CENTER LINE OF SPRINGFIELD AVE.;

THENCE SOUTH ALONG SAID CENTER LINE OF SPRINGFIELD AVE. TO THE SOUTH LINE OF PALMER ST.;

THENCE WEST ALONG SAID SOUTH LINE OF PALMER ST. TO THE EAST LINE OF LOT 1 IN BLOCK 3 IN J. COSTELLO'S SUBDIVISION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35,

TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 1 IN BLOCK 3 IN J. COSTELLO'S SUBDIVISION TO THE SOUTH LINE OF SAID LOT 1, SAID SOUTH LINE OF LOT 1 BEING ALSO THE NORTH LINE OF THE ALLEY SOUTH OF PALMER ST.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY SOUTH OF PALMER ST. TO THE WEST LINE OF LOTS 8 THROUGH 18, INCLUSIVE, IN SAID BLOCK 3 IN J. COSTELLO'S SUBDIVISION, SAID WEST LINE OF LOTS 8 THROUGH 18, INCLUSIVE, IN SAID BLOCK 3 IN J. COSTELLO'S SUBDIVISION BEING ALSO THE EAST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE. TO THE NORTH LINE OF LOT 9 IN ERB'S SUBDIVISION IN THE WEST HALF OF NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID NORTH LINE OF LOT 9 IN ERB'S SUBDIVISION TO THE WESTERLY LINE OF SAID LOT 9;

THENCE SOUTHEASTERLY ALONG SAID WESTERLY LINE OF SAID LOT 9 AND ALONG THE WESTERLY LINE OF LOTS 10 THROUGH 13, INCLUSIVE, TO THE NORTH LINE OF DICKENS AVE.;

THENCE WEST ALONG SAID NORTH LINE OF DICKENS AVE. TO THE EAST LINE OF AVERS AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF AVERS AVE. TO THE SOUTH LINE OF ARMITAGE AVE.

THENCE WEST ALONG SAID SOUTH LINE OF ARMITAGE AVE. TO THE NORTHEASTERLY LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY;

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

THENCE EAST ALONG SAID NORTH LINE OF CORTLAND ST. TO EAST LINE OF LAWDALE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF LAWDALE AVE. TO THE NORTH LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY;

THENCE EAST ALONG SAID NORTH LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY TO THE CENTER LINE OF KEDZIE AVE.;

THENCE SOUTH ALONG SAID CENTER LINE OF KEDZIE AVE. TO THE SOUTH LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY;

THENCE WEST ALONG SAID SOUTH LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY TO THE EAST LINE OF LAWDALE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF LAWDALE AVE. TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 8 IN BLOCK 3 IN THE SUBDIVISION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF LOT 8 IN BLOCK 3 IN THE SUBDIVISION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 39 IN SAID SUBDIVISION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, SAID EAST LINE OF LOT 39 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF RIDGEWAY AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF RIDGEWAY AVE. TO THE NORTH LINE OF AFORESAID LOT 39;

THENCE WEST ALONG SAID NORTH LINE OF LOT 39 TO THE EAST LINE OF RIDGEWAY AVE.

THENCE NORTH ALONG SAID EAST LINE OF RIDGEWAY AVE. TO THE EASTERLY LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY;

THENCE SOUTHWESTERLY AND SOUTHEASTERLY ALONG SAID EASTERLY LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY TO THE SOUTH LINE OF NORTH AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF NORTH AVE. TO THE EAST LINE OF RIDGEWAY AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF RIDGEWAY AVE. TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 16 IN BLOCK 5 IN BEEBE'S SUBDIVISION OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 2,



TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF LOT 16 IN BLOCK 5 IN BEEBE'S SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 41 IN SAID BLOCK 5 IN BEEBE'S SUBDIVISION, SAID EAST LINE OF LOT 41 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF HAMLIN AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF HAMLIN AVE. TO THE NORTH LINE OF LOT 45 IN SAID BLOCK 3 IN BEEBE'S SUBDIVISION, SAID NORTH LINE OF LOT 45 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE. TO NORTHWESTERLY LINE OF LOT 47 IN BLOCK 1 IN HOSMER & MACKEY'S SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE SOUTHWEST ALONG SAID NORTHWESTERLY LINE OF LOT 47 IN BLOCK 1 IN HOSMER & MACKEY'S SUBDIVISION TO THE WEST LINE OF SAID LOT 47, SAID WEST LINE OF LOT 47 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF PULASKI RD.

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF PULASKI RD. TO THE SOUTHWESTERLY LINE OF LOT 38 IN BLOCK 2 IN SAID HOSMER & MACKEY'S SUBDIVISION, SAID SOUTHWESTERLY LINE OF LOT 38 BEING ALSO THE NORTHWESTERLY LINE OF THE ALLEY NORTHWEST OF GRAND AVE.;

THENCE SOUTHEASTERLY ALONG SAID NORTHWESTERLY LINE OF THE ALLEY NORTHWEST OF GRAND AVE. AND ALONG THE SOUTHEASTERLY EXTENSION THEREOF TO THE EAST LINE OF HARDING AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF HARDING AVE. TO THE SOUTH LINE OF LOT 4 IN BLOCK 3 IN SAID HOSMER & MACKEY'S SUBDIVISION;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 4 IN BLOCK 3 IN HOSMER & MACKEY'S SUBDIVISION AND ALONG THE EASTERLY EXTENSION THEREOF TO THE SOUTHWESTERLY LINE OF LOT 17 IN SAID BLOCK 3 IN HOSMER & MACKEY'S SUBDIVISION;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF LOT 17 IN SAID BLOCK 3 IN HOSMER & MACKEY'S SUBDIVISION AND ALONG THE SOUTHEASTERLY EXTENSION THEREOF TO THE EAST LINE OF SPRINGFIELD AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF SPRINGFIELD AVE. TO THE SOUTH

LINE OF LOT 11 IN BLOCK 8 IN SAID HOSMER & MACKEY'S SUBDIVISION;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 11 IN BLOCK 8 IN SAID HOSMER & MACKEY'S SUBDIVISION AND ALONG THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOT 24 IN SAID BLOCK 8 IN HOSMER & MACKEY'S SUBDIVISION;

THENCE SOUTH ALONG SAID WEST LINE OF LOT 24 IN SAID BLOCK 8 IN HOSMER & MACKEY'S SUBDIVISION TO THE SOUTHWESTERLY LINE THEREOF;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF LOT 24 IN SAID BLOCK 8 IN HOSMER & MACKEY'S SUBDIVISION AND ALONG THE SOUTHEASTERLY EXTENSION THEREOF TO THE EAST LINE OF AVERS AVE.

THENCE SOUTH ALONG SAID EAST LINE OF AVERS AVE. TO THE SOUTH LINE OF LOT 19 IN BLOCK 9 IN SAID HOSMER & MACKEY'S SUBDIVISION;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 19 IN BLOCK 9 IN HOSMER & MACKEY'S SUBDIVISION AND ALONG THE EASTERLY EXTENSION THEREOF TO THE SOUTHWESTERLY LINE OF LOT 32 IN SAID BLOCK 9 IN HOSMER & MACKEY'S SUBDIVISION;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF LOT 32 IN SAID BLOCK 9 IN HOSMER & MACKEY'S SUBDIVISION AND ALONG THE SOUTHEASTERLY EXTENSION THEREOF TO THE EAST LINE OF HAMLIN AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF HAMLIN AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 12 IN BLOCK 6 IN THOMAS J. DIVEN'S SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 12 IN BLOCK 6 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 43 IN SAID BLOCK 6 IN THOMAS J. DIVEN'S SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 43 IN SAID BLOCK 6 IN THOMAS J. DIVEN'S SUBDIVISION TO THE NORTHEASTERLY LINE THEREOF;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF LOT 43 AND ALONG THE NORTHEASTERLY LINE OF LOT 44 IN SAID BLOCK 6 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE NORTHWESTERLY EXTENSION THEREOF TO THE WEST LINE OF AVERS AVE.;

