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Title: Approval of Amendment No. 2 to Sanitary Drainage and Ship Canal Tax Increment Financing Redevelopment Plan and Project
Sponsors: Emanuel, Rahm
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Date	Ver.	Action By	Action	Result
10/14/2015	1	City Council	Passed	Pass
10/13/2015	1	Committee on Finance	Recommended to Pass	Pass
9/24/2015	1	City Council	Referred	

OFFICE OF THE MAYOR

CITY OF CHICAGO

RAHM EMANUEL MAYOR

September 24, 2015

TO THE HONORABLE, THE CITY COUNCIL OF
THE CITY OF CHICAGO

Ladies and Gentlemen:

At the request of the Commissioner of Planning and Development, I transmit herewith ordinances authorizing amendments to various TIF Districts.

Your favorable consideration of these ordinances will be appreciated.

Mayor

Very truly yours,

ORDINANCE

WHEREAS, pursuant to ordinances adopted on July 24, 1991, in accordance with the provisions of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (the "Act"), the City Council (the "Corporate Authorities") of the City of Chicago (the "City"): (i) approved a redevelopment plan and project (the "Plan") for a portion of the City known as the "Sanitary Drainage and Ship Canal Redevelopment Project Area" (the "Area") (the "Plan Ordinance"); (ii) designated the Area as a "redevelopment project area" (the "Designation Ordinance"); and (iii) adopted tax increment allocation financing for the Area (the "TIF Adoption Ordinance") (the Plan Ordinance, the Designation Ordinance and the TIF Adoption Ordinance are collectively referred to in this ordinance as the "TIF Ordinances"); and

WHEREAS, the Plan established the estimated dates of completion of the redevelopment project described in the Plan and of the retirement of obligations issued to finance redevelopment project costs to be July 24, 2014, which date is not more than twenty-three (23) years from the date of the adoption of the Designation Ordinance, and the Corporate Authorities made a finding in the Plan Ordinance that such date was not more than twenty-three (23) years from the date of the adoption of the Designation Ordinance in accordance with the provisions of Section 11-74.4-3(n)(3) of the Act in effect on the date of adoption of the TIF Ordinances; and

WHEREAS, Public Act 91-478 (the "1999 Amendatory Act"), which became effective November 1, 1999, amended the Act, among other things, to (i) change the dates set forth in Section 11-74.4-3(n)(3) of the Act by which redevelopment projects must be completed and obligations issued to finance redevelopment project costs must be retired to be no later than December 31 of the year in which the payment to the municipal treasurer as provided in Section 11-74.4-8(b) of the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving a redevelopment project area is adopted, and (ii) provide that a municipality may amend an existing redevelopment plan to conform such redevelopment plan to Section 11-74.4-3(n)(3) of the Act, as amended by the 1999 Amendatory Act, by an ordinance adopted without further hearing or notice and without complying with the procedures provided in the Act pertaining to an amendment to or the initial approval of a redevelopment plan and project and designation of a redevelopment project area; and

WHEREAS, pursuant to an ordinance adopted on November 15, 2012, the Corporate Authorities amended the Plan to conform the Plan to Section 11-74.4-3(n)(3) of the Act, as amended by the 1999 Amendatory Act, in accordance with the procedures set forth in amended Section 11-74.4-3(n)(3); and

WHEREAS, Public Act 98-0667 (the "2014 Amendatory Act"), which became effective June 25, 2014, amended the Act, among other things, to change Section 11-74.4-3.5 of the Act to provide that the date by which redevelopment projects in the Area must be completed and obligations issued to finance redevelopment project costs (including refunding bonds under Section 11-74.4-7 of the Act) must be retired to be no later than December 31 of the year in which the payment to the municipal treasurer as provided in subsection (b) of Section 11-74.4-8 of the Act is to be made with respect to ad valorem taxes levied in the thirty-fifth calendar year after the year in which the ordinance approving the redevelopment project area was adopted; and

WHEREAS, the Corporate Authorities desire to amend the Plan further to conform the

forth in amended Section 11-74.4-3(n)(3); and

WHEREAS, the Corporate Authorities further have determined that an amendment to the Plan, entitled "Amendment No. 2 to Sanitary Drainage And Ship Canal Tax Increment Financing Redevelopment Plan and Project", a copy of which is attached hereto as Exhibit A ("Plan Amendment No. 2") is necessary, among other things, to extend the life of the Area; and

WHEREAS, a Public Meeting was held in compliance with the requirements of Section 5/11-74.4-6(e) of the Act on April 28, 2015 at 6:00 p.m. at the Paul Simon Job Corps Center, 3348 South Kedzie Avenue, Chicago Illinois 60623; and

WHEREAS, Plan Amendment No. 2 was made available for public inspection and review pursuant to Section 5/11-74.4-5(a) of the Act since May 1, 2015, being a date not less than 10 days before the meeting of the Community Development Commission of the City ("Commission") at which the Commission adopted Resolution 15-CDC-5 on May 12, 2015 fixing the time and place for a public hearing ("Hearing"), at the offices of the City Clerk and the City's Department of Planning and Development; and

WHEREAS, pursuant to Section 5/11-74.4-5(a) of the Act, notice of the availability of Plan Amendment No. 2 was sent by mail on May 19, 2015, which is within a reasonable time after the adoption by the Commission of Resolution 15-CDC-5 to: (a) all residential addresses that, after a good faith effort, were determined to be (i) located within the Area and (ii) located within 750 feet of the boundaries of the Area (or, if applicable, were determined to be the 750 residential addresses that were closest to the boundaries of the Area); and (b) organizations and residents that were registered interested parties for such Area; and

WHEREAS, due notice of the Hearing was given pursuant to Section 5/11-74.4-6 of the Act, said notice being given to (i) all taxing districts having property within the Area and to the Department of Commerce and Economic Opportunity of the State of Illinois by certified mail on May 15, 2015, and (ii) to taxpayers within the Area by publication in the Chicago Sun-Times on June 16, 2015 and June 23, 2015, and by certified mail on June 16, 2015; and

WHEREAS, a meeting of the joint review board established pursuant to Section 5/11-74.4-5(b) of the Act (the "Board") was convened upon the provision of due notice on June 5, 2015 at 10:00 a.m. in Room 1003A, City Hall, 121 North LaSalle Street, Chicago, Illinois 60602, to review the matters properly coming before the Board and to allow it to provide its advisory recommendation regarding the approval of Plan Amendment No. 2 and other matters, if any, properly before it; and

WHEREAS, pursuant to Sections 5/11-74.4-4 and 5/11-74.4-5 of the Act, the Commission held the Hearing concerning approval of Plan Amendment No. 2 on July 14, 2015; and

WHEREAS, the Commission has forwarded to the City Council a copy of its Resolution 15-CDC-20 attached hereto as Exhibit B, adopted on July 14, 2015, recommending to the City Council approval of Plan Amendment No. 2, among other related matters; and

WHEREAS, the Corporate Authorities have reviewed Plan Amendment No. 2, testimony from the Public Meeting and the Hearing, if any, the recommendation of the Board, if any, the recommendation of the Commission and such other matters or studies as the Corporate

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Authorities have deemed necessary or appropriate to make the findings set forth herein, and are generally informed of the conditions existing in the Area; now, therefore,

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

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

hereof.

SECTION 2. Approval of Amendment to Plan. Plan Amendment No. 2 is hereby approved. Except as amended hereby, the Plan shall remain in full force and effect.

SECTION 3. Finding. The Corporate Authorities hereby find that the estimated dates of completion of the redevelopment project described in the Plan and of the retirement of obligations issued to finance redevelopment project costs set forth in the Plan, as amended by Plan Amendment No. 2, conform to the provisions of Section 11-74.4-3.5 of the Act, as amended by the 2014 Amendatory Act.

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

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

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

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EXHIBIT A Plan Amendment No. 2

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City of Chicago

Sanitary Drainage and Ship Canal Tax Increment Redevelopment Area Redevelopment Plan and Project

■ Plan Adopted: July 24, 1991 Amendment No. 1: November 12, 2012

Amendment No. 2 April 30, 2015

City of Chicago Rahm Emanuel Mayor

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Sanitary Drainage and Ship Canal Tax Increment Redevelopment Area Redevelopment Plan and Project Amendment No. 2

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Sanitary Drainage and Ship Canal Tax Increment Financing Redevelopment Plan and Project

Amendment No. 2

Executive Summary

To induce redevelopment, pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-l.et seq., asamended from time to time (the "Act"), the City Council of the City of Chicago adopted; three ordinances on July. 24/ 1991, approving the Sanitary Drainage and Ship Canal^tax^lhcrem'eit Redevelopment Area RedevelCpment Plan-and Project (the "Original Plan"), des^nating4KJ"sVn)te%^ Drainage and. Ship Ganal Redfeyefopment Project Area (the "Project Area" or "RPA") as(a redeyelbpment project; area under, the Act, aild adopting tax fncrement allocation financing for the- Project 'Area/ the Original Plan was amended pursuant to an ordinance adopted by the City Council on November;'12,. 2012, to reflect minor changes to the Original plan's text ("Amendment No- rj.The Original Planiwfth Amendment No. 1 is attached as Exhlbitr?.

The Original Plan is being amended again through this document ("Amendment No. 2") to extend.the estimated date of completion of the Redevelopment Project, pursuant to authorization of the extension in the Act; update the Rroposed t .Euture, Land Use Map to allow mixed industrial, commercial and institutional uses in selected additional locations within

the Project Area; accommodate minor language changes reflecting updates to the TIF Act since the date of Amendment No. 1; and update the RPA boundary legal description to correct a Scrivener's error in original legal description. In addition, the Vicinity Map, Boundary Map, and Existing Land Use Map are being replaced in Amendment No. 2 to increase the clarity of the original maps, though there are no material changes to those maps; The modifications included in Amendment No. 2 are outlined below and follow the format of the Original Plan. Throughout this document, the Original Plan with Amendment No. 1 and Amendment No. 2 will be referred to collectively as the "Plan."

Amendment No. 2 summarizes the analyses and findings of the consultant's work, which, unless otherwise noted, is the responsibility of the consultant, SB Friedman Development Advisors. The City of Chicago (the "City") is entitled to rely on the findings and conclusions of Amendment No. 2 in amending the Original Plan and Amendment No. 1 under the Act. The consultant has prepared Amendment No. 2 with the understanding that the City would rely: 1) on the previous eligibility findings and conclusions of the Original Plan and Amendment No. 1; and 2) on the fact that the Original Plan and Amendment No. 1 contain the necessary information to be compliant with the Act.

The Sanitary Drainage and Ship Canal RPA is generally bounded by W. 31st Street to the north, S. Campbell Avenue to the east, W. 35th Street to the south, and S. Central Park Avenue to the west. The RPA contains a total of 86 parcels and approximately 251.2 acres of land.

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Sanitary Drainage and Ship Canal RPA Amendment No. 2

Modifications to the Original Plan

Section I: Introduction

No changes.

Section II: Redevelopment Project Area Legal Description

No changes.

Section III: Redevelopment Project Area Goals and Objectives

No changes.

Section IV: Blighted Area Conditions Existing in the Redevelopment Project Area

No changes.

Section V: Redevelopment Project

Under Section V. f. "Redevelopment Activities" replace the first paragraph under the subheading "Acquisition and Clearance" with

the following' text:

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

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

Under Section V. B. "Redevelopment Activities," replace the paragraph under the subheading "Relocation" with the following text:

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

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Under Section V. B. "Redevelopment Activities," replace the subheading "Interest Cost Write-Down", with the following text:

Interest Costs

Under Section V. B. "Redevelopment Activities," in between¹ the subsections "Job Training" and¹ "Redevelopment Agreements," insertth^folloyying paragraph under q new subheading;

Affordable Housing

The Qty requires that developers whbreceive TIF assistance for market-rate housing set aside* 20% of the units to' me*\$f fib^^ pepartmentof^^ir^hgl,; and beVefopment-pr any successor agency. Generally, this means the affordable fdr-sale urtits sHoUfd'be pricedl at a?level that ls affordable to persons earning no more than 10056 of th;e;a.ra.a , .iii median .income, and affordable rental units should be affordable to persons earning,no more

Under Section V. B. "Redevelopment Activities," insert the following text at the end of the section under g' new heading:

Intergovernmental Agreements

The City may enter Into redevelopment agreements or intergovernmental agreements with' private entitles of public entitles to construct, rehabilitate, renovate or restore private or public improvements on.one,or several parcels (collectively referred to as "Redevelopment Projects").

Under Section V. C. "General Land Use plan," replace the first paragraph with the following text:

Existing land uses in the RPA are primarily industrial, material/storage yards, vacant property, and railroad right-of-way, as shown in Exhibit 4. Some City (institutional) uses that are predominantly industrial in character are also present in the

RPA.

Under Section V. C. "General Land Use Plan," after the first paragraph, add the following text in a new paragraph:

The future land use of the RPA reflects the objectives of Redevelopment Project, which are to promote economic development within the RPA to create an active industrial district and to support other improvements that serve the redevelopment and economic development interests of the local area, business owners, and the City. The proposed objectives are compatible with historic land use patterns and support current development trends in the area. The proposed industrial and mixed-use designation is shown in Exhibit 5. The future land use designation allows for the following uses:

- Industrial
- Mixed-Use: Industrial, Commercial, Institutional

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Sanitary Drainage and Ship Canal RPA Amendment No. 2

Under Section V. D. "Estimated Redevelopment Project Costs," delete and replace the entire Section V. D., including Table 1, with the following text:

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

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In the event the Act is amended after the date of the approval of Amendment No. 2 by the City

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5 scope .or Increase;*^

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5/il44&3[q]ili)J, pjinsjillt decried foi incorporate' such additional, expanded or increased eligible Costs aVR^y^ppmenfPrpj'e^ Cos'fs uriaer the Plan, to the extent permitted by the Act. In the event of such amendmenf(s) to the Act, the City may add any new eligible redevelopment,project.cos ;ts as aline item in Table 1 or otherwise adjust the line items In Table 1 without amendme.n^.tg.{lje^p'l^A^tQ^ihe e»ni^r)f p^Vrnifted' by the Act. In had instance, however, shall such; additidhS' cir adjlistments result In any increase in the total Redevelopment Project Costs without a further amendment to Plan.