THENCE NORTH ALONG SAID WEST LINE OF AVERS AVE. TO THE NORTH LINE

OF LOT 12 IN BLOCK 5 IN SAID THOMAS J. DIVEN'S SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE OF LOT 12 IN BLOCK 5 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 57 IN SAID BLOCK 5 IN THOMAS J. DIVEN'S SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 57 IN SAID BLOCK 5 IN THOMAS J. DIVEN'S SUBDIVISION TO THE NORTHEASTERLY LINE THEREOF;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF LOT 57 IN SAID BLOCK 5 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE NORTHEASTERLY LINE OF LOT 58 IN SAID BLOCK 5 AND ALONG THE NORTHWESTERLY EXTENSION THEREOF TO THE WEST LINE OF SPRINGFIELD AVE.;

THENCE NORTH ALONG SAID WEST LINE OF SPRINGFIELD AVE. TO THE NORTH LINE OF LOT 4 IN THE RESUBDIVISION OF LOTS 12 TO 16 IN BLOCK 1 IN THOMAS J. DIVEN'S SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE OF LOT 4 IN THE RESUBDIVISION OF LOTS 12 TO 16 IN BLOCK 1 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 21 IN BLOCK 1 IN THOMAS J. DIVEN'S SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 21 IN BLOCK 1 IN THOMAS J. DIVEN'S SUBDIVISION TO THE NORTHEASTERLY LINE OF LOT 22;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF LOT 22 IN BLOCK 1 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE NORTHEASTERLY LINE OF LOT 23 IN SAID BLOCK 1 AND ALONG THE NORTHWESTERLY EXTENSION THEREOF TO THE WEST LINE OF HARDING AVE.;

THENCE NORTH ALONG SAID WEST LINE OF HARDING AVE. TO THE NORTH LINE OF LOT 1 IN THE RESUBDIVISION OF LOTS 12 TO 15 IN BLOCK 2 IN THOMAS J. DIVEN'S SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE OF LOT 1 IN THE RESUBDIVISION OF LOTS 12 TO 15 IN BLOCK 2 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 35 IN BLOCK 2 IN THOMAS J. DIVEN'S SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 35 IN BLOCK 2 IN THOMAS J. DIVEN'S SUBDIVISION TO THE NORTHEASTERLY LINE OF LOT 36;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF LOT 36 IN BLOCK 2 IN THOMAS J. DIVEN'S SUBDIVISION AND ALONG THE NORTHEASTERLY

LINE OF LOT 37 IN SAID BLOCK 2 TO THE EAST LINE OF PULASKI RD.;

THENCE SOUTH ALONG SAID EAST LINE OF PULASKI RD. TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF KAMERLING AVE.;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF KAMERLING AVE TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 46 IN BLOCK 1 IN DEMAREST & KAMERLING'S GRAND AVE. SUBDIVISION IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 46 IN BLOCK 1 IN DEMAREST & KAMERLING'S GRAND AVE. SUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF PULASKI RD.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE ALLEY WEST OF PULASKI RD. TO THE SOUTH LINE OF HIRSCH ST.;

THENCE WEST ALONG SAID SOUTH LINE OF HIRSCH ST. TO THE WEST LINE OF KARLOV AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KARLOV AVE. TO THE NORTH LINE OF LOT 365 IN DAVENPORT'S SUBDIVISION, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 365 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE. TO THE EAST LINE OF LOTS 351 AND 352 IN DAVENPORT'S SUBDIVISION, SAID EAST LINE OF SAID LOTS 351 AND 352 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF KARLOV AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF KARLOV AVE. TO THE NORTHEASTERLY LINE OF LOT 351 IN DAVENPORT'S SUBDIVISION, SAID NORTHEASTERLY LINE OF LOT 351 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE. AND ALONG THE NORTHWESTERLY EXTENSION THEREOF TO THE WEST LINE OF KEDVALE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KEDVALE AVE. TO THE NORTH LINE OF LOT 349 IN DAVENPORT'S SUBDIVISION, SAID NORTH LINE OF LOT 349 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE. TO ITS INTERSECTION WITH THE EAST LINE OF LOT 319 IN DAVENPORT'S

SUBDIVISION, SAID EAST LINE OF LOT 319 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF KEELER AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF KEELER AVE. TO THE NORTHEASTERLY LINE OF LOT 319 IN DAVENPORT'S SUBDIVISION, SAID NORTHEASTERLY LINE OF LOT 319 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE. AND ALONG THE NORTHWESTERLY EXTENSION THEREOF TO THE WEST LINE OF KEELER AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KEELER AVE. TO THE NORTH LINE OF LOT 317 IN DAVENPORT'S SUBDIVISION, SAID NORTH LINE OF LOT 317 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE. TO ITS INTERSECTION WITH THE EAST LINE OF LOT 272 IN DAVENPORT'S SUBDIVISION, SAID EAST LINE OF LOT 272 BEING ALSO THE WEST LINE OF THE ALLEY EAST OF TRIPP AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY EAST OF TRIPP AVE. TO THE NORTHEASTERLY LINE OF LOT 271 IN DAVENPORT'S SUBDIVISION, SAID NORTHEASTERLY LINE OF LOT 271 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE. TO THE WEST LINE OF TRIPP AVE.;

THENCE NORTH ALONG SAID WEST LINE OF TRIPP AVE. TO THE NORTH LINE OF LOT 269 IN DAVENPORT'S SUBDIVISION, SAID NORTH LINE OF LOT 269 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE. TO ITS INTERSECTION WITH THE NORTHEASTERLY LINE OF LOT 213 IN DAVENPORT'S SUBDIVISION, SAID NORTHEASTERLY LINE OF LOT 213 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE. TO THE WEST LINE OF KILDARE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KILDARE AVE. TO THE NORTH LINE OF LOT 20 IN WILLIAM H. HINTZE'S SUBDIVISION, A SUBDIVISION IN THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 20 BEING

ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF GRAND AVE. TO ITS INTERSECTION WITH THE EAST LINE OF LOT 50 IN WILLIAM H. HINTZE'S SUBDIVISION, SAID EAST LINE OF LOT 50 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF KILDARE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF KILDARE AVE. TO THE NORTHEASTERLY LINE OF LOT 51 IN WILLIAM H. HINTZE'S SUBDIVISION, SAID NORTHEASTERLY LINE OF LOT 51 BEING ALSO THE SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE.;

THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE OF THE ALLEY SOUTH OF GRAND AVE. TO THE EAST LINE OF KOLIN AVE.;

THENCE NORTH ALONG SAID EAST LINE OF KOLIN AVE. TO THE WESTERLY EXTENSION OF THE NORTH LINE OF NORTH AVE.

THENCE EAST ALONG SAID WESTERLY EXTENSION OF THE NORTH LINE OF NORTH AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOWELL AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOWELL AVE. TO THE SOUTH LINE OF LOT 17 IN BLOCK 31 OF GARFIELD SUBDIVISION, A SUBDIVISION OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 17 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF NORTH AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF NORTH AVE. TO THE EAST LINE OF PULASKI AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF PULASKI AVE. TO THE CENTER LINE OF THE VACATED ALLEY NORTH OF NORTH AVE.;

THENCE EAST ALONG SAID CENTER LINE OF THE VACATED ALLEY NORTH OF NORTH AVE. TO THE EAST LINE OF SAID VACATED ALLEY NORTH OF NORTH AVE.;

THENCE NORTH ALONG SAID EAST LINE OF THE VACATED ALLEY NORTH OF NORTH AVE. TO THE NORTH LINE OF THE ALLEY NORTH OF NORTH AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF NORTH AVE. TO THE EAST LINE OF HARDING AVE.;

THENCE SOUTH ALONG SAID EAST LINE HARDING AVE. TO THE SOUTH LINE OF LOT 19 IN STROBRIDGE'S RESUBDIVISION OF LOTS 1, 4, 5 & 8 IN BLOCK 3 AND

LOTS 2 & 3 IN BLOCK 4 OF HAGEN & BROWN'S ADDITION TO THE CITY OF CHICAGO, A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN,

THENCE EAST ALONG SAID SOUTH LINE OF LOT 19 TO ITS INTERSECTION WITH THE WEST LINE OF SPRINGFIELD AVE.;

THENCE NORTH ALONG SAID WEST LINE OF SPRINGFIELD AVE. TO ITS INTERSECTION WITH THE SOUTH LINE OF LOT 16 IN LEO FOX'S SUBDIVISION OF LOTS 7 & 10 OF BLOCK 4 OF HAGEN & BROWN'S ADDITION TO THE CITY OF CHICAGO, SAID SOUTH LINE OF LOT 16 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF NORTH AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF NORTH AVE. TO THE WEST LINE OF HAMLIN AVE.;