1. Eligible Redevelopment Costs

,Redevelppment proJect.cQSijs; include the sum total of all reasonable or necessary costs incurred,- estimated, to be Incurred,or {ncijentaj to pursuant fo the Act. Such costs may Include, without limitation, the.followlrig:

- a) 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, financial, planning or other services (excluding lobbying expenses), provided that no charges for professional services are based on a percentage of the tax increment collected;
- b) The costs of marketing sites within the RPA to prospective businesses, developers and investors;
- c) Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land;
- d) Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures, and leasehold improvements; and the costs of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment; including any direct or indirect costs relating to Green Globes or LEED certified construction elements or construction elements with an equivalent certification;

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- e) Costs of the construction of public works or improvements, including any direct or indirect costs relating to Green Globes or LEED certified construction elements or construction elements with an equivalent certification subject to the limitations in Section II-74.4-3(q)(4) of the Act;

- f) Costs of job training and retraining projects including the cost of "welfare to work"

- f) programs implemented by businesses located within the Project Area; ; "

- 8)---fiW"RftnRWSt^n^dli^i^Si^t;^A|.gnij^eff t>,.a}M;ne<:e£5£I)fy 'airtd Incidental-expenses related to

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- h) TOithe extentt.lje,^ accepti'and approves the same; all or abortion ;0.f^..taxing district'/,tapftal costs resulting. from ths fedeveioptionrient' project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of th'e-Plan;

- i) An elementary, secondary, or unit school district's increased costs attributable to assisted housing units will be reimbursed as provided in the Act;

- j) Rejoratiqn costs to the that relocation costs shall be'paid or is required to make payment of relocation costs by federal or state law or by SeetiPn<74.4-3(n){7) of the Act (see "Relocation" section);

k) Payment in lieu of taxes, as defined in the Act;

- l) Costs of job training, retraining, advanced vocational education or career education, including but not limited to, courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs; (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in the Project Area; and (ii) when incurred by a taxing district or taxing districts other than the City, are set forth in a written agreement by or among the City and the taxing district or taxing districts, which agreement describes the program to be undertaken including but not limited to, the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40, and 3-40.1 of the Public Community College Act, 110 ILCS 805/3-37, 805/3-38, 805/3-40 and 805/3-40.1, and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code, 105 ILCS 5/10-22.20a and 5/10-23.3a;
- m) Interest costs incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:

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Sanitary Drainage and Ship Canal RPA Amendment No. 2

such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;

such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;

if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then, the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;

- 4.. the total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total: (i) cost paid or incurred by the redeveloper for such development project; (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act; and**

- 5. up to 75 percent of the interest cost incurred by a redeveloper for the financing of: y; rehabilitated or new housing for low-income households and very low-income Households, as defined in Section 3 of the Illinois Affordable Housing Act.**

- n) Instead of the eligible costs provided for in; (m) 2, 4 and 5 above, the City may pay up to 50, percent of the cost of construction, renovation and/or rehabilitation of all low- and very low-income housing units (for ownership or rental) as defined in Section 3 of the Illinois Affordable Housing Act. If the units are part of a residential redevelopment project that includes units not affordable to low- and very low-income households, only the low- and very low-income units shall be eligible for benefits under the Act;**
- o) The costs of daycare services for children of employees from low-income families working for businesses located within the Project Area and all or a portion of the cost of operation of day care centers established by Project Area businesses to serve employees from low-income families working in businesses located in the Project Area. For the purposes of this paragraph, "low-income families" means families whose annual income does not exceed 80 percent**

of the City, county or regional median income as determined from time to time by the United States Department of Housing and Urban Development;

- p) Unless explicitly provided in the Act, the cost of construction of new privately-owned buildings shall not be an eligible redevelopment project cost; and
- q) If a special service area has been established pursuant to the Special Service Area Tax Act, 35 ILCS 235/0.01 et seq., then any tax increment revenues derived from the tax imposed pursuant to the Special Service Area Tax Act may be used within the Project Area for the purposes permitted by the Special Service Area Tax Act as well as the purposes permitted by the Act.

Sanitary Drainage and Ship Canal RPA Amendment'Ro. 2

2. Estimated Redevelopment Project Costs The estimated eligible costs of the.RPA are

shown in Table 1 below. **TABLE 1: ESTIMATED REDEVELOPMENT PROJECT COSTS**

Eligible Expense;	Estimated Cost
Professional and Administrative	\$ 1,000,000
Marketing	500,000
Propel Assembly and Site Preparation	5,000,000
Rehabilitation of Existing Buildings	2,500,000
Construction of Public Facilities and Improvements ¹	10,500,000
Job Training	500,000
Financing Costs	1,000,000
Relocation Costs	500,000
Interest Costs	2,000,000
Affordable Housing Construction	500,000
Day Care Services	500,000
TOTAL REDEVELOPMENT COSTS^{2,3,4}	\$ 25,000,000⁴

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

Total Redevelopment Project Costs represent an upper limit on expenditures that are to be funded using tax increment revenues and exclude any additional financing costs, including any interest expense, capitalized interest and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs. Within this limit, adjustments may be made in line items without amendment to this Plan, to the extent permitted by the Act.

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

All costs are in 2015 dollars and may be increased by five percent (5%) after adjusting for inflation reflected in the Consumer Price Index (CPI) for All Urban Consumers for All Items for the Chicago-Gary-Kenosha, IL-IN-WI CMSA, published by the U.S. Department of Labor. Additional funding from other sources such as federal, state, county, or local grant funds may be utilized to supplement the City's ability to finance Redevelopment Project Costs identified above.

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Sanitary Drainage and Ship Canal RPA Amendment No. 2

Under Section V. E. "Sources of Funds to Pay Redevelopment Project Costs Eligible Under Illinois TIF Statute," delete and replace entire section V. E with the following text:

Funds necessary to pay for Redevelopment Project Costs and secure municipal obligations issued for such costs are to be derived primarily from Incremental Property Taxes; Other sources
; of funds which may be used to pay for Redevelopment Project Costs or secure municipal obligations, are: local, state and federal grants; investment income; private financing and other moneys which the City may deem appropriate; The City may incur redevelopment, project costs in excess of incremental taxes, and the City may then be reimbursed from such costs from incremental taxes. A
; area adjacent to the Project Area, which is either contiguous to, or is separated only by a public right-of-way from the Project Area from which the revenues are received.

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

The Project Area may become contiguous to, or be separated only by a public right-of-way from, redevelopment project areas created under the Industrial Jobs Recovery Law (65 ILCS 5/11-74.6-1, et seq.). If the City finds that the goals, objectives and financial success of such contiguous redevelopment project areas or those separated only by a public right-of-way are interdependent with those of the Project Area, the City may determine that it is in the best interests of the City and the furtherance of the purposes of the Plan that net revenues from the Project 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 Project 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 Project 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 Project Area or other areas as described in the preceding paragraph, shall not at any time exceed the total Redevelopment Project Costs described in Table 1 of this Plan.

Sanitary Drainage and Ship Canal RPA~Amend"ment No. 2

Under Section V. F. "Nature and Term of Obligations to be Issued," delete and replace entire section,, including the section heading for V. F., with the following text:

Issuance of Obligations

The City rtjay Jsslie. obligations, secured by"Incremental "Property Taxes pursuant to Section 11-74.4-7 of the Act, To e.nhjsin^ the City may pledge its full faith: and; credit .through/tb"tjAJ^i^ fe4D6^lPh)'8 ^M"? b'dnds. Addition'aliyl the City may - prpyide:pther legally, permissible .credit enhancements'to any obligations issued pursuant to the

■ Act. . ' " " "] . 1' : fi ■ V:~..

; The .iredewelqpmnt ..project ;sha(l,.be. .co.mpteted, and all obligations Issued to" finance

.. :red,eyiippment costs, shaTLbe,:re^t(^ 3i of the yearinwhich the payment to the City,treastife^ made with respect'to'ad-valorem taxes levied In the thirty-fifth calendar year following the year in which the ordinance approving the Project Area is adopted.

Also, thefinafmaturitydate 6f,ahy such obligations which are issued may not be later than 20 years;frpm; their respective dates pf issue. One or more series of obligations may be sold at one or mpre.timesv.in <http://mpre.timesv.in> order .-tp., iijn?p(er)ie.ht^t|l|(s;"Plan. Obligations may be issued on a parity or subordinated basis.

In addition to paying Redevelopment Project,Costs, Incremental Property Taxes may be used for the-scheduled retirement pf obligationrs, manjdatpfyor optional redemptions, establishment of debt service reserves and bondsinldhg'fU^df^ 6^ .^ 1 *hat Incremental Property Taxes are not needed for these purposes; and are riot otherwise required, pledged, earmarked or otherwise designated for the payment of Redevelopment Project Costs, any excess Incremental Property Taxes shall then,become available for distribution annually to taxing districts having jurisdiction over the Project Area in the manner provided by the Act.

Under Section V. G. "Most Recent Equalized Assessed Valuation (EAV) of Properties in the Redevelopment Project Area/ delete and replace entire section text with the following text:

The purpose of identifying the most recent equalized assessed valuation ("EAV") of the Project Area is to provide an estimate of the initial EAV which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV and incremental property taxes of the Project Area. The 1990 Certified Initial EAV of all taxable parcels in the Project Area is \$10,722,329. This total EAV amount, by parcel index number ("PIN"), is summarized in Exhibit 6.

Under Section V. H. "Anticipated Equalized Assessed Valuation," delete and replace entire section text with the following text:

The 2027 EAV for the Sanitary Drainage and Ship Canal RPA is projected to be approximately \$21,000,000. This estimate is based on several key assumptions, including an inflation factor of 2.0 percent per year on the EAV of all properties within the Sanitary Drainage and Ship Canal RPA, with its cumulative impact occurring in each triennial reassessment year, and an

equalization factor of 2.6621 (2013). This estimate does not assume that any additional new development will occur within the RPA.

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Sanitary Drainage and Ship Canal RPA Amendment No. 2

Section VI: Scheduling of the Redevelopment Project

In Section VI. A. "Redevelopment Project": No changes.

In Section VI. B. "Commitment to Fair Employment Practices and Affirmative Action," replace the entire section with the following text:

The City is committed to and Will affirmatively Implement the following principles with respect, to the Plan: .

to", the;B^iq^iu^i^jntlu^ffig)' nift*ndf ltnnHecl to -hiring, training; transfer,

promotion, dfscpljfrfrie, friiTge" bihi^sali^f, employment/working conditions, termination,

etc., without regard to race, color, sex, age, religion, disability, national origin, ancestry,

sexu;al oriental status, military discharge status, source of
Income, or housing status. .. "

B) Redevelopers must meet the City's standards "for participation of 24% Minority Business Enterprises and 496 Woman Business Enterprises and the City Resident Construction Worker Employment Requirement as required in'Mdevelbpment agreements.

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

D) Redevelopers will meet City standards for any applicable prevailing wage rate as ascertained by the Illinois Department of Labor-to all project employees.

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

In Section VI. C. "Completion of Redevelopment Project and Retirement of Obligations to Finance Redevelopment Costs," the entire section is replaced with the following text:

This Redevelopment Project will be completed, and all obligations issued to finance redevelopment costs shall be retired, no later than December 31st of the year in which the payment to the City Treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the thirty-fifth calendar year following the year in which the ordinance approving the Plan was adopted (i.e., by December 31, 2027). The private redevelopment investment and anticipated growth that will result from redevelopment and rehab activity in this Project Area is expected to increase the equalized assessed valuation by approximately \$10,400,000 over the 35-year period in which the Plan is in place.

Sanitary Drainage and Sanitary Sewerage Treatment Plant

Section VII: Provisions for Amending the Tax Increment Redevelopment Plan and Project

No changes.

Following Section VM, insert new sections, as follows:

Section VIM: Financial Impact on Taxing Districts

The Act requires an assessment of any financial impact of the Project Area on, or any increased demand for services from any taxing district affected by the Plan and a description of any program to address such. The City intends to monitor development in the Project Area and the other affected taxing districts will attempt to ensure that any increased needs are addressed in connection with any particular development.

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

- Metropolitan Water Reclamation District of Greater Chicago
- County of Cook
- Forest Preserve District of Cook County
- City of Chicago
- City of Chicago Library Fund
- City of Chicago School Building and Improvement Fund
- Chicago Community College District 508
- Board of Education
- Chicago Park District
- Chicago Park District Aquarium and Museum Bonds
- Metropolitan Water Reclamation District of Greater Chicago

Development of vacant sites with active and more intensive uses may result in additional moderate demands on services and facilities provided by the districts. At this time, no special programs are proposed for these taxing districts. Should demand increase, the City will work with the affected taxing districts to determine what, if any, program is necessary to provide adequate services.

This Plan and Project is expected to have short- and long-term financial impacts on the affected taxing districts. During the period when tax increment financing is utilized, real estate tax increment revenues from the increases in EAV over and above the Certified Initial EAV (established at the time of adoption of the Plan) may be used to pay eligible redevelopment project costs for the RPA. At the time when the RPA is no longer in place as a TIF district under the Act, the real estate tax revenues resulting from the redevelopment of the RPA will be distributed to all taxing districts levying taxes against property located in the RPA. These revenues will then be available for use by the affected taxing districts. Successful implementation of the Plan is expected to result in new development and private investment on a scale sufficient to overcome blighted and conservation area conditions and substantially improve the long-term

economic value of the Project Area.

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Sanitary Drainage and Ship Canal RPA Amendment No. 2

It is expected that the increases in demand for the services and programs of the aforementioned taxing districts associated with the Project Area can be adequately handled by the existing services and programs maintained by these taxing districts;

Section IX: Housing Impact Study

■. -

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

The Plan will not result in displacement of residents from inhabited residential units, and the

City certifies that no displacement will occur from the Project Area will occur as a result of the Plan, therefore, a Housing Impact Study is not required under the Act.

Exhibits

' ■ ■ ■ -; f \ ■ ■ ■ ■ ■ -

Exhibit 1: Legal Description

Replace Exhibit 1 With the following text:

ALL THAT PART OF THE SOUTHWEST 1/4 OF SECTION 25; THE NORTHEAST 1/4, THE NORTHWEST 1/4 AND THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 35; THE NORTH 1/2, THE EAST 1/2 OF THE SOUTHWEST 1/4 "Atiff •Thfi" SduWksTk/A OF SECTION 36 ALL IN TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN TOGETHER WITH CERTAIN LOTS AND BLOCKS IN MANCHESTER, BEING STEELE AND BUCHANAN'S SUBDIVISION OF THAT PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SAID SECTION 36, LYING NORTH OF THE ILLINOIS AND MICHIGAN CANAL ACCORDING TO THE PLAT THEREOF RECORDED JUL 31, 1857; S. J. WALKER'S SUBDIVISION OF THAT PART SOUTH OF THE CANAL OF THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO THAT PART SOUTH OF THE CANAL OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SAID SECTION 36, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 6, 1863; THE CAMPBELL SOUP COMPANY (CENTRAL DIVISION) SUBDIVISION OF PART OF THE NORTHEAST 1/4 OF SAID SECTION 36, ACCORDING TO THE PLAT THEREOF RECORDED MAY 23, 1930 AS DOCUMENT NO. 10667452; THE CAMPBELL SOUP COMPANY'S SUBDIVISION OF PART OF THE NORTHEAST 1/4 OF SAID SECTION 36, ACCORDING TO THE PLAT THEREOF RECORDED JULY 24, 1957 AS DOCUMENT NO. 16966716; AND THE SANITARY DISTRICT TRUSTEES' SUBDIVISION OF THE RIGHT OF WAY FROM THE NORTH AND SOUTH CENTER LINE OF SECTION 30, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, TO THE WEST LINE OF SECTION 7, TOWNSHIP 38 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 31, 1908 AS DOCUMENT NO. 4180216 MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF THE SANITARY DRAINAGE AND SHIP CANAL, BEING THE SOUTHERLY LINE OF WATER LOT 'B' IN THE SANITARY DISTRICT TRUSTEES' SUBDIVISION, AFORESAID, WITH THE WEST RIGHT OF WAY LINE OF THE PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY IN THE EAST 1/2

OF THE NORTHEAST 1/4 OF SAID SECTION 36;

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Sanitary Drainage and Ship Canal RPA Amendment No. 2-

THENCE SOUTHWESTERLY ALONG THE SOUTHERLY LINE OF SAID SANITARY DRAINAGE AND SHIP CANAL TO THE EAST LINE OF CALIFORNIA AVENUE; THENCE NORTH ALONG THE EAST LINE OF CALIFORNIA AVENUE TO THE NORTH LINE OF 31st STREET; THENCE WEST ALONG SAID NORTH LINE TO THE INTERSECTION OF THE NORTHERLY EXTENSION OF A LINE DRAWN 667.24 FEET EAST OF ANP PARALLEL WITH THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 36; THENCE SOUTH ALONG SAID PARALLEL LINE AND ITS NORTHERLY EXTENSION TO THE NORTHERLY LINE OF THE CHICAGO & ILLINOIS WESTERN RAILROAD RIGHT OF WAY; THENCE SOUTH WESTERN, ALONG SAID NORTHERLY RIGHT OF WAY LINE TO THE CENTER LINE OF KEDZIE AVENUE; THENCE SOUTH ALONG THE CENTER LINE OF KEDZIE AVENUE TO THE SOUTHERLY RIGHT OF WAY LINE OF SAID CHICAGO & ILLINOIS WESTERN RAILROAD

LINE TO THE WEST LINE OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SAID SECTION 35; THENCE SOUTH ALONG SAID WEST LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF THE ILLINOIS CENTRAL RAILROAD; THENCE WEST ALONG SAID WEST LINE TO THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 35; THENCE SOUTH ALONG SAID PARALLEL LINE TO THE NORTH LINE OF THE SAID SANITARY DRAINAGE AND SHIP CANAL, BEING THE NORTH LINE OF WATER LOT 'E' IN THE SANITARY DISTRICT TRUSTEES' SUBDIVISION, AFORESAID; THENCE NORTHEASTERLY ALONG SAID NORTHERLY LINE TO THE WEST LINE OF KEDZIE AVENUE; THENCE SOUTH ALONG THE WEST LINE OF KEDZIE AVENUE, A DISTANCE OF 258 FEET TO THE SOUTH LINE OF SAID WATER LOT 'E'; THENCE NORTHEASTERLY ALONG THE SOUTHERLY LINE OF WATER LOTS 'E' AND 'D' IN SAID SANITARY DISTRICT TRUSTEES' SUBDIVISION TO ITS INTERSECTION WITH THE WEST LINE OF THE ILLINOIS CENTRAL RAILROAD RIGHT OF WAY; THENCE SOUTHEASTERLY ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE EAST LINE OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 36; THENCE SOUTH ALONG SAID EAST LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF THE ATCHISON TOPEKA & SANTA FE RAILWAY; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE WEST LINE OF CALIFORNIA AVENUE; THENCE SOUTH ALONG THE WEST LINE OF CALIFORNIA AVENUE TO THE SOUTH LINE OF 35th STREET; THENCE EAST ALONG THE SOUTH LINE OF 35th STREET TO THE WEST LINE OF THE PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY RIGHT OF WAY; THENCE NORTH ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

Exhibit 2: Vicinity Map

Replace Exhibit 2 with the enclosed RPA Context Map.

Exhibit 3: Boundary Map

Replace Exhibit 3 with the enclosed RPA Boundary Map. Exhibit 4: Existing Land Use

Map

Replace Exhibit 4 with the enclosed Existing Land Use Map. Exhibit 5: Intended Land Use

Map

Replace Exhibit 5 with the enclosed new Proposed Future Land Use Map.

-City-of-Chicago

Sanitary Drainage and Ship Canal RPA Amendment No. 2

Immediately following Exhibit 5, insert new exhibits as follows:

Exhibit 6: Certificate of initial Equalized Assessed Valuation

Exhibit 7: Original Plan, including Amendment No. 1 Appendix A;

No changes, :-

riv --^ " :r' ! • ,■ " ' ;



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Sanitary Drainage and Ship CariaTRPA ATtiendmenTNor2 20

Exhibit 2: RPA Context Map Sanitary Drainage and Ship Canal Tax Increment Redevelopment Area
Redevelopment Plan and Project Amendment No. 2
April 2015

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Exhibit 6: Certificate of Initial Equalized Assessed Valuation

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-STATE-OF-ILyNOIS- L
) SS
COUNTY OF COOK

CERTIFICATE OF INITIAL EQUALIZED ASSESSED VALUATION

I, DAVID D. ORR, do hereby certify that I am the duly qualified and acting Clerk of the County of Cook in the State of Illinois. As such Clerk and pursuant to Section 1,1 ;74..4-9 of the Real Property Tax Increment Allocation Redevelopment Act (Illinois Revised Statutes, Chap. 24) I do further:

CERTIFY THAT on March 12, 1992, I received certified copies of the following Ordinances adopted by the City of Chicago, Cook County* Illinois on July 24, 1991:

1. "An Ordinance Approving a Tax Increment Redevelopment Plan and Redevelopment Project for the Sanitary Drainage and Ship Canal Redevelopment Project Area";
2. "An Ordinance Designating the Sanitary Drainage and Ship Canal, Redevelopment Project Area and Redevelopment, Project Area pursuant to the Tax increment Allocation Redevelopment Project Act"; and
3. "An Ordinance Adopting Tax Increment Allocation. Financing for the Sanitary Drainage and Ship Canal Redevelopment Project Area".

CERTIFY THAT the area constituting the Tax Increment Redevelopment Project Area subject to Tax Increment Financing in the City of Chicago, Cook County, Illinois, is legally described in said Ordinances.

CERTIFY THAT the initial equalized assessed value of each lot, block, and parcel of real property within the said City of Chicago Project Area, as of July 24, 1991 is as set forth in the document attached hereto and made a part hereof as Exhibit "A";

CERTIFY THAT the total initial equalized assessed value of all taxable real property situated within the said City of Chicago Tax Increment Redevelopment Project Area is:

TAX CODE AREA 76017 TAX CODE AREA 76066 TAX CODE AREA 76067 TAX CODE AREA 77006 TAX CODE AREA 77010 TAX CODE AREA 77084
2,412,211 1,359,340 1,386,764 4,222,534 935,469 406,011

for a total of

TEN MILLION, SEVEN HUNDRED TWENTY-TWO THOUSAND, THREE
HUNDRED TWENTY-NINE DOLLARS AND NO CENTS

(\$10,722,329.)

such total initial equalized assessed value as of July 24, 1991, having been computed and ascertained from the official records on file in my office and as set forth in Exhibit "A".

(SEAL)

County Clerk

Illinois

AGENCY: 03-0210-595 TIF CITY OF CHICAGO-SANITARY DRAIN&SHIP CANAL

C-

D.t..

PERMANENT REAL ESTATE INDEX NUMBER OF EACH LOT, BLOCK, TRACT OR PARCEL. REAL ESTATE PROPERTY WITHIN SUCH PROJECT AREA:

'id>?6-.2;op-o29--oooo-

16-36-200-030-0000 16-36-200-031-0000 -16-36-200-032-0000. ,

16-36-200-6I33-6060 \.;

16-36-20,9303,4-00^0 16-36-200-038-0000 16-36-200-041-0000 16-36-200-042-0000 16-36-200-043-0000 . 16-36-206-048-^0000 16-36-201-012-0000 16-36-201-02,0-0000 16-36-201-034-0000 16-36-201-035-0000 16-36

-201-036-0000 16-36-501-002-0000 16-36-501-004-0000

1990 EQUALIZED ASSESSED VALUATION OF EACH LOT, BLOCK, TRACT OR PARCEL WITHIN SUCH. PROJECT AREA:

0

351 213,237 8,128 906 3;, 84.6 0

197,216 281,414 54,750 344,642 272,941 852 344,642 344,643

344,643 0 0

TOTAL INITIAL EAV FOR TAXCODE: 76017 TOTAL PRINTED: 18

27

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DATE 02/04/2015 AGENCY: 03-0210-595 TIF CITY

PERMANENT REAL ESTATE INDEX NUMBER OF EACH LOT, BLOCK, TRACT OR PARCEL
REAL ESTATE PROPERTY WITHIN SUCH PROJECT AREA:

16-36-200-022-0000

16-36-201-032-0000

16-36-201-033-0000

TOTAL INITIAL EAV FOR TAXCODE: 76066-TOTAL PRINTED: 3
OF CHICAGO-SANITARY DRAIN&SHIP CANL

1990 EQUALIZED ASSESSED VALUATION OF EACH LOT, BLOCK, TRACT OR PARCEL WITHIN
SUCH PROJECT AREA:

670,056 344,642 344,642

1,359,340

-PAGE-NO-: 1

DATE 02/04/2015
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AGENCY: 03-0210-594 TIF CITY OF CHICAGO-SANITARY

PERMANENT REAL ESTATE INDEX NUMBER 1990 EQUALIZED ASSESSED VALUATION
OF EACH LOT, BLOCK, TRACT OR PARCEL OF EACH LOT, BLOCK, TRACT OR
PARCEL
REAL ESTATE PROPERTY WITHIN SUCH WITHIN SUCH PROJECT AREA:
PROJECT AREA:

16-36-200-039-0000 1,386,-764

TOTAL INITIAL EAV FOR TAXCODE: 76067 1;;386,764 TOTAL

PRINTED: 1

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DATE 02/04/2015
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AGENCY: 03-0210-595 TIF CITY OF CHICAGO-SANITARY

PERMANENT REAL ESTATE INDEX NUMBER 1990 EQUALIZED ASSESSED VALUATION
OF EACH LOT, BLOCK, TRACT OR PARCEL OF EACH. LOT, BLOCK, TRACT OR
PARCEL
REAL ESTATE PROPERTY WITHIN SUCH WITHIN SUCH PROJECT AREA:
PROJECT AREA:

16-35-204-001-0000	362,183
16-35-204-002-0000	36,198
16-35-204-003-0000	0
16-35-204-007-0000	0
16-35-205-001-0000	0
16-35-205-012-0000	0
16-35-205-013-0000	0
16-35-205-014-0000	0
16-35-205-016-8001	0
16-35-500-003-0000	0
16-35-500-004-0000	0
16-36-100-027-0000	62,024
16-36-100-028-0000	929,364
16-36-100-033-0000	0
16-36-100-035-0000	5,130
16-36-100-039-0000	6,187
16-36-100-047-0000	949
16-36-100-048-0000	2,687
16-36-100-051-8001	0
16-36-100-051-8003	0
16-36-100-051-8004	42,031
16-36-100-053-0000	90,826
16-36-100-054-0000	0
16-3G-100-055-0000	0

16-36-100-056-0000	0
16-36-100-057-0000	0
16-36-100-058-8001	0

30

DATE 02/04/2015 AGENCY: 03-0210-595 TIF CITYOF CHICAGO-SANITARY DRAIN&SHIR CANL

PERMANENT REAL ESTATE INDEX NUMBER1990 EQUALIZED ASSESSED VALUATION
 OF EACH LOT, BLOCK,. TRACT OR PARCELOF EACH LOT; BLOCK, TRACT .OR PARCEL
 REAL ESTATE PROPERTY WITHIN SUCH WITHIN SUCH PROJECT
 AREA:.
 PROJECT AREA:

16-36-100-058-8002	0
16-36-100-058-8003	0
16-36-100-059-8001	0
16-36-100-059-8002	' i 42,031
16-36-101-002-0000	'275,572

O -

16-36-101-005-0000	' /; ■ 953,714
16-36-101-011-0000	8041217
16-36-200-017-0000	' 0,
16-36-200-018-0000	185,530
16-36-200-026-0000	20,963
16-36-200-037-0000	0
16-36-200-044-0000	315,157
16-36-201-013-0000	76,553
16-36-201-017-0000	0
16-36-201-019-0000	0
16-36-201-021-6001	0
16-36-201-021-6002	0
16-36-201-024-0000	0
16-36-201-027-0000	11,218
16-36-500-001-0000	0
16-36-500-004-0000	0

16-36-500-005-0000	0
16-36-500-006-0000	0
16-36-500-007-0000	0
16-36-500-010-0000	0
16-36- 501-001- 0000	0
16-36-502-004-0000	0

31

PAGE NO. 3

AGENCY: 03-0210-595 TIF CITY OF CHICAGO-SANITARY DRAIN&SHIP CANL

PERMANENT REAL ESTATE INDEX NUMBER OF EACH LOT, BLOCK, TRACT OR PARCEL REAL ESTATE PROPERTY WITHIN SUCH PROJECT AREA:

16-36-503-002-0000

16-36-503-003-0000

16-36-503-004-0000

16-36-503,005-0000

16-36-503-006-0000

1990 EQUALIZED ASSESSED VALUATION OF EACH LOT, BLOCK, TRACT OR PARCEL WITHIN SUCH PROJECT AREA:

0 0 0 0 0

TOTAL INITIAL EAV FOR TAXCODE: 77006 4,222*534 TOTAL PRINTED: 59

32

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DATE 02/04/2015 AGENCY: 03-0210-595 TIF CITYOF CHICAGO-SANITARY DRAIN&SHIP
CANL

PERMANENT REAL ESTATE INDEX NUMBER1990 EQUALIZED ASSESSED VALUATION
OF EACH LOT, BLOCK, TRACT OR PARCELOF EACH LOT, BLOCK, TRACT OR
PARCEL
REAL ESTATE PROPERTY WITHIN SUCH WITHIN SUCH PROJECT
AREA:
PROJECT AREA:

16-36-101-010-0000	272,861
16-36-101-014-0000	662,608

TOTAL INITIAL EAV FOR TAXCODE: 77010 '935,469

TOTAL PRINTED: 2

33

CLRTM369

DATE 02/04/2015 AGENCY: 03-0210-595 TIF CITYOF CHICAGO-SANITARY
DRAIN&SHIP CANL

PERMANENT REAL ESTATE INDEX NUMBER1990 EQUALIZED ASSESSED VALUATION
OF EACH LOT, BLOCK, TRACT OR PARCELOF EACH LOT, BLOCK, TRACT OR PARCEL
REAL ESTATE PROPERTY WITHIN SUCH WITHIN SUCH PROJECT
AREA;
PROJECT AREA:

16-35-205-016-8002 245,398

16-36-100-060-0000 160,613

TOTAL INITIAL EAV' FOR TAXCODE; 77084 406,011 TOTAL
PRINTED: 2

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City of Chicago

Sanitary Drainage and Ship Canal RPA Amendment No. 2

Exhibit 7: Original Plan, including Amendment No. 1

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REPORTS OF COMMITTEES

WHEREAS,, The, Corporate Authorities, desire to .amend .U&JPfan to conform lthe Plan, to
Section 41 -74.4r3(n)(3) of the Act, as amenHeb |>y the^^ei^§^%Ac;t, j^'aVcprSance" With
the procedures set forth in. amended""^ . . - ' .