THENCE NORTH ALONG SAID WEST LINE OF HAMLIN AVE. TO THE SOUTH LINE OF WABANSIA AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF WABANSIA AVE. TO THE WEST LINE OF AVERS AVE.;

THENCE NORTH ALONG SAID WEST LINE OF AVERS AVE. TO THE SOUTH LINE OF LOT 7 IN HAGEN & BROWN'S ADDITION TO THE CITY OF CHICAGO;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 7 TO ITS INTERSECTION WITH THE WEST LINE OF SPRINGFIELD AVE.;

THENCE NORTH ALONG SAID WEST LINE OF SPRINGFIELD AVE. TO THE NORTH LINE OF LOT 1 OF GEO. E. DORR'S RESUBDIVISION OF LOTS 5, 6 & 8 OF BLOCK 2 OF HAGEN & BROWN'S ADDITION TO THE CITY OF CHICAGO;

THENCE WEST ALONG SAID NORTH LINE OF LOT 1 TO ITS INTERSECTION WITH THE EAST LINE OF LOT 11 IN THE RESUBDIVISION OF LOTS 1 & 4 OF BLOCK 2 OF HAGEN & BROWN'S ADDITION TO THE CITY OF CHICAGO, SAID EAST LINE OF LOT 11 BEING THE WEST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE. TO THE NORTH LINE OF LOT 12 IN THE RESUBDIVISION OF LOTS 1 & 4 OF BLOCK 2 OF HAGEN & BROWN'S ADDITION TO THE CITY OF CHICAGO, SAID NORTH LINE OF LOT 12 BEING THE SOUTH LINE OF THE ALLEY SOUTH OF BLOOMINGDALE AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF BLOOMINGDALE AVE. TO ITS INTERSECTION WITH THE WEST LINE OF HARDING

AVE.;

THENCE NORTH ALONG SAID WEST LINE OF HARDING AVE. TO THE SOUTH LINE OF CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY;

THENCE WEST ALONG SAID CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY TO THE CENTER LINE OF PULASKI RD.;

THENCE NORTH ALONG SAID CENTER LINE OF PULASKI RD. TO THE NORTH LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY;

THENCE EAST ALONG SAID NORTH LINE OF THE CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY RIGHT OF WAY TO THE WEST LINE OF SPRINGFIELD AVE.;

THENCE NORTH ALONG SAID WEST LINE OF SPRINGFIELD AVE. TO THE SOUTH LINE OF CORTLAND ST.;

THENCE WEST ALONG SAID SOUTH LINE OF CORTLAND ST. TO ITS INTERSECTION WITH THE EAST LINE OF LOT 1 IN BLOCK 3 OF ROBERT F. SUMMER'S SUBDIVISION IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 1 BEING THE WEST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF SPRINGFIELD AVE. TO ITS INTERSECTION WITH THE SOUTH LINE OF LOT 11 IN BLOCK 2 OF ROBERT F. SUMMER'S SUBDIVISION AS EXTENDED WEST TO THE WEST LINE OF SAID ALLEY;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 11 IN BLOCK 2 OF ROBERT F. SUMMER'S SUBDIVISION TO THE WEST LINE OF SPRINGFIELD AVE.;

THENCE NORTH ALONG SAID WEST LINE OF SPRINGFIELD AVE. TO THE NORTH LINE OF SAID LOT 11 IN BLOCK 2 OF ROBERT F. SUMMER'S SUBDIVISION, SAID NORTH LINE OF LOT 11 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF ARMITAGE AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF ALLEY SOUTH OF ARMITAGE AVE. TO THE WEST LINE OF HARDING AVE.;

THENCE NORTH ALONG SAID WEST LINE OF HARDING AVE. TO THE SOUTH LINE OF ARMITAGE AVE.



THENCE WEST ALONG SAID SOUTH LINE OF ARMITAGE AVE. TO THE WEST LINE OF PULASKI RD.;

THENCE NORTH ALONG SAID WEST LINE OF PULASKI RD. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 5 IN THE SUBDIVISION OF LOTS 55 TO 59, BOTH INCLUSIVE, IN PRICE & MOSS' SUBDIVISION IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE SOUTH LINE OF LOT 5 IN THE SUBDIVISION OF LOTS 55 TO 59, BOTH INCLUSIVE, IN PRICE & MOSS' SUBDIVISION TO THE EAST LINE THEREOF;

THENCE NORTH ALONG SAID EAST LINE OF LOT 5 IN THE SUBDIVISION OF LOTS 55 TO 59, BOTH INCLUSIVE, IN PRICE & MOSS' SUBDIVISION TO THE NORTH LINE THEREOF;

THENCE WEST ALONG SAID NORTH LINE OF LOT 5 IN THE SUBDIVISION OF LOTS 55 TO 59, BOTH INCLUSIVE, IN PRICE & MOSS' SUBDIVISION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF PULASKI RD.;

THENCE NORTH ALONG SAID WEST LINE OF PULASKI RD. TO THE SOUTH LINE OF PALMER ST.;

THENCE WEST ALONG SAID SOUTH LINE OF PALMER ST. TO ITS INTERSECTION WITH THE EAST LINE AS EXTENDED SOUTH OF LOT 25 IN BLOCK 51 OF KEENEY'S ADDITION TO PENNOCK, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 25 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF PULASKI RD.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF PULASKI RD. TO THE SOUTH LINE OF BELDEN AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF BELDEN AVE. TO THE WEST LINE OF KEYSTONE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KEYSTONE AVE. TO THE NORTH LINE OF LOT 397 IN SAM BROWN JR.'S PENNOCK SUBDIVISION, A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 347 BEING THE SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE. TO ITS INTERSECTION WITH THE WEST LINE OF LOT 2 IN BLOCK

41 IN PENNOCK'S SUBDIVISION,

THENCE NORTH ALONG SAID WEST LINE OF LOT 2 TO THE SOUTH LINE OF FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF FULLERTON AVE. TO THE EAST LINE OF LOT 6 IN BLOCK 41 IN PENNOCK'S SUBDIVISION;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 6 TO ITS INTERSECTION WITH THE NORTH LINE OF LOT 1 IN THE RESUBDIVISION OF LOTS 386 TO 393 IN SAM BROWN JR.'S PENNOCK SUBDIVISION, SAID NORTH LINE OF LOT 1 BEING THE SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE. TO ITS INTERSECTION WITH THE EAST LINE OF LOT 354 IN SAM BROWN JR.'S PENNOCK SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF LOT 354 TO THE SOUTH LINE OF FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF FULLERTON AVE. TO THE EAST LINE OF LOT 350 IN SAM BROWN JR.'S PENNOCK SUBDIVISION;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 350 TO ITS INTERSECTION WITH THE NORTH LINE OF LOT 1 IN ED. G.UEHLEIN'S RESUBDIVISION OF LOTS 333 TO 349 IN SAM BROWN JR.'S PENNOCK SUBDIVISION, SAID NORTH LINE OF LOT 1 BEING THE SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE. TO THE WEST LINE OF KEDVALE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KEDVALE AVE. TO THE SOUTH LINE OF FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF FULLERTON AVE. TO THE EAST LINE OF LOT 306 IN SAM BROWN JR.'S PENNOCK SUBDIVISION;

THENCE SOUTH ALONG SAID EAST LINE OF LOT 306 TO ITS INTERSECTION WITH THE NORTH LINE OF LOT 305 IN SAM BROWN JR.'S PENNOCK SUBDIVISION, SAID NORTH LINE BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF FULLERTON AVE. TO THE EAST LINE OF KOSTNER AVE.;

THENCE NORTH ALONG SAID EAST LINE OF KOSTNER AVE. TO THE SOUTH LINE OF LOT 12 IN THE OWNER'S SUBDIVISION OF LOTS 1 TO 9, 13 TO 16 & 28 TO 42 OF BLOCK 5 IN KEENEY & PEMBERTHY'S ADDITION IN THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 12 IN THE OWNER'S SUBDIVISION BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF FULLERTON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF FULLERTON AVE. TO THE WEST LINE OF KEELER AVE.;

THENCE NORTH ALONG SAID EAST LINE OF KEELER AVE. TO THE SOUTH LINE OF LOT 40 IN BLOCK 1 IN KEENEY & PEMBERTHY'S ADDITION TO PENNOCK, A SUBDIVISION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 40 IN BLOCK 1 IN KEENEY & PEMBERTHY'S ADDITION AND ALONG THE WESTERLY EXTENSION THEREOF TO THE EAST LINE OF LOT 15 IN SAID BLOCK 1 IN KEENEY & PEMBERTHY'S ADDITION TO PENNOCK, SAID EAST LINE OF LOT 15 BEING ALSO THE WEST LINE OF THE ALLEY WEST OF KEELER;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF KEELER TO THE NORTH LINE OF LOT 11 IN SAID BLOCK 1 IN KEENEY & PEMBERTHY'S ADDITION TO PENNOCK, SAID NORTH LINE OF LOT 11 BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF WRIGHTWOOD AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF WRIGHTWOOD AVE. TO THE WEST LINE OF TRIPP AVE.;

THENCE NORTH ALONG SAID WEST LINE OF TRIPP AVE. TO THE SOUTH LINE OF WRIGHTWOOD AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF WRIGHTWOOD AVE. TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 12 IN WM. P. HERBERT'S RESUBDIVISION OF LOTS 33 TO 48 IN ALEX J. ROBERT'S SUBDIVISION IN THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOT 12 IN WM. P. HERBERT'S RESUBDIVISION OF LOTS 33 TO 48 IN ALEX J. ROBERT'S SUBDIVISION TO THE NORTH LINE OF SAID LOT 12, SAID NORTH LINE OF LOT 12 BEING ALSO THE SOUTH LINE OF THE ALLEY NORTH OF WRIGHTWOOD AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY NORTH OF WRIGHTWOOD AVE. TO THE WEST LINE OF KILDARE AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KILDARE AVE. TO THE SOUTH LINE OF DIVERSEY AVE.

THENCE WEST ALONG SAID SOUTH LINE OF DIVERSEY AVE. TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOWELL AVE.;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOWELL AVE. TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 15 IN BLOCK 3 IN J. E. WHITE'S SUBDIVISION IN THE SOUTH HALF OF THE THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 15 IN BLOCK 3 IN J. E. WHITE'S SUBDIVISION BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF DIVERSEY;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF DIVERSEY TO THE WEST LINE OF TRIPP AVE.;

THENCE NORTH ALONG SAID WEST LINE OF TRIPP AVE. TO THE SOUTH LINE OF GEORGE ST.;

THENCE WEST ALONG SAID SOUTH LINE OF GEORGE ST. TO THE SOUTHERY EXTENSION OF THE WEST LINE OF KENOSHA AVE.;

THENCE NORTH ALONG SAID SOUTHERY EXTENSION OF THE WEST LINE OF KENOSHA AVE. AND THE NORTHERLY EXTENSION THEREOF TO THE NORTH LINE OF WELLINGTON AVE.;

THENCE EAST ALONG SAID NORTH LINE OF WELLINGTON AVE. TO THE EAST LINE OF LOT 60 IN W. O. OLSEN'S RESUBDIVISION OF BLOCK 7, PART OF BLOCK 6 AND VACATED STREETS AND ALLEYS IN CUSHING'S SUBDIVISION IN THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 60 IN W. O. OLSEN'S RESUBDIVISION BEING ALSO THE WEST LINE OF AN ALLEY;

THENCE NORTH ALONG SAID EAST LINE OF LOT 60 IN W. O. OLSEN'S RESUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO THE NORTHEASTERLY LINE OF LOT 4 IN NELSON COURT APARTMENTS RESUBDIVISION OF LOTS 1 TO 8 TOGETHER WITH PART OF VACATED STREETS AND ALLEYS ADJACENT TO LOTS 18 TO 39 IN W. O. OLSENS RESUBDIVISION IN WEST HALF OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 40 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF LOT 4 IN NELSON COURT APARTMENTS RESUBDIVISION AND ALONG THE NORTHEASTERLY LINE OF LOT 5 IN SAID NELSON COURT APARTMENTS RESUBDIVISION TO THE NORTH LINE OF SAID LOT 5;

THENCE WEST ALONG SAID NORTH LINE OF LOT 5 IN NELSON COURT APARTMENTS RESUBDIVISION TO THE NORTHEASTERLY LINE OF LOT 6 IN SAID NELSON COURT APARTMENTS RESUBDIVISION, SAID NORTHEASTERLY LINE OF LOT 6 MEASURING 72.53 FEET;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF LOT 6 IN NELSON COURT APARTMENTS RESUBDIVISION AND ALONG THE EASTERLY MOST EASTERLY LINE OF LOT 7, SAID EASTERLY LINE MEASURING 39.02 FEET, TO A NORTH LINE OF SAID LOT 7, SAID NORTH LINE MEASURING 32.87 FEET;

THENCE WEST ALONG SAID NORTH LINE OF SAID LOT 7, MEASURING 32.87 FEET, TO AN EAST LINE OF SAID LOT 7, SAID EAST LINE OF LOT 7 MEASURING 95.00 FEET;

THENCE NORTH ALONG SAID EAST LINE OF SAID LOT 7, MEASURING 95.00 FEET, TO THE SOUTH LINE OF BARRY AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF BARRY AVE. TO THE POINT OF BEGINNING ON THE WEST LINE OF LOWELL AVE.

EXCEPTING FROM THE FORGOING THAT PART OF SECTION 3 IN TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF KARLOV AVE. WITH WESTERLY EXTENSION OF THE NORTH LINE OF LEMOYNE ST. AND RUNNING;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE NORTH LINE OF LEMOYNE ST. TO THE EAST LINE OF LOT 28 IN BLOCK 1 OF NORTH AVENUE SUBDIVISION, A SUBDIVISION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 28 IN NORTH AVENUE SUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF PULASKI RD.;

THENCE NORTH ALONG SAID WEST LINE OF THE ALLEY WEST OF PULASKI RD. TO THE NORTH LINE OF LOT 12 IN SAID BLOCK 1 OF NORTH AVENUE SUBDIVISION, SAID NORTH LINE OF LOT 12 BEING ALSO THE SOUTH LINE OF THE

ALLEY SOUTH OF NORTH AVE.;

THENCE WEST ALONG SAID SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE. TO THE EAST LINE OF LOT 12 IN BLOCK 2 IN NORTH AVENUE SUBDIVISION, A SUBDIVISION IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID EAST LINE OF LOT 12 IN BLOCK 2 IN NORTH AVENUE SUBDIVISION BEING ALSO THE WEST LINE OF THE ALLEY WEST OF KEYSTONE AVE.;

THENCE SOUTH ALONG SAID WEST LINE OF THE ALLEY WEST OF KEYSTONE AVE. TO THE SOUTH LINE OF THE NORTH 9.00 FEET OF LOT 14 IN SAID BLOCK 2 IN NORTH AVENUE SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF THE NORTH 9.00 FEET OF LOT 14 IN SAID BLOCK 2 IN NORTH AVENUE SUBDIVISION TO THE EAST LINE OF KARLOV AVE.;

THENCE NORTH ALONG SAID EAST LINE OF KARLOV AVE. TO THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 45 IN DAVENPORT'S SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID NORTH LINE OF LOT 45 IN DAVENPORT'S SUBDIVISION BEING ALSO THE SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE. TO THE EAST LINE OF TRIPP AVE.