Be It Ortlained by me City Council oJth

SECTION 1. Recitals, The above recitals are incorporated herein arid made a part hereof;

SECTION 2. ApproyaldtAmendment Drainage and Ship Canal Tax increment Rede
Project", a copy of which is attached hereto as Exhibit A (the "Plan, Amendment, is hereby
approved. ... , .

SECTION 3. Finding.. The Corporate Authorities hereby find that Uioestimajfe'd dates of completion of the redevelopment
project described in the Plan and of the retirement of obligations issued to finance redevelopment project costs set forth In
the Plan, as amended by the Plan Amendment, conform to the provisions of Section 1 l774.4-3(n)(3) of the Acl, as amended
by the Amendatory Act.

SECTION 4. Invalidity Of Any Section. .If arty proyjsl c^M^{1.6} prtlltertce sh'ajl teheldto.be <<http://teheldto.be>>' invalid or
unenforceable for any reason,'the invalid^

Your Committee on Finance having had under consideration a communication recommending a proposed ordinance concerning the authority to approve Amendment Number 2 to the Lincoln/Imont/Ashland Redevelopment Project Area Tax Increment Allocation Finance Program, having the same under advisement, begs leave to report and recommend that Your Honorable Body Pass the proposed ordinance transmitted herewith.

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

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REPORTS OF COMMITTEES

Exhibit "B".

The Sanitary Drainage, and Ship Canal Redway generally bounded by the Sanitary Drainage, the Chicago & Illinois Western Railroad north of Central Park Avenue extended on the west, to the Quaternary Channel on the east; and Illinois Central Railroad on the south, to the 31st Street on the north from the Collateral Channel on the west to California Avenue on the east; and 36th Street on the south from the Ship Canal on the north from California Avenue to Chicago and St. Louis Avenue.

Exhibit "D".

City of Chicago, V

<i>Sanitary Area</i>	<i>Drainage</i>	<i>And Ship</i>	<i>Canal</i>	<i>Tax</i>	<i>Increment</i>	<i>Redevelopment</i>
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Redevelopment Plan And Project.

April, 1991.

I.

Introduction.

The Sanitary Drainage and Ship Canal Redevelopment Project Area (the "R.P.A.") is located in the south and west areas of the City of Chicago (the "City"). The R.P.A. roughly parallels the Stevenson Expressway from Central Park Avenue to California Avenue and the P.C.C. and St. Louis Railroad right-of-way. Existing land uses are largely categorized by

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industrial buildings, storage/materials yards; railroad right of ways, and vacant land. Campbell's Soup has discontinued operations at the facility located within the R.P.A. Other large tracts of land between Central Park Avenue; and Kedzie Avenue are underutilized. The City is proposing the following:

7. To preclude any redevelopment of the property, the City is proposing to acquire the property by eminent domain. The City is also proposing to acquire the property by eminent domain. The City is also proposing to acquire the property by eminent domain.

northerly to the southern right-of-way of the Canal, then generally easterly to the Collateral Channel (a slip off the Canal), then northerly to 31st Street, then easterly to California Avenue; then southerly to the southwest corner of the Canal and Gage Avenue, then northeasterly to the western right-of-way of the Baltimore & Ohio Railroad, then generally southerly to 35th Street, then, westerly to California Avenue, then northerly, to the southern right-of-way of the Atchafalaya, Topeka, and Santa Fe Railroad; then northwesterly along the southern right-of-way of the Illinois Central Railroad right-of-way, then westerly along the right-of-way to the southern side of the Canal to Kedzie Avenue, then northerly to the northern side of the Canal, then southerly to the point of beginning.

A legal description is included in (Sub)Exhibit-1:

Area Background.

The initial growth of the study area can be traced back to the opening of the Illinois and Michigan Canal in April, 1848. A major stimulus for trade with the entire Mississippi River Basin, the banks of the canal were used almost exclusively for bulk storage of such commodities as grain and coal.

The traffic on the I. & M. Canal, however, peaked in 1882. The Sanitary District of Chicago was formed in 1890, and planned for a new, larger and deeper canal which would provide for removal of the City's sewerage as well as permit for greater shipping traffic. As a result of its planning efforts, the Sanitary and Ship Canal opened to the north of the original canal in 1890. The new canal connected the south branch of the Chicago River with Lockport, Illinois, approximately 34 miles away.

The Sanitary District marketed its land holdings, including area within the R.P.A., along both sides of the canal for industrial uses, as it pursued connection of the canal to the Mississippi River. Manufacturing firms, particularly medium and heavy industrial users, were initial users of the

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canal. These firms also took advantage, of the excellent rail access afforded by such, trunk lines as the Illinois Central and Chicago, Burlington & Quincy Railroads, and switching lines such as the Indiana Railroad Company., This era, between 1895 and 1920, was Chicago's "Golden Age" of industrial development in the study area where most of Campbell's Soup tomato soup plants were located. Some of the problems for their development have been repeated along the area are among the remaining structures developed or are under used.

Other pre-existing structures, however, have become obsolete due to age and technological advancement. Trucks proliferated, thus, freeing industrial firms from locations with rail access, many manufacturing plants relocated to new facilities in the suburbs as early as the 1930's.

In order to address the needs for truck access, the Stevenson Expressway was constructed in the vicinity, which changed the pattern of traffic and affected circulation and the sites within the Study Area. As with the construction of the other expressways, further development of the area may have been hastened by

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The decline of manufacturing in the area continued into the 1980's with the relocation of Campbell's Soup, but in the area. The City's undertaking of certain activities such as clearing older, obsolete structures to improve access and traffic circulation, and making land available at competitive prices, and will allow for the rejuvenation and the strengthening of the industrial uses or other compatible uses remaining in the area.

The Redevelopment Plan.

The R.P.A. designation is being reviewed in order to assist the City and the community to actively pursue an economic development strategy that is able to comprehensively address area-wide blighted conditions. The designation would allow the parties to coordinate industrial redevelopment that is responsive to modern market trends and users, and revitalize the area. The redevelopment would also provide new jobs, expansion opportunities for existing Chicago manufacturing and/or industrial firms, the creation of marketable land to attract new industry to the area, and an increased tax base to the City and the community. Removal of obsolete buildings and improvements, site preparation, and property assembly are some of the redevelopment efforts that may be undertaken to assist projects within the R.P.A.

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The needed, public investment will be possible only if tax increment financing is available, and the

terms' of l^B^T^tK^P^tioia' Redf^elbpme^ general
private"development.. Blighifi^
p>va^Hy^menJt in.. the,, &2#"3Wf 1*;b^:/aaarelsse^r^ T\$!tpIg&jMeis<
Reaev^opihentPlan^
marshallng^iheaab^ts- ana, energi[es;:^
cooperative^ ^u'b'lic-priyat&^^ effortr.' ' ©HiM'a^lyi,' the:
impiementa^mnibf;ihe Reaeeve
and' aTt tfie' teBng^istricts fthiifrefle^^
significantly expanded tax base, retain existing
eipjatfdj^
resultflfrieW. private development in the.]Et J?.A.?! J'Li.. _ • */:?'b&L-(!%~L^£U^

Summary.

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it is found, and decW thecMalttii-fsafety, .morals, and^e^fjajr^ conditions-
need ;to bei eradicated',and^
be undertaken; and, to ile^ia^t^e• e^s^fi^Y^"-necessary to encourage private investment^and^^
taxing.districts in.such areas by, the.deye.loDment or redevelop^ areas.- The eradication of blighted areas-by
redeyyipp^ hereby declared to.be <http://to.be> essential to the publiciinterest. Pvblicypjriv^te; partnerships
are determined to be necessary in order to" achieve. ^eVelopinent'^gealS;. Without the development focus and
resources provided under the Tax Increment Allocation Redevelopment Act (Illinois Revised.Statutes, Chapter
24, Section 11-74.4-3, as amended), the development goals of the municipality would not be achieved.

It was found and declared by the City that the use of incremental tax revenues derived from the tax rates of
various taxing districts in the redevelopment project area for the payment of redevelopment project costs is of
benefit to said taxing districts. This is because these taxing districts located in the redevelopment project area
would not derive the benefits of an increased assessment base without the removal of the blighted conditions
that now hinder its redevelopment.

The redevelopment activities that will take place within the R.P.A. will produce benefits that are reasonably
distributed throughout the R.P.A.

The adoption of this Redevelopment Plan and Project makes possible the implementation of a
comprehensive program for the economic redevelopment of the proposed area. By means of public
investment, the R.P.A. will become an improved, more viable environment that will attract private investment
and diversify the City tax base.

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Pursuant to the Act, the R.P.A. includes only those contiguous parcels of real property and
improvements thereon substantially benefited by the redevelopment project. Also pursuant to the Act,
the R.P.A; is'hbf/less in the aggregate than 1£ acres.

II

' Redevelopment Project AreaL^gdri>i\$hnpiib%:- •'***•'■"

The Redevelopment Project Area legal descriptiofa^is Attached as (Sub)Exhibitl. ,

III.

Redevelopment Project Area Goals And. Objectives.

The following goals and objectives are presented for the R.P.A. in accordance with the City's zoning ordinance and comprehensive plan, as amended. Such goals and objectives may be <http://may.be> ^{supplement}

Planning studies, traffic studies or site reports that are undertaken by the City or by development entities on behalf of the City, as part of any Planned Unit Development (P.U.D.) process or other redevelopment-activity.^{1, 2}

General Goals.

- 1) To provide for implementation of economic development strategies that benefit the City and its residents.
- 2) To provide basic infrastructure improvements where necessary within the R.P.A.
- 3) To encourage a positive and feasible redevelopment of any vacant sites and/or underutilized sites, including business retention efforts, if applicable.
- 4) To preserve and improve the property tax base of the City.
- 5) To create new jobs and retain existing jobs for City residents.

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- 6): - Coordinate all redevelopment with the R.P.A. in a comprehensive
- manner, to avoid any negative
• community impacts. ^{with} : *

Specific Objectives.

- 1) Remove obsolescent and/or underutilized facilities, in order to redevelop properly.
- 2) To address factors of inadequate utilities and deleterious land use throughout the R.P.A., , - - . ' .

- 3) To provide infrastructure, improvements-- nacgaStf^/^-the* redevelopment or retention of businesses located within the RJP.A,
- 4) Provide competitive advantages'for the redevelopment of properties within the R.P.A. (in comparison to out-of-City locations^
- 5) Assemble and/or dispose of publiic'lahddn order to facilitate business retention, expansion, and attraction.

Redevelopment Objectives. , 7 ^ r • >.

The purposeof-the R.P.A. designation will allow the City-to:""-

- a) Coordinate redevelopment activities within the R.P.A. in order to provide a positive marketplace signal;
- b) Reduce or eliminate blighted area factors present within the area;
- c) Accomplish redevelopment over a reasonable time period;
- d) Provide for high quality development within the R.P.A.; and
- e) Provide for an attractive overall appearance of the area.

Note: The objectives may be supplemented by findings of prospective reports or studies undertaken by the City or by development entities selected by the City.

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The Redevelopment Project's implementation will serve to improve the physical-appearance of the entire, area and contribute to the economic development of the area. Job creation^asspd^ provide new, improved employment opportunities for cot^vt^i^ atii ^Ciyy residents.

TV.

■Blighted- Ajreci-CoJ^dUiqns^Ex^sting In The ^ RedeveloprneniP^

Findings.

The Redevelopment Project Area was studied to determine its qualifications as a "blighted area" as such .term.^s .defined in the Tax Increment Allocation Redevelopment Act (the "Act*"), Illinois Revised Statutes, Section 11-74.4-3, as amended^ It was deterinined that the area as a whole qualifies as a

"blighted area". Refer to Appendix A for a summary of findings and a list of existing qualification factors for the area.

Eligibility Survey.

The entire designated Redevelopment Project Area was, evaluated in March and April, 1991 by representatives from the City, Kane, McKenna and Associates, Inc., and Chicago Associates Planners & Architects. In such evaluation, only information was recorded which would directly aid in the determination of eligibility for a tax increment finance district.

V.

Redevelopment Project.

A. Redevelopment Plan And Project Objectives.

The City purposes to realize its goals and objectives of encouraging the development of the R.P.A. and encouraging private investment in industrial, and mixed use redevelopment projects through public finance techniques including, but not limited to, Tax Increment Financing. The City proposes to undertake a two phased redevelopment project consisting of

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Phase 1. Industrial Redevelopment/East and North Sections; Phase 2, Industrial
would be a continuation of the existing industrial area.

1) By improving facilities that may include:

- i., Street improvements;
- ii. Utility improvements/water management and water storage facilities, if necessary;
- iii. Landscaping or streetscaping;
- iv. Parking improvements/related parking improvements;
- v. Signalization and appropriate signage.

2) By entering into redevelopment agreements with developers for qualified redevelopment projects.

- 3) By rehabilitating existing structures or site improvements;
- 3) including necessary site preparation^ demolition, clearance and
- 3) grading of redevelopment sites and relocation. • . r .-.;;
- 4) By disposing and/or relocating public' buildings that serve.-existing or ongoing institutional operations ihcluding site preparation and demolition.
- 5) By utilizing interest cost write-down pursuant to provisions of the Act.
- 6) By implementing a plan that addresses the redevelopment costs of land acquisition and assembly, site preparation, demolition/removals, and provision of infrastructure improvements or upgrading that may be necessary for adaption to a market oriented tax base, and diversifying the local economy.
- 7) Provide job training for City residents.
- 8) By exercising other powers set forth in the Act as the City deems necessary.

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B. Redevelopment Activities.

'Pursuant to the foregoing objectives,' the City will implement a coordinated program of redevelopment actions, including, but not limited to, site preparation, assembly/disposal of property j demol^tion/remoyals, infrastructure improvements and upgrading, relocation s public improvements, where required. Interest cost rebate.pursuant to the Actmay also be undertaken.^

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Proposed Public Improvements. *

In-.:accordance with its, estimates of tak ■inCTement^a^'d^ Other /aykilapre

resovurc'es, j&e'~Gij)&>niay pr'pvi^ the R;PfAv to enhance .the immediate area as ^h^f\$^ ^^j^ti' r^^^:RMe^4\q^M6iit Project and Plan, and to serve 'the hefeds of City residents. Appropriate' public improvements.may include, but are not limited to: .

- .: vacation, removal, resurfacing,' turn islands, construction or r^cpnsjbuctiqh^ traffic signals, and other imp^ pedestrian ways and pathways; v : ■ •::<•" ■

reconfiguration of existing rightof-ways; ' ';

construction of new right-of-ways including streets, sidewalks,, turning lanes, curbs and gutters;

- demolition of any obsolete structure or structures;

- improvements of public utilities including construction or reconstruction of water mains, as well as sanitary sewer and storm sewer, water storage facilities, detention ponds, signalization improvements, and streetlighting;

job training for area residents eligible for employment in the development of the projects.

The City may determine at a later date that certain improvements are no longer needed or appropriate, or may add new improvements to the list. The type of public improvement and cost for each item is subject to City approval and to the execution of a redevelopment agreement for the proposed project, in the form acceptable to the City.

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Certain public facilities may be relocated in order to consolidate originating institutional operations. Utility improvements necessary to facilitate such relocations will be undertaken by the City.

Acquisition And Clearance, . : ' 7 ■■.-*■> ^.^.^i^.

The City may determine that to meet redevelopment it is necessary to participate in property acquisition by eminent domain or use other means to induce transfer of such property to the private developer. "■■■MWWf&bmfat^yr-

'jS^ga?&\$ce>and/iguadling of,existing, properties to be. acquired willj'to the greatest -fcxtehi possible, \$eC Sc^duhjd tor ^fi'e^^ acjiviti^!y acanTfqr^ex andsO^aithe^advere^ activitiesm'a^

Individual structures may be "exempted from acquisition" located so as not to interfere with the implementation of the objectives of this Redevelopment Plan or the projects implemented pursuant to this Redevelopment Plan and the owner(s) agree(s) to redevelop the property/ if necessary, in accordance with the City's objective and Plan as determined by the City.

Property which has been acquired may be made available for temporary public or private revenue producing uses 'which' will not have adverse impacts on the redevelopment area, until such time as: they are needed for planned development. Such revenues, if any, would accrue to the Redevelopment Project Area.

Relocation.

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Pursuant to the Act, the City, its Mayor's Office of Employment and Training and other training providers, may develop training programs in conjunction with the redevelopment efforts.

Redevelopment Agreements.

Land assemblage may be conducted for (a) sale, lease or conveyance to private developers, or (b) sale, lease, conveyance or dedication for the construction of public improvements or facilities. Terms of conveyance shall be incorporated in appropriate disposition agreements which may contain more specific controls than those stated in this Redevelopment Plan.

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In the event the City determines that construction of certain improvements is not financially feasible, the City may reduce the scope of, the proposed improvements.

Existing, land uses in the R.P.A- are primarily industrial and material storage yard and vacant property,¹ and railroad

3'. Some City (institutional) uses that are present in the R.P.A.. (Sub) Exhibit 4 designates the

D.. Estimated Redevelopment Project Costs.

Redevelopment project costs mean and include the sum total of all rejasoQia^le:qr .^ce;ssa,ry^cp.ste incurred or estimated to be incurred, as provided in • the T.I.F. statute, and any such costs; incidental - to; this Redevelopment Plan, and Project. Eligible costs permitted under the: Act which may be pertinent to this Redevelopment Plan and Project are: ->•••..

1. Costs of studies and surveys, development of plans and specifications, implementation and administration of the redevelopment plan including, but not limited to, staff and professional service costs for architectural, engineering, legal, marketing, financial, planning, and other special services, provided, however, that no charges for professional services may be based on a percentage of the tax increment collected;
2. Property assembly costs, including but not limited to acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing buildings and fixtures;
4. Costs of the construction of public works or improvements; •

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Costs of job training and retraining projects;

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 issued pursuant to the Act accruing during the Estimated period of construction of any redevelopment project: for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable

; All or, in part, of a taxing district's capital costs resulting from

the redevelopment project or to be in the redevelopment project, to the extent the City by written agreement accepts and approves such costs;

Relocation. To the extent that the City determines that relocation costs shall be paid or is required to; make payment of relocation costs by federal or state law;

Costs of job training, advanced-vocational education or career

education, including but not limited to job

semi-technical or technical fields directly to, employment, incurred by one of the taxing districts provided that such costs (i) are related to maintenance of additional job training or career education programs for persons employed or to be employed by employers located in the Redevelopment Project Area; and (ii) when incurred by a taxing district or taxing districts other than the City, are set forth in a written agreement by or among the City and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of 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;

If deemed prudent by the City for the redevelopment project, interest costs incurred by the redeveloper related to the construction, renovation or rehabilitation of the redevelopment project provided that:

- (d) the total of such interest payable to, by, and for the project cost of any relocation costs;

Estimated costs are shown in the next section. Justification of these cost items may be made without amendment to the Redevelopment The

cd.st's!'rgpresent' estimated amounts, and :db /nOt^epresbp-actual City
 cSmmittmehtSj or - expenditures Rather, they are- a^ceilnfg- on possible
 expenditure^ \, ■■ 7 /' 1v;

*T.I.F. Redevelopment Project. Sanitary Drainage And Ship Canal Tax
 Increment Redevelopment Area Estimated Project Costs.*

Phase 1 and Phase 2 .

Program Actions/Improvements	Estimated Costs (A)
1. Land Acquisition and Assembly Costs including Demolition and Clearance/Site Preparation	\$ 5,500,000
2. Rehabilitation; Construction/ Renovation of Public Facilities	2,500,000

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3. Utility Improvements including, but riot limited to. Water, Storm,
Sanitary Sewer and the Service
of Public Facilities \$ 5,500,000
- 4>, '< -'Construction and Reconfiguration - * .■:
of Parking, Rights-of^Way and ..
Street Improvements/Construction ,
Signalization,; Traffic Control, and 7..,7!..
" " Eightih^
and Streetscaping ' "e.'QiOOjpQilr^
- 5».»'; JDaterestCosts pursuant toihe Act/; , 3^000,000^
- 6i Planningi Eegal^Engineering,
Administrative and other
Professional Service Costs , , ; 1,500\d<|0';
7. Relocation • -" 500,00,6
8. Job Training 500,000.
- Total Estimated Costs: * \$25,000,000

(A) All project cost estimates are in 1991 dollars. In addition to the above stated costs, any 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 as well as to provide for capitalized interest and reasonably required reserves. Adjustments to the estimated line item costs above are expected. Each individual project cost will be re-evaluated in light of the projected private development and resulting tax revenues as it is considered for public financing under the provisions of the Act.

E. Sources Of Funds To Pay Redevelopment Project Costs Eligible Under Illinois T.I.F. Statute.

Funds necessary to pay for public improvements and other project costs eligible under the T.I.F. statute are to be derived principally from property tax increment revenues, proceeds from municipal obligations to be retired primarily with tax increment revenues and interest earned on resources available but not immediately needed for the Redevelopment Plan and Project.

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"Redevelopment Project Costs" specifically contemplate those eligible public costs set forth in the Illinois statute and do not contemplate the preponderance of the costs to redevelop the area. • ;.

The tax increment revenues which will be used to pay debt service on the tax increment obligations, if any, and to directly pay the tests shall be in proportion to the assessed value of the parcel of real property in the RJP and abutting the initial assessed value of each such lot, based on the tax increment year. %A-^?<|?

Adding the other sources of funds which in any for,¹
redevelopment project costs and debt service on municipal
to finance project costs, are the following:¹ special tax \$3

proceeds from property taxes, certain Motor Fuel Tax revenues, certain state and federal property investment income, and such other sources of funds and revenues as the City may from time to time deem appropriate. • ■

The Redevelopment Project Area would not reasonably be expected to be developed without the use of the incremental revenues provided by the Act.

P. Nature And Term Of Obligations To Be Issued.

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

Any and/or all obligations issued by the City pursuant to this Redevelopment Plan and Project and the Act shall be retired not more than twenty-three (23) years from the date of adoption of the ordinance approving the Redevelopment Project Area. However, the final maturity date of any obligations issued pursuant to the Act may not be later than twenty (20) years from their respective date of issuance. One or more series of

obligations may be issued from time to time in order to implement this Redevelopment Plan and Project. The total principal and interest payable in any year, or projected to be available in that year, from tax increment revenues and from bond sinking funds, capitalized interest, debt service reserve funds and all other sources of funds as may be provided by ordinance.

Those revenues not required for principal and interest payments, for required reserves, for bond sinking funds, for redevelopment project costs, for early retirement of outstanding securities, and to facilitate the economical issuance of additional bonds necessary to accomplish the Redevelopment Plan, may be declared surplus and shall then become

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available for distribution annually to taxing districts overlapping the R.P.A. in the manner provided by the Act.

Such securities may be issued, on either a taxable or, tax-exempt basis,

with or without deferred principal retirement; interest rates on bonds may be set at a rate of not more than the rate of interest on the bonds of the State of Illinois, and the bonds may be sold at a discount or at a premium, except as limited by law; and with the provisions of the Cook County Finance Code.

In the Redevelopment Project Area. ~ • , 7 4', .. 2 ' Valuation (E^VJ) Of Properties

Based on the assessed valuation of the property in the Redevelopment Project Area, it is anticipated that the Equalized Assessed Valuation of the property within the Redevelopment Project Area will be approximately \$40,000,000. The estimate assumes a constant Cook County equalization factor (multiplier) of 1.836 (an average of the multiplier over the last 10 year period) and 1991 dollars.

H. Anticipated Equalized Assessed Valuation.

Upon completion of the anticipated private development in the Redevelopment Project Area over a ten-year period, it is estimated that the Equalized Assessed Valuation of the property within the Redevelopment Project Area will be approximately \$40,000,000. The estimate assumes a constant Cook County equalization factor (multiplier) of 1.836 (an average of the multiplier over the last 10 year period) and 1991 dollars.

VI.

Scheduling Of Redevelopment Project.

A. Redevelopment Project.

An implementation strategy will be employed with full consideration given to the availability of both public and private funding. It is anticipated that two phases of redevelopment will be undertaken: Phase 1 -- Industrial Redevelopment/East and North Sections; Phase 2 - Industrial and Mixed Uses Redevelopment/Western Section.

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The Redevelopment Project will begin as soon as a development entity has

Land Assembly and Disposition. Certain properties in the BLP.A. may
redevelopment of the site

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Landscaping/Buffering/Streetscaping. The City may fund certain landscaping projects, which serve to beautify public properties or rightSTof-way and provide buffering between land uses.

Water, Sanitary Sewer, Storm Sewer and Other Utility improvements. The City may extend or re-route certain utilities to , ^^'^a^bBAMB^ate the new development. 'Upgrading-of-existiig "utilities may be undertaken The provision of necessary detention or re'tehtiph facilities may also be undertaken'by the City. -

Roadway/Street/Parking Improvements. Widening of existing road improvements and/or vacation of roads may be undertaken by the City. Certain secondary streets/roads may be extended or constructed by the City. Related curb, gutter, and paving improvements could also be constructed as needed. Parking facilities may be constructed that would be available to the general public.

Public Facilities and Improvements. The City may provide for the construction and/or renovation of public buildings and facilities in order to relocate institutional operations, needed services and to provide for efficient utilization of property within the R.P.A.

Utility services may also be provided or relocated in order to accommodate the consolidation of buildings.

Traffic Control/Signalization. The City may construct necessary traffic control or signalization improvements that improve access to the R.P.A. and enhance its redevelopment.

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Public Safety Related Infrastructure. The City may construct certain public-safety improvements including; -but'. n6\$yifaijj\$ i ,t&, public .sifmage^

V:S|locatibriv ;T^^

Interest Cost Coverage. The City may pay for certain costs incurred by a redeveloper for construction of the redevelopment project. Such funding would be generated from the RJP.A. as allowed under the Act:■, ... •* ' .-f.

Professional Services. The City may use tax increment financing to implement administrative and

B.Commitment To Fair Employment Practices And Affirmative

Action. ■ '■'

" J~ ;* ' ; * ■■■

As part of any Redevelopment Agreement entered into by the City and any private developers, both will agree to, establish and implement a honorable, progressive, and goal-oriented affirmative action program that serves appropriate sectors of the City. The program will conform to the most recent City policies and plans.

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

All those involved with employment activities will be responsible for conformance to this policy and the compliance requirements of applicable state and federal regulations.

The City and private developers will adopt a policy of equal employment opportunity and will include or require the inclusion of this statement in all contracts and subcontracts at any level. Additionally, any public/private entities will seek to ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which all employees are assigned to work. It shall be specifically ensured that all on-site supervisory personnel are aware of and carry out the

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obligation, to maintain such a working environment, with specific attention to minority and/or female individuals.

Finally, the entities will utilize affirmative action to ensure that business opportunities are provided and that job applicants are employed and treated in a nondiscriminatory manner. Underlying this policy is: the recognition by the entities that successful affirmative action programs are important to the community.

G. Completion Of Redevelopment Project And Retirement Of Obligations To Finance Redevelopment Costs; . ?- a h;> i

Timeline from the adoption of an ordinance designating the Redevelopment Project Area. The City expects that the Redevelopment Project will be completed sooner than the maximum time limit set by the Act, depending on the incremental property tax yield. Actual construction activities for both phases are anticipated to be completed within approximately 7 to 10 years.

■ ■ ■ ■ ■ ' VII. ■ .. ■ ■

' Provisions For Amending The Tax Increment Redevelopment Plan And Project.

This Redevelopment Plan and Project may be amended pursuant to the provisions of the Act. The City anticipates that a wider planning area, including additional properties located along and adjacent to the Sanitary Drainage and Ship Canal, may be reviewed in future years. The planning effort would concentrate on identifying potential redevelopment uses and the means to address any blighted conditions inhibiting such uses.

[(Sub)Exhibits 2, 3, 4 and 5 attached to this Redevelopment Plan and Project printed on pages 3347 through 3352 of this Journal.]

(Sub) Exhibit 1 and Appendix "A" attached to this Redevelopment Plan and Project read as follows:

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(Sub)Exhibit: 1.