THENCE WEST LONG SAID EASTERLY EXTENSION AND ALONG THE SOUTH LINE OF THE ALLEY SOUTH OF NORTH AVE. TO THE EAST LINE OF TRIPP AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF TRIPP AVE. TO THE SOUTH LINE OF LOT 118 IN DAVENPORT'S SUBDIVISION, A SUBDIVISION OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER AND OF THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTH LINE OF LOT 118 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF GRAND AVE. AND ALONG THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOTS 115 AND 116 IN DAVENPORT'S SUBDIVISION, SAID WEST LINE OF LOTS 115 AND 116 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF TRIPP AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF TRIPP AVE. TO THE SOUTHWESTERLY LINE OF LOT 116 IN DAVENPORT'S SUBDIVISION, SAID SOUTHWESTERLY LINE OF LOT 116 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE OF THE ALLEY NORTH OF GRAND AVE. AND ALONG THE SOUTHEASTERLY EXTENSION THEREOF TO THE EAST LINE OF KEELER AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF KEELER AVE. TO THE SOUTH LINE OF LOT 98 IN DAVENPORT'S SUBDIVISION, SAID SOUTH LINE OF LOT 98 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF GRAND AVE. AND ALONG THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOTS 95 AND 96 IN DAVENPORT'S SUBDIVISION, SAID WEST LINE OF LOTS 95 AND 96 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF KEELER AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF KEELER AVE. TO THE SOUTHWESTERLY LINE OF LOT 96 IN DAVENPORT'S SUBDIVISION, SAID SOUTHWESTERLY LINE OF LOT 96 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE OF THE ALLEY NORTH OF GRAND AVE. AND ALONG THE SOUTHEASTERLY EXTENSION THEREOF TO THE EAST LINE OF KEDVALE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF KEDVALE AVE. TO THE SOUTH LINE OF LOT 65 IN DAVENPORT'S SUBDIVISION, SAID SOUTH LINE OF LOT 65 BEING ALSO THE NORTH LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE EAST ALONG SAID NORTH LINE OF THE ALLEY NORTH OF GRAND AVE. AND ALONG THE EASTERLY EXTENSION THEREOF TO THE WEST LINE OF LOTS 62 AND 63 IN DAVENPORT'S SUBDIVISION, SAID WEST LINE OF LOTS 62 AND 63 BEING ALSO THE EAST LINE OF THE ALLEY EAST OF KEDVALE AVE.;

THENCE SOUTH ALONG SAID EAST LINE OF THE ALLEY EAST OF KEDVALE AVE. TO THE SOUTHWESTERLY LINE OF LOT 63 IN DAVENPORT'S SUBDIVISION, SAID SOUTHWESTERLY LINE OF LOT 63 BEING ALSO THE NORTHEASTERLY LINE OF THE ALLEY NORTH OF GRAND AVE.;

THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE OF THE ALLEY NORTH OF GRAND AVE. TO THE WEST LINE OF KARLOV AVE.;

THENCE NORTH ALONG SAID WEST LINE OF KARLOV AVE. TO THE POINT OF BEGINNING.

ALL IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS

**Attachment Four**

**1997 Estimated EAV By  
Tax Parcel**



1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
1	1326300003		
2	1326300004	\$26,277	
3	1326300005	133,371	
4	1326300006	157,873	
5	1326300007	31,221	
6	1326300008	69,001	
7	1326300009	206,526	
8	1326300011	155,346	
9	1326300026	131,511	
10	1326300027	157,461	
11	1326300028	220,193	
		146,512	
12	1326301001	EXEMPT	EXEMPT
13	1326307001		
14	1326307008	166,561	
15	1326307023	70,535	
16	1326307029	219,744	
		236,736	
17	1326315001		
18	1326315002	143,200	
19	1326315007	6,720	
20	1326315008	88,477	
21	1326315009	75,441	
22	1326315010	142,433	
23	1326315013	85,965	
24	1326315014	30,925	
25	1326315015	5,922	
26	1326315016	5,439	
27	1326315017	74,664	
28	1326315018	74,664	
29	1326315019	100,394	
30	1326315033	107,215	
31	1326315034	85,881	
		93,881	
32	1326323001		
33	1326323002	82,554	
34	1326323003	4,801	
35	1326323004	62,204	
36	1326323005	9,995	
37	1326323006	9,416	
38	1326323007	18,992	
		42,686	

1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
39	1326323008	64,415	
40	1326323009	64,415	
41	1326323010	64,415	
42	1326323011	64,415	
43	1326323012	38,530	
44	1326323013	96,180	
45	1326323014	41,328	
46	1326323015	69,715	
47	1326323030	435,294	
48	1326323031	266,801	
49	1326324030	EXEMPT	EXEMPT
50	1326324031	108,896	
51	1326324032	175,565	
52	1326324033	124,082	
53	1326324034	27,024	
54	1326324035	110,477	
55	1327201013	332,272	
56	1327201014	527,963	
57	1327201015	74,419	
58	1327202002	83,440	
59	1327202004	55,182	
60	1327202005	12,133	
61	1327202006	323,816	
62	1327202007	87,093	
63	1327202008	4,652	
64	1327203003	32,827	
65	1327203004	32,827	
66	1327203008	57,113	
67	1327203009	596,135	
68	1327203010	42,587	
69	1327203011	479,342	
70	1327209041	RR	RR
71	1327211002	296,215	
72	1327211005	EXEMPT	EXEMPT
73	1327211006	64,321	
74	1327211008	6,947	
75	1327211010	53,338	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
76	1327211011	103,457	
77	1327219015	EXEMPT	EXEMPT
78	1327219028	4,205	
79	1327219029	EXEMPT	EXEMPT
80	1327219030	EXEMPT	EXEMPT
81	1327219031	EXEMPT	EXEMPT
82	1327219032	EXEMPT	EXEMPT
83	1327219033	EXEMPT	EXEMPT
84	1327225031	16,544	
85	1327225032	11,258	
86	1327225033	11,451	
87	1327225034	11,451	
88	1327225035	11,451	
89	1327225036	10,972	
90	1327225037	11,346	
91	1327225038	11,327	
92	1327225039	11,346	
93	1327225040	15,453	
94	1327226032	13,001	
95	1327226035	57,844	
96	1327226036	57,844	
97	1327226037	57,844	
98	1327226038	57,844	
99	1327226039	60,784	
100	1327226040	222,946	
101	1327228001	109,918	
102	1327228007	1,665,423	
103	1327228008	558,319	
104	1327228014	4,531,067	
105	1327228015	1,598,180	
106	1327228016	939,162	
107	1327229004	EXEMPT	EXEMPT
108	1327229005	221,195	
109	1327402001	185,235	
110	1327402002	220,671	
111	1327402004	266,756	
112	1327402007	281,065	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
113	1327402009	RR	RR
114	1327402014	277,316	
115	1327402017	1,142,398	
116	1327402018	946,436	
117	1327402022	5,106	
118	1327402024	415,801	
119	1327402025	796,634	
120	1327402026	186,600	
121	1327402027	178,088	
122	1327402030	111,616	
123	1327402031	793,630	
124	1327402035	21,809	
125	1327402037	72,944	
126	1327402038	63,650	
127	1327402039	36,205	
128	1327402040	85,687	
129	1327402041	805,079	
130	1327402042	34,797	
131	1327402043	5,114	
132	1327403017	148,147	
133	1327403028	131,672	
134	1327403029	78,697	
135	1327404010	8,800	
136	1327404015	60,264	
137	1327404016	60,264	
138	1327404020	57,399	
139	1327404021	57,399	
140	1327404027	8,200	
141	1327404028	8,200	
142	1327404031	120,291	
143	1327404035	8,815	
144	1327404036	9,092	
145	1327404037	4,801	
146	1327404038	189,028	
147	1327404039	74,997	
148	1327404040	162,012	
149	1327404042	24,702	
150	1327404044	25,944	
151	1327404045	257,314	
152	1327404046	42,883	
153	1327404047	16,467	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
154	1327404048	127,754	
155	1327404051	17,200	
156	1327404052	8,600	
157	1327405001	390,814	
158	1327405002	171,643	
159	1327405004	53,473	
160	1327405005	39,235	
161	1327405006	39,301	
162	1327405007	37,137	
163	1327405008	126,557	
164	1327405009	79,449	
165	1327406004	24,525	
166	1327406005	25,810	
167	1327406006	30,931	
168	1327406007	25,524	
169	1327406008	29,045	
170	1327406009	26,732	
171	1327406010	5,624	
172	1327406011	19,780	
173	1327406012	16,671	
174	1327406013	23,103	
175	1327406014	5,624	
176	1327406015	4,089	
177	1327406016	20,977	
178	1327406017	2,063	
179	1327406018	67,660	
180	1327406019	282,376	
181	1327406020	89,532	
182	1327406021	19,751	
183	1327406022	28,166	
184	1327406023	28,166	
185	1327406024	28,800	
186	1327406025	13,549	
187	1327406026	13,549	
188	1327406027	13,740	
189	1327406028	52,128	
190	1327406035	156,188	
191	1327406036	116,644	
192	1327406037	97,382	
193	1327406039	40,395	
194	1327406040	1,229	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
195	1327406041	271,232	
196	1327406042	12,264	
197	1327406043	12,277	
198	1327408001	350,894	
199	1327408006	EXEMPT	EXEMPT
200	1327408011	227,233	
201	1327408012	337,229	
202	1327408013	113,266	
203	1327410018	8,056	
204	1327410019	8,056	
205	1327410020	8,056	
206	1327410021	8,056	
207	1327410022	8,056	
208	1327410023	8,316	
209	1327410032	19,355	
210	1327410033	19,355	
211	1327410043	16,119	
212	1327410045	8,149	
213	1327410046	EXEMPT	EXEMPT
214	1327410047	483,116	
215	1327410048	348,025	
216	1327414001	508,655	
217	1327414016	13,461	
218	1327414017	9,380	
219	1327414018	9,380	
220	1327414019	9,331	
221	1327414020	11,587	
222	1327415001	335,102	
223	1327415002	76,120	
224	1327415003	30,626	
225	1327415004	196,104	
226	1327415005	392,628	
227	1327415007	1,571,927	
228	1327415008	8,278	
229	1327415010	30,231	
230	1327415012	13,785	
231	1327415013	RR	RR
232	1327415015	113,731	
233	1327415018	24,646	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
234	1327415019	590,455	
235	1327415021	1,392,206	
236	1327415022	RR	RR
237	1327415026	375,967	
238	1327415027	382,412	
239	1327415034	348,476	
240	1327415038	595,632	
241	1327415039	83,253	
242	1327415040	552,261	
243	1327415041	RR	RR
244	1327415043	107,482	
245	1327415044	737,139	
246	1327415047	172,196	
247	1327415048	22,832	
248	1327415049	132,482	
249	1327415050	34,460	
250	1327415051	51,232	
251	1327415052	136,795	
252	1327415054	298,854	
253	1327415055	726,928	
254	1327416027	237,329	
255	1327416028	89,390	
256	1327416029	26,038	
257	1327416030	226,490	
258	1327416032	25,130	
259	1327416033	21,373	
260	1327417031	191,766	
261	1327417032	58,162	
262	1327417033	31,971	
263	1327417034	26,973	
264	1327417035	66,564	
265	1327417036	65,468	
266	1327417037	246,071	
267	1327418027	142,829	
268	1327418028	61,192	
269	1327418029	13,747	
270	1327418030	34,713	
271	1327418031	29,427	
272	1327418032	28,950	
273	1327418033	77,244	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
274	1327418034	106,850	
275	1327419029	144,642	
276	1327419030	11,871	
277	1327419031	11,871	
278	1327419032	91,264	
279	1327419033	12,032	
280	1327419034	12,032	
281	1327419035	94,655	
282	1327500002	EXEMPT	EXEMPT
283	1327500009	EXEMPT	EXEMPT
284	1327500010	EXEMPT	EXEMPT
285	1327500016	EXEMPT	EXEMPT
286	1327500017	EXEMPT	EXEMPT
287	1327500018	EXEMPT	EXEMPT
288	1327500019	EXEMPT	EXEMPT
289	1327500020	EXEMPT	EXEMPT
290	1327500021	EXEMPT	EXEMPT
291	1327500022	EXEMPT	EXEMPT
292	1327500023	EXEMPT	EXEMPT
293	1334200001	119,215	
294	1334200002	116,041	
295	1334200003	115,564	
296	1334200004	56,583	
297	1334200005	60,930	
298	1334200006	38,691	
299	1334200007	72,863	
300	1334201001	155,277	
301	1334201002	73,935	
302	1334201003	105,051	
303	1334201004	115,005	
304	1334201005	80,100	
305	1334201006	89,830	
306	1334201007	71,644	
307	1334201008	69,128	
308	1334202001	71,444	
309	1334202002	64,886	
310	1334202003	67,727	
311	1334202004	49,089	