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ti^e^no^elasU^a^eF, of 'jSaia •plafrthereof rec'oVded: May 23; '193u%Ls'Dbcu^

Company's Subdivision of part of the noftheast'quartSr of sMd<Sectibn^36,, according, to the plat thereof recorded July 24, 1957 as Document No. 16966.716; and the Sanitary District Trustees' Subdivision of the right-of-way from the north and south center line of Section 30, Township 39 North, Range. 14 East of the Third Principal Meridiari, .to the west line of Section 7, Township 38 North, Range 13 East of the Third Principal Meridian, according to the plat thereof recorded March 31, 1908 as Document No. 4180216, more particularly described as follows:

beginning at the intersection of the southerly line of the Sanitary Drainage and Ship Canal, being the southerly line of Water Lot "B" in the Sanitary District Trustees' Subdivision, aforesaid, with the west right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway in the east half of the northeast quarter of said Section 36; thence southwesterly along the southerly line of said Sanitary Drainage and Ship Canal to the east line of California Avenue; thence north along the east line of California Avenue to the north line of 31st Street to the intersection of the northerly extension of a line drawn 667.24 feet east of and parallel with the west line ofthe northwest quarter of said Section 36; thence south along said parallel line and its northerly extension to the northerly line of the Chicago & Indiana Western Railroad right-of-way; thence southwesterly along said northerly right-of-way line to the west line of Kedzie Avenue; thence south along the west line of Kedzie Avenue to the southerly right-of-way line of said Chicago & Illinois Western Railroad; thence west along said southerly right-of-way line to

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the west line of the east half of the hbrth'east quarter of said-Section 35;

thence south,^6ng.sa^ west line to the southerly rightrof-way line of

&VQimois Central iRailroad; thence westerly along said southerly

rightof-waylirie

of and parallel with the

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35;thence, south along

sal4;p^faille line; to the north line of the said' Sanitary Br'aiuageand \$jjip Manalv being the north line, of Water Lot 'TD-'ih the Sanitary

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City Of Chicago T.I.F. Designation Report Sanitary Drainage And Ship Canal

Redevelopment Area.

I.

Executive Summary.

Illinois municipalities are enabled to utilize tax increment revenues to aid redevelopment activities in blighted areas pursuant to the Tax Increment Allocation Redevelopment Act, as amended. This report documents the

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presence of blighted conditions defined by the Act in the Sanitary Drainage and Ship Canal Redevelopment Area.

/this Area first d^

Michigan Canal, and grew during the subsequent 'opening of the Sanitary

Canal in 1900. Development has been historically oriented to the dominant

rtodesof transportation in the area, initially the; Canal and, iien, ^l. ; A^s a

result* .the" Areagener ally con tains older str.uctures i that ate charKcte s'ried^

by bfigh'ti and improvemeiits that are inadequate given the present reliance

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For-Mproved Areas:, >;7 .-...7 • ...>. v. , r .._j7., • 7',

. ':-Vi:©bolesjcerice . . t ,/

f • ; Deleterious Land Use and Layout ..7. r^J ^i ' pepreeiationof Physical

Maintenance 7,..' ;

~ Jshadequate'Utilities
r_!l --^*7 •.;!.->^v 7: .7
-; : Structures. Below Minimum Code .7 v'. .7.;V7 7 ' 7' .

Excessive Vacancies

Age

Lack of Community Planning

For Unimproved Vacant Areas:

Unused Disposal Site

Unused Railyard/Railroad Right-of-Ways

In addition, other state requirements for designation of an area for T.I.F. were found to be satisfied. Therefore, the contemplated T.I.F. designation for the Area is consistent with the intent of the T.I.F. legislation.

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The purpose of this report is to document in comprehensive extent the factors of a "blighted improved area" and a "blighted area" and a "blighted area" (B.-and-O.) Railroad Tih Gm%gp, flinbisahd'to Far^Aiv;e^tie;-aii;d-West of the-Baltimore arid-Ohio; (B.-and-O.) Railroad Tih Gm%gp, flinbisahd'to pursuant to the Tax Increment Allocation Redevelopment Act, Illinois- Revised Statute, Section 11-74.4-3 (the "Act").

The Act addresses the elimination or reduction of blighted* area factors within Illinois communities through the implementation of redevelopment measures. The Act authorizes the use of revenues derived from the tax rates of Various taxing districts in a Redevelopment Project Area (the "R.P.A.") for the payment of costs related to the undertaking of redevelopment projects. In order to qualify for redevelopment eligibility under this legislation, an R.P.A. must contain a condition which warrants its designation as a "blighted area". The following sections of this report will describe conditions of blight which exist in the Study Area conformant to the provisions of the Act.

The Study Area as a whole is approximately bounded by the following:

beginning at the northeast corner of the Sanitary Drainage and Ship Canal ("Canal") and the southerly extension of Central Park Avenue; then northerly to the southern right-of-way of the Illinois Central Railway; then generally easterly to the Collateral Channel (a slip of the Canal); then northerly to 31st Street; then easterly to California Avenue; then southerly to the southwest corner of the Canal and California Avenue; then northeasterly to the western right-of-way of the B. and O. Railroad; then southerly to 35th Street; then westerly to California Avenue; then northerly to the southern right-of-way of the

Atchison, Topeka and Santa Fe Railroad right-of-way; then northwesterly along the southern right-of-way of the Illinois Central Railroad; then westerly along the right-of-way to the southern side of the Canal to Kedzie Avenue; then northerly to the northern side of the Canal; then southwestwardly to the point of beginning.

The survey was undertaken in March and April, 1991 and also includes the findings of previous surveys and inventories conducted by various firms

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and City agencies which were available and are pertinent to the evaluation of this Area. Additionally, other City plans and studies concerning the Area, were reviewed.^T

Area Background.

The initial group of the

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almost

The Sanitary District was created in 1882, The Sanitary

and planned for a new and larger and

deeper and wider of the Sanitary

1900. The new Sanitary

of the Chicago River with

Lockport and

The Sanitary District marketed its landholdings (including areas within

the Study Area) along both sides of the Canal for industrial uses as it

pursued the connection of the Canal to the Mississippi River.

Manufacturing to medium and heavy, industrial users, were early users, of the Canal. These firms also took advantage of the excellent rail access afforded by such trunk lines as the Illinois Central and Chicago, Burlington and Quincy Railroads and switching lines such as the Chicago and Western Indiana Railroad Company. This era between 1895 - 1920, was Chicago's "Golden Age" of industrial development, and many of the remaining structures in the Study Area were constructed around this period, including the Campbell's Soup tomato soup plant.

The Sanitary District did encounter some image problems for its landholdings, however. Many business owners eschewed the properties, perceiving the Canal as an "open sewer". Indeed, dumping was going on along its banks and has continued. The vacant tracts in the Study Area are among the remaining Sanitary District properties that were never developed or are under used.

Other structures which were constructed prior to this period were becoming deteriorated and obsolete due to age and technological advances. As shipping with motor trucks proliferated, industrial firms were freed from locations with rail access. Many manufacturing plants relocated to new facilities in the suburbs as early as the 1930's.

In order to address the needs for truck access, the Stevenson Expressway was constructed to the south of

the Canal and opened in October, 1965. The siting of the expressway, however, affected circulation and ingress/egress to

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the area and opened in October, 1965. The siting of the expressway, however, affected circulation and ingress/egress to the area. The area may have been fastened by the highway.

The area's manufacturing in the area continued in the 1980's with the area of Campbell's Soup to a location outside the area. The area's business has thrived in the area; By undertaking redevelopment

strengthening

remaining in

the area's business opportunities for existing Chicago manufacturing

to attract private industry to the area and

increased tax base,

...

"...".

Qualification

With the assistance of City of Chicago staff, and an independent planning consultant, Chicago Associates Planners and Architects (C.A.P.A.), Kane, McKenna and Associates, Inc. (K.M.A.) examined the proposed redevelopment project area (R.P.A.) to determine the presence or absence of appropriate qualifying the Illinois "Real Property Tax Increment Allocation Act" (hereinafter referred to as "the Act"), as amended. The relevant sections of the Act are found below.

The Act sets out specific procedures which must be adhered to in designating a redevelopment project area. By definition, a "redevelopment project area" is:

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

REPORTS OF COMMITTEES

The Act defines a "blighted" area as follows:

i. -"an^; improved .;orl ^acant -are.a;;within the boundaries of a territorial limits of the

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PveVcrby/oThg^~^ lack of

veniilatfoh, light or sanitary;faciliSestnad^ excessive

■;• /;J&ndy«roye^

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puoljfc,^ welfare of/if vacah^t^k'l&.u^d. growth

ofthaj^ng districts is impaired by: 1) a. cpmibiffatibri^

•■. e qfchjs.^ platting of the vacan t lan^; diversity

on sUcH. land;' deterioration of structures or site "improvements in

neighboring area adjacent ,to the vacant land; or 2) the area

. immediately, pf'ipr to be^ a blighted

imp^Vf^3)-tbe^are'a^ unused quarry or unused

quarries; or- 4) the areaconsistsof unused railyards/rail tracks or

railjqadr^ prior to its designation j is

subject to" ^rbni^ impacts^bn> real property

in thie. area and su^ Or more

.impi^ area which improvements

hayebe.bn or 6)'the area consists of

a'n^uhused disposal sife, 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% ofwhich is vacant, notwithstanding the fact that such area has been used

for commercial agricultural purposes within five years prior to the designation ofthe 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, arid the area has not been developed for.that designated purpose".

The criteria listed in the Act have been defined for purposes ofthe analysis of an improved area as follows:

1. Age. Simply the time which has passed since building construction was completed.

2. Illegal Use of Structure. The presence on the property of . unlawful uses or activities.

3i ./v^ Str-uetures*below

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8. (Qye^e^enjb^ ^^ithel%rii|cturb' has'become;br will soon
= •becp'rn^iil^ ^

9. DeteriOratiohi A cbndllabh'^h'ere the uuality of the building has
\ declined in^bjr^^ and/or building systems
;^uevtoilac]k'of ihyes^

10. Overcrowding of Structures and Community Facilities. A level of use beyond-a.designed.or legally permitted level.

11. Excessive Land Coverage. Site coverage of an unacceptably high level.

12. Deleterious Land Use or Layout, inappropriate property use or platting, or other negative influences not otherwise covered, which discourages investment in a property.

13. Depreciation of Physical Maintenance. Decline in property maintenance which leads to building degeneration, health and safety hazards, unattractive nuisances, unsightliness, property value decline and area distress.

14. Lack of Community Planning. Deficiency in local direction of growth, development or redevelopment in order to maintain or enhance the viability ofthe area or community.

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The criteria' listed in. the Act were defined for purposes of analysis of , vacantland as follows:

1.. ,,,, ,.p^t6i^r^f^ot^h/g«i j^ecofded^ easement, rights-of-way,: points of ..l ■ §0\$f\$pf£r4
fe^'.o^gro^^ty.lii^p'are^^'risddrdedin/a-mahrjierwhich

* 'i jPlvajsit^ ■ Ownership of^l adjacent parcels by
U; ^ land for
development or redevelopmentht purposes.

3. Tax and Special Assessment Delinquencies. Any unpaid tax or.

■"■ any jparcelin the,

4. p.e;tario.ratibh of Structures 6r Si'te imp<?oyeifie'n:ts in u Neighboring Areas. The presence of deterioration as defined in . nearby structures.
5. Flooding on All or Part of Such Vacant Land. The presence of flood plains or any recent history of flooding on any part of such land;

. The final criteria listed in the Act is defined for purposes of analysis of vatantlandiasifqllpwstr, . -

- 1: Chronic Flooding! A history of serious flooding'problems which has-been in existence for at least five (5) years. Such chronic flooding must adversely impact real property. There may be nearby improvements including structures, parking lots and roads substantially contributing to flooding.
2. Unused Disposal Site. 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.
3. Blighted Prior to Vacancy. The area immediately prior to becoming vacant qualified as a blighted area defined earlier by the Act.
4. Unused Quarries. The presence of unused quarry or quarries.
5. Unused Railways. The presence of unused railyards, rail tracks or railroad rights-of-way.

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6. Vacancy WPercentage of Acreage. The area is.not less than-50 nor more than 10,0 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for .. <eprj^er^

meets afll^ast^^ and the
arfa haa^he^h'desi^ by ; f "^^^^Otycq^^^^is^fQ .fei^adbtijted prior, to, January, 1,
purpose. ' \-*:-; ■■'

The-presefceVof the respective primary tracts aid be present to a meaningful extent. The analysis^heremiihdiGates that the factors arepresent to a meaningful extent for eachprunary'tract;..

Study Area.

The Study Area is divided into three (3) primary tracts. These primary

tracts comprise the western, the central, and the eastern portions of the proposed-R.P.A. and-represent study/review sections within the proposed R.P.A:

Primary Tract 1.

Primary Tract 1 is bounded by California Avenue to the west, 35th Street to the south, the southern side of the Canal to the north, and the B. and O. Railroad right-of-way to the east.

The area primarily is dominated by two complexes: the vacated Campbell's Soup facilities and the Dickinson building, which account for half of the approximately fourteen (14) buildings in the area. There are also approximately twenty-two (22) fuel storage tanks and about two (2) ancillary buildings located in the primary tract. The Stevenson Expressway runs roughly through the center of the area from the southwest to the northeast.

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1

Primary Tract;2, ^j■ :

This pyima^y^ is generally bounded by the western ^e.ase^ KtdaeV-A^yen'rte, and the Metropolitst^ ^fj^\$e9l^i^P^3 Di^Sict^l. (it;W,R-Dv); property' line to the west, a C. and II'^^i^i^b^k^'^J^liy^Speel to ;the north, California Avenue to; tlie east; i&fr ^ Atchison, T^opeiaaaii^'^nla tbesouthern and northern edges ofthe!^ I. M^I^f^jk^ ^&^h^i-pto^ly frbhtihg: 3ist Street from property;ifohti^ with prb/er\$on;^^ ~j,r* " ^V' ancMiary h^ aice numerous;irid'ustei^jjrhe-^ei cqn^ain^ .(22) buildings, nine (9) such as sheds. The land northof the! Canal-hut'sbuth'-ofth^railroad right-of-way/has-a numb^ some fuel storage tanks. The landsojuth pf.tbje■"0a,n^KS3?sp&e small structures, but is primarily used for outdoor storage. . ..--V ;T' 7^--

To the west of Kedzie, there isl a^W.y.O.N. radio station building and a transmittingOWef. Kedziei Avehue'isitrahsversedby two (-2)-viaducts.

• ■■<■ % :r.^~% ■ ■. ■;■

Primary rT?act>3. : ; .. , v

This primary tract is bounded by the Canal and Illinois Central Railroad right-of-way to the south, the N. Railway right-of-way to the west (which occupies what would be the southerly extension of Central Park Avenue), the Illinois Central and the C. and I. W. Railroad rights-of-way to the north. The tract extends, as far east as Kedzie Avenue and is also bounded by the M.W.R.D. property line. This area consists of land owned primarily by the Metropolitan Water Reclamation District (M.W.R.D.) and some railroads. The property is vacant, and is wooded. It contains fill materials and formerly had some railroad tracks.

V.

Methodology Of Evaluation.