**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
312	1334202005	89,745	
313	1334202006	89,179	
314	1334202007	90,510	
315	1334202008	42,368	
316	1334203002	103,560	
317	1334203003	6,509	
318	1334203004	235,281	
319	1334203040	35,092	
320	1334203041	79,279	
321	1334203042	24,876	
322	1334203043	55,055	
323	1334204001	68,973	
324	1334205001	72,882	
325	1334205005	5,909	
326	1334205006	5,909	
327	1334205039	213,891	
328	1334206001	15,786	
329	1334206002	11,956	
330	1334206003	187,625	
331	1334206006	70,864	
332	1334207001	416,311	
333	1334207002	87,237	
334	1334208001	28,140	
335	1334208002	37,644	
336	1334208003	49,691	
337	1334208004	45,640	
338	1334208005	47,847	
339	1334208006	8,278	
340	1334208007	7,551	
341	1334208008	42,316	
342	1334208009	41,671	
343	1334208010	24,727	
344	1334208011	24,042	
345	1334208012	14,243	
346	1334216021	82,872	
347	1334216022	35,788	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
348	1334216023	36,609	
349	1334216024	46,857	
350	1334216025	72,974	
351	1334216026	32,223	
352	1334216027	92,583	
353	1334216028	58,325	
354	1334424034	39,078	
355	1334424035	241,390	
356	1334424039	170,204	
357	1334425029	13,710	
358	1334425030	185,772	
359	1334425031	55,562	
360	1334425032	61,024	
361	1334425033	186,772	
362	1334426031	27,338	
363	1334426032	139,891	
364	1334426033	111,042	
365	1334426034	148,515	
366	1334426035	311,068	
367	1334426036	11,583	
368	1334427033	101,308	
369	1334427034	49,051	
370	1334427035	107,980	
371	1334427036	51,827	
372	1334427037	66,616	
373	1334427038	41,471	
374	1334427039	76,129	
375	1334427040	EXEMPT	EXEMPT
376	1334427041	127,645	
377	1334428030	66,038	
378	1334428031	85,230	
379	1334428032	48,114	
380	1334428033	72,521	
381	1334428034	75,951	
382	1334428035	102,352	
383	1334428036	73,716	
384	1334428037	40,453	
385	1334428038	52,094	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
386	1334428039	84,652	
387	1334429027	324,104	
388	1334429028	64,190	
389	1334429029	46,517	
390	1334429030	49,510	
391	1334429031	145,077	
392	1334429032	85,096	
393	1334429033	119,930	
394	1334430030	117,577	
395	1334430031	34,915	
396	1334430032	36,183	
397	1334430033	95,465	
398	1334430034	72,465	
399	1334430035	967,650	
400	1334500004	EXEMPT	EXEMPT
401	1335100003	104,125	
402	1335100004	30,828	
403	1335100005	30,828	
404	1335100006	35,861	
405	1335100007	156,292	
406	1335100008	41,710	
407	1335100009	41,641	
408	1335100010	42,692	
409	1335100011	67,022	
410	1335100013	44,308	
411	1335100014	54,107	
412	1335100030	215,524	
413	1335100031	149,101	
414	1335100032	185,738	
415	1335101001	81,873	
416	1335101002	149,093	
417	1335101003	78,996	
418	1335101004	61,080	
419	1335101005	61,080	
420	1335101006	85,094	
421	1335101007	64,935	
422	1335108001	142,928	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
423	1335108023	440,542	
424	1335108025	100,712	
425	1335108026	186,222	
426	1335108027	EXEMPT	EXEMPT
427	1335108028	687,300	
428	1335108029	131,046	
429	1335115006	4,689	
430	1335115012	10,044	
431	1335115013	11,468	
432	1335115020	114,966	
433	1335115030	183,518	
434	1335116001	151,998	
435	1335116002	29,519	
436	1335116003	127,135	
437	1335116004	18,702	
438	1335116005	14,900	
439	1335116006	14,157	
440	1335116007	65,342	
441	1335116010	144,428	
442	1335116011	24,192	
443	1335116012	13,368	
444	1335116013	11,208	
445	1335116014	11,709	
446	1335116015	4,156	
447	1335116016	15,274	
448	1335116017	11,595	
449	1335116018	4,094	
450	1335116019	18,330	
451	1335116020	3,786	
452	1335116021	11,314	
453	1335116022	6,281	
454	1335116032	156,702	
455	1335123001	4,079	
456	1335123002	4,079	
457	1335123003	4,079	
458	1335123004	4,079	
459	1335123005	4,079	
460	1335123006	4,079	
461	1335123007	4,079	
462	1335123008	9,021	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
463	1335123009		
464	1335123010	80,569	
465	1335123011	13,308	
466	1335123013	41,906	
467	1335123023	EXEMPT	EXEMPT
468	1335123024	16,392	
469	1335123030	14,163	
470	1335123031	EXEMPT	EXEMPT
471	1335123032	155,153	
472	1335123034	52,425	
473	1335123035	49,261	
474	1335123036	7,338	
475	1335123037	6,894	
476	1335123038	6,894	
477	1335123039	8,959	
478	1335123040	8,959	
479	1335123041	9,537	
480	1335123042	17,105	
481	1335123054	17,105	
482	1335123055	11,030	
483	1335123056	147,526	
484	1335123057	21,485	
485	1335123058	30,471	
486	1335123059	38,106	
487	1335123061	160,828	
488	1335123062	67,392	
489	1335123063	2,989	
490	1335123064	5,181	
491	1335123065	4,958	
492	1335123066	EXEMPT	EXEMPT
493	1335123077	73,327	
494	1335123078	2,476	
495	1335123079	1,663	
496	1335123080	516,024	
497	1335123081	194,714	
498	1335123083	72,345	
499	1335123084	44,542	
		23,831	
500	1335301001		
501	1335301002	48,458	
502	1335301003	144,786	
503	1335301004	46,812	
504	1335301022	24,586	
		103,861	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
505	1335301023		
506	1335301024	5,430	
507	1335301025	5,430	
508	1335301026	89,003	
509	1335301027	89,003	
510	1335301028	31,067	
511	1335301029	34,342	
512	1335301030	31,067	
513	1335301031	284,581	
		89,184	
514	1335302020	220,984	
515	1335309011		
516	1335309013	RR	RR
517	1335309017	EXEMPT	EXEMPT
518	1335309018	EXEMPT	EXEMPT
		EXEMPT	EXEMPT
519	1335310003		
520	1335310004	11,138	
521	1335310005	7,687	
522	1335310006	7,687	
523	1335310008	8,570	
524	1335310009	6,311	
525	1335310010	5,763	
526	1335310011	5,763	
527	1335310012	11,533	
528	1335310014	28,151	
529	1335310015	4,046	
530	1335310016	EXEMPT	EXEMPT
531	1335310017	445,589	
532	1335310018	875	
533	1335310019	5,755	
534	1335310020	6,965	
		EXEMPT	EXEMPT
535	1335311029		
536	1335311030	10,712	
537	1335311031	6,010	
538	1335311032	6,010	
539	1335311033	6,010	
540	1335311034	6,010	
541	1335311046	6,494	
		583,519	
542	1335312001	EXEMPT	EXEMPT

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
543	1335316020		
544	1335316021	RR	RR
545	1335316038	158,355	
546	1335316040	RR	RR
		187,616	
547	1335317001		
548	1335317012	EXEMPT	EXEMPT
549	1335317013	EXEMPT	EXEMPT
550	1335317014	EXEMPT	EXEMPT
		EXEMPT	EXEMPT
551	1335318001		
552	1335318002	EXEMPT	EXEMPT
		EXEMPT	EXEMPT
553	1335319002		
554	1335319014	51,397	
555	1335319015	RR	RR
556	1335319039	79,778	
557	1335319040	41,747	
558	1335319041	EXEMPT	EXEMPT
		EXEMPT	EXEMPT
559	1335322031		
560	1335322032	135,396	
561	1335322033	128,932	
562	1335322034	65,318	
563	1335322035	3,223	
564	1335322036	30,908	
565	1335322037	41,886	
566	1335322039	55,652	
567	1335322040	158,778	
		48,262	
568	1335323032		
569	1335323033	EXEMPT	EXEMPT
570	1335323034	1,801	
571	1335323035	48,006	
572	1335323036	33,635	
573	1335323037	58,149	
574	1335323038	55,745	
575	1335323039	66,240	
576	1335323040	97,990	
577	1335323041	15,171	
578	1335323042	81,394	
		EXEMPT	EXEMPT

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
579	1335324045	433,792	
580	1335325037	71,058	
581	1335325038	57,664	
582	1335325039	32,554	
583	1335325040	31,441	
584	1335325043	78,839	
585	1335325044	44,579	
586	1335325045	33,862	
587	1335325046	43,788	
588	1335325047	99,155	
589	1335325049	51,316	
590	1335326001	3,056	
591	1335326002	RR	RR
592	1335326022	151,341	
593	1335326024	4,592	
594	1335326025	RR	RR
595	1335326041	41,691	
596	1335326071	122,924	
597	1335326072	32,261	
598	1335326073	21,446	
599	1335326074	45,819	
600	1335326075	93,359	
601	1335500001	EXEMPT	EXEMPT
602	1335500002	EXEMPT	EXEMPT
603	1335501001	EXEMPT	EXEMPT
604	1602100001	10,792	
605	1602100002	162,852	
606	1602100003	43,236	
607	1602100004	44,729	
608	1602100005	95,981	
609	1602100006	225,177	
610	1602100007	27,003	
611	1602100008	11,075	
612	1602100009	11,075	
613	1602100010	11,075	
614	1602100011	56,078	
615	1602100012	22,460	
616	1602100013	22,970	