In evaluating the proposed R.P.A.'s qualification, the following methodology was utilized:

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- 1) Site surveys of the Study Area were undertaken by representatives from the City of Chicago, Kane, McKenna and Associates, Inc. and Chicago Associates Planners and Architects
- 3) ; * .An^y^uation df^ deterioration, *
or dilap/^ code
yipIkjQp|i:s/"VAs" cpnductedr By K.1 VLA. Exterior conditions were
conducted; w ; ,'
- 4) Individual structures were initially surveyed only in the content of checking, to the best of our knowledge, the existence of qualification factors of specific structures on particular parcels.:
- 5) ;Tb,ej entire .area. was,.studied in relation to review of available
- 5) planning^ to the City, water and sewer
- 5) aflasei,sGlty>or^nanpi|s/ iSj'8,9..tax levy year information from
- 5) the- Cook;JCounty ^ plat maps, local
- 5) histo^U&ty- i^c9j^,jrQj^r^ng 'age of structures and building
- 5) co.de.' <http://co.de.> violations',;.'aVd^an.'evalii'atibn' of area-wide factors that
- 5) affected■;the.are'a-'s'.decu^eXe.gM deleterious land use or layout,
- 5) obsolescence, et cetera): K.M.A. reviewed the area in its
- 5) entirety. City redevelopment goals and objectives for the entire
- 5) area were also reviewed.
- 6) Evaluation was made by reviewing the information collected and determining how each parcel and structure measured as to the prevalence of each factor.

Summary Of Area Findings. The following is a summary of relevant qualification findings:

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- 1) The entire R;P.A. comprises .approximately 250 acres. The area * is contiguous and is greater than H acres in size, as required by the Act.

- 4) ' . '■ TheSu'nd^grbw <&f these ikxihg^ " ^arbaVinlu^
fpuhd present in the area. For background on the decline oi the

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.. - r'e^eyelpp*n^ public funds,
iriclumng'pwperty'^ix ine^enieii^s!

: VI.

Qualification Of Area/Findings Of Eligibility. Obsolescence.

The evolutionary use and importance of the major transportation systems (Canal to rail to expressway), which serves and defines the R.P.A., creates a context within which obsolete conditions exist.

Platting Characteristics That Are Obsolete.

The land was platted to conform to the linear pattern first established by

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construction. ■ r

platting of par^
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alleys and streets is neither
industrial

There are also; situations where to
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subdivision
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Functional Characteristics That Are Obsolete.

Many of the buildings, improvements or equipment constructed on the plats were for functions that were specific to the adjacent modes of transport at particular historical points in time. Therefore, the size, shape and construction method was very much determined by this particular type of user. Examples include warehouse structures, truck or barge terminals, tank farms and building material yards.

Specific Parcels That Are Obsolete.

The Campbell's Soup property represents a single-use building/complex designed to provide for a fully integrated process of making canned soup. The original structures were added onto through the years to create a large, highly specific complex of structures and improvements. These uses are now discontinued, and the very specific nature, size and integrated form makes

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them obsolete for-new users (even a.new soup company) given the. inefficient characteristics of their outdated manufacturmngprpcess and facility's ^d^

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Obsolete.'

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Utility Easements That Are Obsolete. ,
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or coordinated.^ ^ ^ w&vi;.. * .-.

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*Deleteribus; Land"Use * And L'ayout%.*

! ">'

The past modes of transport importance (canal and rail) have, shaped the patterns of land use and layout. Therefore, a conflict exists between these past patterns and the requirements of future developments based on the importance of the location of the R.P.A.

Land Use-Characteristics That Are Deleterious.

When current zoning ordinance-performance standards are considered, there are some inconsistencies within the R.P.A. One example is the candy company which has an oil tank farm and building material yard for neighbors. With proper guidelines, these types of uses can be organized within any R.P.A.. But, the oil tanks came as a result of the importance of the Canal and the candy company came (and wants to expand) because of the expressway access. The potential of the expressway will continue to attract users similar to the candy company, and thereby add to the existing conditions of deleterious land use relationships.

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The inactivity of the Collateral G that were, mentioned as early as Study. The report specifically mentions, the limited use of the Collateral Channel and concern of stagnant water level, circulation and inefficient dredging. Still largely inactive and, the concerns mentioned 25 years ago remain valid.

Layout Characteristics That Are Deleterious.

The layout of the area of time and para led to rail to expressway; the specific nature of the dominant mode. The linear pattern of the canal and railroads were duplicated by the construction of the expressway. However, as this evolution took place, the mode of transport. The direct Access for barges was limited to the banks of the Canal or Collateral Channels, "while rail car access was slightly greater with the positioning of rail spurs. Truck accessibility on the other hand extends, beyond, the fixed rights-of-way of the expressway to primary and individual sites. Preferential streets exist on one-mile streets without connection to other streets. However, since the area has no secondary streets or alleys, the layout within the R.P.A. is deleterious with respect to the interaction at the various places of access.

Many of the area's larger parcels not only have limited road frontage, but it is often located near bridges, overpasses or viaducts. This is especially apparent at properties along Kedzie and California Avenues, which are adjacent to the Canal; the railroads and/or the expressway. This layout creates "access points" that are prone to accidents. As the City of Chicago's Railroad Viaducts Vertical Clearance Improvements report points out, between 1986 and 1988, the Kedzie Avenue project area had an accident rate that was nearly 70

percent greater than the City average and was "considered an accident cluster site".

The improvements have not kept pace with the evolution and development of the expressway. Today, the sub-set of primary, secondary and tertiary improvements do not reflect the fact that the expressway is the dominant mode of transport, and ignore the interactive relationships transportation.

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Not only is this true for public improvement,,but it is particularly evident

with respect to truck and employee parking layouts or industrial use of the area. Several characteristic features of the area are:

Existing parking lots are afterthoughts of each user and occur only in those instances when a parcel of land becomes vacant. Segregated back areas of adequate size are sparse or lack truck areas. The layout "with a view of the street" and access creates a deleterious layout.

Parcel Specific Evidence.

The Campbell Soup Company building characteristics of deleterious layout particularly with respect to the fragmented evolution of the construction of the complex's structures and improvements. This is evidenced by the several different structural characteristics of the distinct generations of

buildings. In the early buildings, the column spacing, and low ceiling heights. Multi-storied Buildings were added; - continuing the same column spacing, and ceiling heighten: The recent buildings have been "single story structures with large column spaces and high bay ceiling heights.

Depreciation Of Physical Maintenance.

Depreciation of physical maintenance was present throughout Primary Tracts 1 and 2. Site improvements, including streets, curbs, sidewalks, driveways, and parking lots, suffered from a deferment of upkeep. This was variously evidenced by cracks and potholes in streets, sidewalks, driveways, and parking lots; by rusting, bent over fences; by partially paved parking lots and driveways with standing water; by chipped curbs (also missing sections at times) and by overgrown vegetation. Primary Tract 3 is vacant; as such there are no significant site improvements.

Depreciation of physical maintenance was also found to be present in structures. In Primary Tract 1, approximately 7 out of 14 buildings (50%) and in Primary Tract 2, approximately 17 buildings out of 22 (77%) were found to have depreciation of physical maintenance. (In addition, there were a number of sheds, ancillary buildings and fuel storage tanks which also exhibited depreciation.) This was variously evidenced by

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The; existing} *wateiv* [^]
area is inadequate.

Utility characteristics that are obsolete and/or lacking:

The quality of the jollity service, in the R.P.A., is inadequate, specifically

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Distribution. .Of rW&te~#^ k
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previously mentioned ij^ Water Service And Sewer Drains.

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Instead of the branch.;services being part of an organized and flexible

utility network, these/branches are oh'private property and arranged to

serve a specific user. Since the branches are limited to the specific needs of the community, the larger parcels have limited services.

Mixed Storm And Sanitary Sewers.

Primarily due to the age of the sewer system, most of the storm and sanitary sewers are mixed. The capacity to meet current standards for separate storm and sanitary sewers is largely non-existent in the R.P.A.

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Utility Easements.

Partly because of the absence of secondary streets and alleys the area, lacks clearly defined and coordinated utility easements. The utility services have patterns which address the specific requirements of each user, but have little planned potential or value for future needs.

Utility C&W

*.-.•«. .

Given are a deterioration is a valid concern. In the context of historical use, this infrastructure seized; industries which had an intensity, and byproducts of use which could adversely affect the integrity of the systems;

The lack or deterioration of retaining walls and proper drainage at many points along the Oanai edge, create excessive run-off, erosion, silt buildup and tip

Excessive Building Footprint

Properties in both Primary Tracts 1 and 2 exhibit an excessive amount of land coverage in relation to parking; availability (off and on street) and loading provisions; Many of the buildings are situated near lot lines or occupy a significant portion of the lot.

The pragmatic issue of expansion space, is an immediate concern which relates to excessive coverage. In the case of the Farley Candy plant on 31st Street, the building footprint covers nearly all of the site while the remainder of the property has been used for loading areas and has struggled to accommodate parking. Their need for space is increasing but their ability to do so is limited by their property line.

Excessive Vacancies.

The vacancies within the R.P.A exist primarily in Primary Tract 1, but are also present in Primary Tract 2. The 1,663,522 square foot Campbell Soup Complex, within Primary Tract 1, is substantially vacant. The four older buildings were vacated in 1988 and the power station has not been used since 1982. The fifth building,

the new warehouse, is only partially occupied. Primary Tract 2 has scattered vacancies. Some of the structures owned by the City stand empty. It also appears that the building formerly occupied by American Roofers (Primary Tract 2) is substantially vacant. As

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rioted above, many of these vacant buildings have not been properly maintained and are in a state of disrepair* at times severe disrepair.

"" . ::' ..'"*!....!', "■ "'r':' v■'■ '■:.<>' ■■■■ •

Structures Below Minimum Code: -; . - ... • ; -< ■ .
 ■^y-'S-ii- , '•:; ;!< ■ - |:. ... ,

The City of Chicago's Special Services report of April 4, 1991 identified building code violations

along 35th Street L- The violations include notices for boiler- room Y. electrical elements for a pending, court cases

for these violations M^ ^--W :r^ ;;;•>• : : .■• : ,
 -:- > ■■ ;;< } r> >■ ■ .■ -.- -;
 -■-V* •■=■:■ ' ; v • .- . ,

Age.

A majority of buildings' w been built prior to the construction of the Stevenson Expressway. It is estimated that at least 80% of the total buildings in the R.P.A. were constructed more than 35 years ago, and greater than 40% were constructed over 50 years ago. One structure reportedly dates back to the early 1800's, according to the current users.

-- ■■ - •:- - (-■; .-c-; --iv ■• ...

Lack Of Community Planning; '■■ ;>.

The City's 1966 Comprehensive Plan and its 1967 Plan Summary and Development Area supplements generally identify the R.P.A. as suitable for industrial. Subsequently other plans have been prepared for the land within the R.P.A. or adjacent to it, but there is no clear direction to guide or coordinate the necessary infrastructure improvements with the requirements of existing and potential industrial users.

. These specific plans dealt with the area in a wide range of scenarios, varying from the Central Communities Area (Chicago 21 Plan) to the Mid-Chicago Economic Development Study (1966), but often resulted in conflicting and confusing policy which contributes to the blight. The primary weakness of these plans is that while they address characteristics of issues such as obsolescence and deleterious land use and layout, the means and methods of implementation that should be used to redevelop the area are not presented. The problems have therefore stayed and further manifest themselves over the years.

The lack of community planning exists in the failure to address how this land in the R.P.A., originally shaped by the Canal, can realize its potential in its relationship to today's dominant modes of transport. Additionally,

REPORTS OF COMMITTEES

community planning is lacking in its failure to recognize how the unique layering of allbut; define the RJP:Av, dan be exploited to provide for flexible,, economically beneficial development.- 'H :. = : •

The cbmfttunity plaianin'gijalso-lac in A.e.abse of coordination and communication^^ azji^ documentation;-^ zoning, ordina)nce ^d^l;.Gity; gg^ci^s, -f^pp^sibie for implemehtationv such as the Sewer. andWater depax^ehls. i.v- / <• s

; ' " :.vi* ■ a>:-: ' -•• .:; J}); r- - . , , Unuse^rmpoa^^^ ^; ^ ' • * .\ " ,/ ' ^

A portion of the? ar^ain Prittiary: Tracjt3 consists, ofproperty borderingj.the SamtarySrMna'ge^ building debris. Manyof the visible ,piles/riipunds appear'to'be.present from' "fly" dumping, or dumping near the existing rail, rights-of-way. In addi tion; there are alhuihberifp^ tires, and other debris strewn throughout, th.e site. The st^^t^C^^M^^ 'Varies 'bp 'tKe site-overall* the elevation is estimated to vjary 2b'to 30 feet above Kedzie Avenue (at grade)>,to tiie east^and^slbpes in ^ the western railroad property and the. Canal.. A .s, , ,

Unused Raily^

A portion of the area in Primary Tract 3 consists of property that once served as a rail right-of-way. An abandoned rail line exists from Hamlin Avenue to the western part of the primary tract. Further, older maps indicate that a number of spurs and/or switching lines once existed in this northwest corner of the ,tract. ..Cook County Assessor's data indicates that the railroad classification was removed in 1986. The property has been vacant since that time,, based upon current inspections and review of aerial photos.

VII.

Overall Assessment Of Area Qualifications.

The primary cause of the R.P.A.'s stagnation relates to the interplay ofa number of factors relating to its historical development. Its qualification for T.I.F. thus primarily and appropriately relies on area-wide factors.

The initial: deyekprheht; was; oriented^ railroad transports i^en?fore, Vdeclihed and stagnated as industry became heavily reliant on trucking.,,,. ■.- ' '.

As/a^ resul't^^^ andLdeleteripus lariduse^l^^^ to moterh^s^ workers due to^xcēs^e^ " >■

The overall decline has led. to depreciation of improvements and^buildings throughout thePBiPvA*.; JPlahbihg ; effpr^ ; to date h^Ye, b ,een generally ineffective because they-w """"-""

Individual: builm^gs\^ constructed prior, to the ^SO's/and areofteh^Sbsble 1^ vacancies;' ^ > - l-'-^--; *V. .; ■■■=.,: . ., ':" TM>V * V/-;.", ■:, i; -. .. ,-. "

The vacant, tractC^ dumping, and contain abandoned railroad-rigW ;

The E.P.A. as it exists- ^ prohibit its redevelopment. 'Thev*|»resenee' of the factors herein impairs the value of existing and new private investments thereby threatening the sound growth of the tax base' 6^ii^9g->:di§^rijpts;; in >the;, area. The City's contemplated T.I.F. designation for the area is consistent with the intent of the T.I.F. legislation.

[Exhibit 1, Boundary; Map's and Vicinity Map attached to this Appendix "A !". constitute (Sub)Exhibits 2, 3, 4 and 5 attached to ,the Redevelopment Plan and Project arid printed bri pages 3347 through 3352 of this Journal.]