**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
617	1602100014		
618	1602100015	4,723	
619	1602100016	23,051	
620	1602100017	15,294	
621	1602100018	5,583	
622	1602100019	73,176	
623	1602100020	10,085	
		19,758	
624	1602101001		
625	1602101002	56,172	
626	1602101003	43,253	
627	1602101004	61,933	
628	1602101005	44,530	
629	1602101006	58,624	
630	1602101007	34,957	
631	1602101008	46,367	
632	1602101009	EXEMPT	EXEMPT
		EXEMPT	EXEMPT
633	1602102001		
634	1602102002	60,352	
635	1602102003	50,274	
636	1602102004	24,332	
637	1602102005	145,298	
638	1602102006	88,457	
639	1602102007	5,673	
640	1602102008	34,060	
641	1602102009	88,644	
		53,763	
642	1602103001		
643	1602103002	74,444	
644	1602103003	23,376	
645	1602103004	140,284	
646	1602103005	31,804	
647	1602103006	125,539	
648	1602103007	57,631	
		71,273	
649	1602104001		
650	1602104002	24,940	
651	1602104003	64,822	
652	1602104004	64,822	
653	1602104005	40,399	
654	1602104006	29,784	
655	1602104007	74,251	
		39,967	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
656	1602104008	76,613	
657	1602104025	42,922	
658	1602104026	35,352	
659	1602104027	35,352	
660	1602104028	29,996	
661	1602108001	48,305	
662	1602108002	4,511	
663	1602108003	4,511	
664	1602108004	4,511	
665	1602108005	4,511	
666	1602108006	8,647	
667	1602108007	167,337	
668	1602108008	24,091	
669	1602108009	51,614	
670	1602108010	51,483	
671	1602108011	51,533	
672	1602108012	9,040	
673	1602108013	23,060	
674	1602108014	22,196	
675	1602108015	23,012	
676	1602108016	7,493	
677	1602108017	7,755	
678	1602108018	35,457	
679	1602108040	71,090	
680	1602108041	49,208	
681	1602108042	60,418	
682	1602108043	55,412	
683	1602108044	146,983	
684	1602116009	8,391	
685	1602116010	61,317	
686	1602116011	33,149	
687	1602116012	12,915	
688	1602116013	44,218	
689	1602116014	21,631	
690	1602116015	18,680	
691	1602116016	7,482	
692	1602116017	4,908	
693	1602117020	108,060	
694	1602117021	79,441	
695	1602117022	39,424	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
696	1602117023		
697	1602117024	37,752	
698	1602117025	30,880	
		52,311	
699	1602118034		
700	1602118035	42,458	
701	1602118036	4,143	
702	1602118037	78,529	
703	1602118038	10,959	
704	1602118039	10,959	
		EXEMPT	EXEMPT
705	1602123001		
706	1602123002	84,237	
707	1602123003	47,330	
708	1602123004	47,330	
709	1602123005	5,673	
710	1602123006	10,121	
711	1602123034	77,902	
		12,068	
712	1602124001		
713	1602124002	21,637	
714	1602124003	12,080	
715	1602124004	4,278	
716	1602124005	9,865	
717	1602124006	18,960	
718	1602124007	3,404	
719	1602124008	24,237	
720	1602124009	18,912	
721	1602124010	30,091	
		44,579	
722	1602127001		
723	1602127003	46,726	
724	1602127004	39,918	
725	1602127005	39,922	
726	1602127006	21,053	
727	1602127007	4,538	
728	1602127008	15,536	
729	1602127009	40,924	
730	1602127010	4,538	
731	1602127011	4,453	
732	1602127056	55,134	
733	1602127057	17,408	
		19,843	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
734	1602128001	11,168	
735	1602128002	16,465	
736	1602128003	13,615	
737	1602128004	43,376	
738	1602128005	43,376	
739	1602128006	4,530	
740	1602128007	21,831	
741	1602128008	32,405	
742	1602500001	EXEMPT	EXEMPT
743	1603201001	78,304	
744	1603201002	68,372	
745	1603201003	21,837	
746	1603201004	12,657	
747	1603201005	11,346	
748	1603201006	86,283	
749	1603202001	10,261	
750	1603202002	52,321	
751	1603202003	75,605	
752	1603202004	40,191	
753	1603202005	40,191	
754	1603202006	11,241	
755	1603202007	16,435	
756	1603202008	234,920	
757	1603203003	4,964	
758	1603203004	10,085	
759	1603203007	132,774	
760	1603203008	38,229	
761	1603203009	178,840	
762	1603203010	6,941	
763	1603203011	11,374	
764	1603203012	8,061	
765	1603203013	7,987	
766	1603203014	8,458	
767	1603203015	8,127	
768	1603203016	11,374	
769	1603203017	10,893	
770	1603203018	34,195	
771	1603203019	26,459	
772	1603203020	46,990	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
773	1603203022		
774	1603203023	109,027	
775	1603203024	5,783	
		18,055	
776	1603204004		
777	1603204020	233,895	
		156,784	
778	1603205001		
779	1603205002	71,859	
780	1603205003	115,149	
781	1603205004	127,425	
782	1603205005	37,127	
783	1603205006	45,479	
784	1603205018	88,642	
785	1603205019	25,112	
786	1603205020	8,058	
787	1603205021	8,471	
788	1603205022	8,471	
789	1603205023	8,471	
790	1603205024	8,471	
791	1603205025	26,504	
792	1603205026	3,685	
793	1603205027	25,000	
		9,819	
794	1603206001		
795	1603206002	61,667	
796	1603206003	25,136	
797	1603206004	16,626	
798	1603206005	32,292	
799	1603206006	75,009	
800	1603206007	72,678	
801	1603206008	50,072	
802	1603206032	48,853	
803	1603206033	15,880	
804	1603206040	146,785	
		161,595	
805	1603207001		
806	1603207002	90,265	
807	1603207003	39,785	
808	1603207004	29,109	
809	1603207005	46,936	
810	1603207006	64,237	
811	1603207007	53,901	
		24,710	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
812	1603207008		
813	1603207009	48,488	
814	1603207010	50,231	
		87,901	
815	1603208016		
816	1603208017	62,677	
817	1603208018	25,050	
818	1603208019	25,712	
819	1603208020	268,189	
820	1603208021	52,150	
821	1603208022	52,369	
		62,028	
822	1603209002		
823	1603209003	104,632	
824	1603209004	68,539	
825	1603209031	76,838	
826	1603209032	153,438	
		354,783	
827	1603210001		
828	1603210002	83,130	
829	1603210003	43,646	
830	1603210004	64,495	
831	1603210005	84,052	
832	1603210006	85,713	
833	1603210007	47,241	
834	1603210008	40,172	
835	1603210025	271,795	
836	1603210026	156,008	
837	1603210027	134,650	
838	1603210028	7,534	
839	1603210029	5,750	
840	1603210030	5,059	
841	1603210031	5,059	
842	1603210032	19,963	
843	1603210033	101,937	
844	1603210034	23,277	
845	1603210035	24,031	
		4,691	
846	1603211001		
		821,426	
847	1603212004		
848	1603212006	199,895	
849	1603212007	371,377	
		103,485	

**1997 EAV BY PARCEL  
PULASKI INDUSTRIAL CORRIDOR REDEVELOPMENT PROJECT AREA**

COUNT	PIN NUMBER	1997 EAV	EXEMPT OR RAILROAD
850	1603212008	42,213	
851	1603212009	204,863	
852	1603216001	13,095	
853	1603216002	202,970	
854	1603216003	23,818	
855	1603217001	13,489	
856	1603217002	9,758	
857	1603217003	297,648	
858	1603218001	137,959	
859	1603218002	45,318	
860	1603218003	37,730	
861	1603218007	9,842	
862	1603218008	9,842	
863	1603218009	9,676	
864	1603218010	116,406	
865	1603218024	166,039	
866	1603219001	100,700	
867	1603219002	17,990	
868	1603219003	19,361	
869	1603219004	17,943	
870	1603219005	99,786	
871	1603219006	22,073	
872	1603219007	26,320	
873	1603219008	24,813	
874	1603219009	26,741	
875	1603219010	26,528	
876	1603219011	23,466	
877	1603223035	179,266	
878	1603223036	179,266	
879	1603223038	170,814	
880	1603223040	143,411	
881	1603223041	35,850	
882	1603223042	144,550	
883	1603223043	53,983	

TOTAL

\$81,855,517





**PROPOSED PULASKI CORRIDOR**  
**TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AND PLAN**

**"Notice of Correction of the Redevelopment Project and Plan"**

Notice is hereby given by the City of Chicago (the "City") of corrections to the proposed Pulaski Corridor Tax Increment Financing Redevelopment Project and Plan (the "Plan"), which includes the Eligibility Study. A public hearing for the Plan was held by the Community Development Commission of the City on April 13, 1999, pursuant to Section 5/11-74.4-4 of the Illinois Tax Increment Allocation Redevelopment Act, as amended (65 ILCS Section 5/11-74.4-1 et seq.) (1996 State Bar Edition) ( the "Act"). The Plan is hereby corrected as follows:

1. The language on page 41 under the Section VI (Redevelopment Plan and Project), under heading C (Redevelopment Projects), under the point 3 "Property Assembly"), is hereby amended by substituting the fourth full paragraph that reads as follow with the paragraph in italic.

**Appendix - Attachment Two, Exhibit H-1, Land Acquisition Map**, indicates the parcels that the City is authorized to acquire through negotiated sale, by exercise of the power of eminent domain, exchange, dedication, lease, or otherwise, within four (4) years of the approval of this Plan by City Council of the City, for clearance and redevelopment in the Area.

*For properties described on Appendix - Attachment Two, Exhibit H-1 (Land Acquisition Map), acquisition of occupied property by the City shall commence within four years from the date of the publication of the ordinance approving the Plan. Acquisition shall be deemed to have commenced with the sending of an offer letter. After the expiration of this four-year period, the City may acquire such property pursuant to this Plan under the Act according to its customary procedures, as described in the immediately preceding paragraph.*

2. The language on page 48 under Section VII (Statutory Compliance and Implementation Strategy), under heading C (Sources of Funds), under the second full paragraph, is hereby amended by deletion in its entirety (language to be deleted is italicized as follow):

*Additional property tax abatements under the State of Illinois Enterprise Zone (E/Z) will not be permitted in the future as the TIF program is implemented. The City may permit other benefits of the E/Z, i.e., waiver of permit fees and sales tax on building products; job tax credits; etc.*

The corrected Plan has been available for public inspection and review since May 17, 1999 at the Office of the City Clerk, Room 107, 121 North LaSalle Street, Chicago, Illinois or the

Department of Planning and Development Room 1107, 121 North LaSalle Street, Chicago, Illinois. If you wish to review the Plan or obtain further information concerning the Plan or the corrections of the Plan, please contact Lorri Newson at the Department of Planning and Development , Room 1000, 121 North LaSalle Street, Chicago, Illinois (312) 744-9267 during the hours 8:00 a.m. until 4:00 p.m., Monday through Friday.

**Christopher R. Hill, Commissioner**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**City of Chicago**

List of Attachments:

Exhibit 1: Legal Description of the Area  
Exhibit 2: Street Boundaries of the Area