Exhibits 2, 3 and 4 attached to this Appendix "A" read as follows.

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- Exhibit 2.

(ToiApp^tfi^^

Paige 3316

All'tKat par*of the north west 35-the north hllfrthe^ quar^oSon^

Principal Meridiih^

northeast; Canal

being Steele arid »hatt^

Meridian, also;^ quartenofsaidSecti.^ 1863; the-
CampbelliSpjup^^

the northeast: quarter* bftsaid ;Section\,36» according to the. P at thereof recorded May 23,
l^Wolunien^

Company's Subdivision: bf part of the northeast quarter of said Section do, according to the
plat therfebf recorded July 24 1957 as Document No 16966716; and the Sanitary District
Trustees' Subdivision of the nght-ot-way from the north and,south center Une.of Section 30,
Township 39 North, Rancee 14, East of the Third Principal Meridian, to the west line pf Section
7, Township 38 North, Range 13, East of the Third Principal Meridian, according to the plat
thereof recorded March 31, 1908 as Document No. 4180216, more particularly described as
follows:

beginning at the intersection of the southerly line of the Sanitary Drainage and Ship.Ganal,
being, the southerly line of Water Lot B m the Sanitary District Trustees' Subdivision, aforesaid,
with the west right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway in the
east half of the northeast quarter of said Section 3b; thence southwesterly along the southerly line
of said Sanitary Drainage and Ship Canal to the east line of California Avenue; thence north
along the east line of California Avenue to the north line of 31st Street to the intersection ofthe
northerly extension of a line drawn 667.24 feet east oi and parallel with the west line ofthe
northwest quarter of said bection 36- thence south along said parallel line and its northerly
extension to the northerly line ofthe Chicago & Indiana Western Railroad nght-ot-

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way; thence southwesterly along said northerly right-of-way line to the
west line of Kedzie Avenue; thence south along.the west line of Kedzie
Avenue to the 'southerly right>ofrway line of said Chicago & Illinois
Western Railroad^ &>•

the west line of the sasfchalfrb'ft^ Section 35;
thence southi along said west, ime to ^the southerly , line of
the Tilihbis ^Central .Raairoad; thence westerly alohg.said southerly
right-of-way line toa pomi&n a/fine iajeetwest; of an.^Rarallel -jrm the
east line j-^ afi?:fl»*riM* 'feniffh nlrma
said pare
said.5 thei
of 35th!

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.-x^j^x-?- -.-c

way; thehcetm)^^
beginning/inG^^

p o*nt of

Exhibit 3.

(To 'AppeitdGc- "n A^hJ Beginning.-On Page 3316 ' ' Of;Thik Journal)

*Illinois Tax Increment Financing Blight And Conservation Factors
Improved Areas.*

Block/Primary Tract Number	1	2 Summary
Number of Buildings	14	22 36
Number of Parcels	37	28 65

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1. Age.

Number of Buildings 35 years* or Older

Decline of.Pb^^'.^pfenWftce*

Evidehcihil

b. Number of Parcels with . SiteImprpyrhents Evidencing ifi

Number of Buildings '■ Evidencing 4

Numberof Parcels with Site Improvements Evidencing

Dilapidation.

a. Number of Buildings

b. Number of Parcels With
Site Improvements , Evidencing

Obsolescence.

a. Number of Buildings,

- b. Number of Parcels with
Site Improvements Evidencing

Number of Buildings Below Minimum Code.

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7. Number of Buildings Lacking
Ventilation, Light, or Sanitation Facilities.
8. Number of Buildings with Illegal
Uses. '.._'s .., , ,
9. Number of Buildings with
Excessive Vacancies., 7: ' 0 7/36
10. Number of Buildings that
are Abandoned. , . r", v.
11. Percentage of Block/Tract with
Excessive Land Coverage.
12. Percentage of Block/Tract with
Overcrowding of Structures.
13. Percentage of Block/Tract with
Inadequate Utilities. Area Wide 100%
14. Percentage of Block/Tract with
Deleterious Land Use
or Layout. Area Wide 100%
15. Percentage of Block/Tract
Suffering from Inadequate
Community Planning. Area Wide 100%

Vacant Area

- A. Block/Primary Tract Number 3
- B. No Buildings and Has Not Been in Agricultural Production in the Last 5 Years and
is Not in an Industrial Park Conservation Area and Has Not
Been Subdivided. Yes

1. Suffers from Obsolete Platting.
2. Diversity of Ownership.
3. Tax/Special Assessment Delinquencies.
4. All or Part Subject to Flooding.

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5. Adjacent Areas Have Deteriorating Structures or Site Improvements.
6. Immediately Prior to-B^
as a Blighted]teprpyed'Area.. ';/
7. Wholly or Partly an Unused Quarry or Quarries.
8. Wholly or Partly Unused Railyards, Railtracks or Railroad Rights-of-Way.
9. Suffers from Chronic.Flooding which Affecte Real Property in the^^ it... Substantially Caused by
Improvmnts irt the Proximity in Existence for atLeaf t.5 Years.
10. Unused Disposal Site Containing Earth, Stone, Building Debris or Similar Material from
Construction, DemoUtioh, Excavation or Dredge Sites. .
11. Qualifies as Blighted Because it has at Least Two of Factors 1-5 and Response on Line B is Yes.
12. Has at Least One of Factors 6 --10 and the Response on Line B is Yes.

Exhibit 4.

(To Appendix "A" Beginning On Page 3316 Of This Journal)

Building Survey Methodology.

Building Condition Review, (provided by Chicago Associates Planners and Architects)

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Depreciation of Physical Maintenance, and; Dilapidation Factors were reviewed in a sequential manner.

Sequential in that depreciation- Depending on the component of the structure-
factors can show evidence of all factors.

Example: . . .

Depreciation: Woodwork of peeling paint. . . ;

Deterioration: Gutters are missing gutter and downspout, :

Dilapidation: Foundation is pushed out and be displaced. . . to sag

1. Depreciation Of Physical Maintenance.

Focus on deferred maintenance of buildings, improvements and grounds consists* of the following:

A. Building.

1. Unpainted or unfinished surfaces.
2. Paint peeling.
3. Loose or missing materials.
4. Sagging or bowing walls, floors, roofs, and porches.
5. Cracked or broken windows.
6. Loose gutters or downspouts.
7. Loose or missing shingles.
8. Damaged building areas in disrepair.

B. Front Yards, Side-Yards, Back Yards And Vacant Parcels.

1. Accumulation of trash and debris.
2. Broken sidewalks.,
3. Lack of vegetation.
4. Lack of paving and dust control.
4. 5\ Potholes; . »■•■•
6. Standing water,
7. Sencesindis^'Sir.
8. Lack of vegetation.

C. Streets, Medians And Parking Areas. ' . *

1. Potholes. ,,
2. Broken-up or crumbling surfaces,
3. Broken curbs and/or gutters.
4. Areas of loose
5. Standing water.

D. Is it unsightly?

E. Is it a health and safety problem?

Deterioration.

Focus on physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair.

A. Deterioration of Buildings.

Buildings with Major Defects in the:

1. **Secondary Building Components.**
 - a. **Doors**
 - b. **Windows •**
 - c. **Porches**
 - d. **Gutters**
 - e. **Downspouts-**
 - f. **Fascia materials**
2. **Major Defects In Primary Building Components.**
 - a. **Foundations**
 - b. **Frames**
 - c. **Roofs' -**

All buildings and site improvements classified as dilapidated would also be deteriorated.

Deterioration Of Surface Improvements.

The conditions of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas may also evidence deterioration.

1. Surface cracking.
2. Crumbling.
3. Potholes and depressions.
4. Loose paving materials.
5. Weeds protruding through the surface.

General Economic Considerations.

1. Decline in value due to misuse, lack of maintenance or age;
2. Low price of other similar property;
3. Current land value is less than or below the value of the property without the building.

Dilapidation. >: "The building is in a state of disrepair such that it is not fit for occupancy and the cost of repairs is excessive."

The building is in a state of disrepair such that it is not fit for occupancy and the cost of repairs is excessive.

Focus on the condition of the building or improvements or the neglect of necessary repairs, showing evidence that the building or improvements are falling into state of decay.

- A. Primary structural components (roof, bearing walls, floor structure, and foundation),
- B. Building systems (heating, ventilation and plumbing),
- C. Secondary structural components in such combination and extent that:
 1. Major repair is required.
 2. The defects are so serious and so extensive that the buildings must be removed.
- D. Removal of the building is an option that is economically superior to almost any type of rehabilitation.
- E. Cost of repairs would be high especially when compared to return on investments.
- F. Safe use of the building is seriously impaired.

Building Age was determined through the review of City of Chicago data provided by the Department of Housing (Harris data).

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(Sub)Exhibit 3 to^Redeve]ppment'Plan.andi.Prbject.

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(Sub)Exhibit 4 to Redevelopment Plan, and: Project.

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(Sub)Exhibit 5 to Redevelopment'Plan arid Project.

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JOURNAL-CITY COUNCIL-CHICAGO Vicinity Map to Appendix A.

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EXHIBIT B CDC Resolution 15-CDC-20

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STATE OF ILLINOIS)

)SS

COUNTY OF COOK)

CERTIFICATE

I, Robert Wolf, the duly authorized and qualified Assistant Secretary of the Community Development Commission of the City of Chicago, and the custodian of the records thereof, do hereby certify that I have compared the attached copy of a Resolution adopted by the Community Development Commission of the City of Chicago at a Regular Meeting held on the 14th Day of July 2015 with the original resolution adopted at said meeting and noted in the minutes of the Commission, and do hereby certify that said copy is a true, correct and complete transcript of said Resolution.

Dated this 14th Day of July 2015

ASSISTANT SECRETARY Robert Wolf

15-CDC-20

J. TIK Area Designation: CDC Fonn2b-icomini 11904

**COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF
CHICAGO**

RESOLUTION/^-CDC- 2*Q

**RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF CHICAGO FOR THE
PROPOSED SANITARY DRAINAGE AND SHIP CANAL AMENDMENT NO. 2
REDEVELOPMENT PROJECT AREA:**

**APPROVAL OF AMEDMENT NO. 2 TO THE REDEVELOPMENT
PLAN AND PROJECT**

WHEREAS, the Community Development Commission (the "Commission") of the City of Chicago (the "City") has heretofore been appointed by the Mayor of the City with the approval of its City Council ("City Council," referred to herein collectively with the Mayor as the "Corporate Authorities") (as codified in Section 2-124 of the City's Municipal Code) pursuant to Section 5/1 1-74.4-4(k) of the Illinois Tax Increment Allocation Redevelopment Act, as amended (65 ILCS 5/11-74.4-1 et seq.) (the "Act"); and

WHEREAS, the Commission is empowered by the Corporate Authorities to exercise certain powers set forth in Section 5/1 1-74.4-4(k) of the Act, including the holding of certain public hearings required by the Act; and

WHEREAS, staff of the City's Department of Planning and Development has conducted or caused to be conducted

certain investigations, studies and surveys of the Sanitary Drainage and Ship Canal Redevelopment Project Area Amendment No. 2, the street boundaries of which are described on Exhibit A hereto (the "Area"), to determine the eligibility of the Area as a redevelopment project area as defined in the Act (a "Redevelopment Project Area") and for tax increment allocation financing pursuant to the Act ("Tax Increment Allocation Financing"), and previously has presented the following documents to the Commission for its review:

Sanitary Drainage and Ship Canal Redevelopment Plan and Project Amendment No. 2 (the "Plan"); and

WHEREAS, prior to the adoption by the Corporate Authorities of ordinances approving a redevelopment plan, designating an area as a Redevelopment Project Area or adopting Tax Increment Allocation Financing for an area, it is necessary that the Commission hold a public hearing (the "Hearing") pursuant to Section 5/11-74.4-5(a) of the Act, convene a meeting of a

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J. TIF Area Designation: CDC Form2b-rcommml 11904

joint review board (the "Board") pursuant to Section 5/11-74.4-5(b) of the Act, set the dates of such Hearing and Board meeting and give notice thereof pursuant to Section 5/11-74.4-6 of the Act; and

WHEREAS, a public meeting (the "Public Meeting") was held in accordance and in compliance with the requirements of Section 5/11-74.4-6(e) of the Act, on April 28, 2015 at 6:00:00 PM at the Paul Simon Chicago Jobs Corp Center, 3348 S Kedzie Ave, Chicago, IL 60623, Chicago, Illinois, (this date being more than 14 business days before the scheduled mailing of the notice of the Hearing [hereinafter defined], as specified in the Act), pursuant to notice from the City's Commissioner of the Department of Planning and Development, given on April 13, 2015, (this date being more than 15 days before the date of the Public Meeting, as specified in the Act), by certified mail to all taxing districts having real property in the proposed Area and to all entities requesting that information that have taken the steps necessary to register to be included on the interested parties registry for the proposed Area in accordance with Section 5/11-74.4-4.2 of the Act and, with a good faith effort, by regular mail, to all residents and to the last known persons who paid property taxes on real estate in the proposed Area (which good faith effort was satisfied by such notice being mailed to each residential address and to the person or persons in whose name property taxes were paid on real property for the last preceding year located in the proposed Area); and

WHEREAS, the Report and Plan were made available for public inspection and review since May 1, 2015, being a date not less than 10 days before the Commission meeting at which the Commission adopted Resolution 15-CDC-5 on May 12, 2015 fixing the time and place for the Hearing, at City Hall, 121 North LaSalle Street, Chicago, Illinois, in the following offices: City Clerk, Room 107 and Department of Planning and Development, Room 1000; and

WHEREAS, notice of the availability of the Report and Plan, including how to obtain this information, were sent by mail on Sanitary Drainage and Ship Canal which is within a reasonable time after the adoption by the Commission of Resolution May 12, 2015 to: (a) all residential addresses that, after a good faith effort, were determined to be (i) located within the Area and (ii) located outside the proposed Area and within 750 feet of the boundaries of the Area (or, if applicable, were determined to be the 750 residential addresses that were outside the proposed Area and closest to the boundaries of the Area); and (b) organizations and residents that were registered interested parties for such Area; and

WHEREAS, notice of the Hearing by publication was given at least twice, the first publication being on June 16, 2015 a date which is not more than 30 nor less than 10 days prior to the Hearing, and the second publication being on June 23, 2015,, both in the Chicago Sun-Times or the Chicago Tribune, being newspapers of general circulation within the taxing districts having property in the Area; and

WHEREAS, notice of the Hearing was given by mail to taxpayers by depositing such notice in the United States mail by certified mail addressed to the persons in whose names the general

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J. TIF Area Designation: CDC Form2b-recommml 11904

taxes for the last preceding year were paid on each lot, block, tract or parcel of land lying within the Area, on June 16, 2015, being a date not less than 10 days prior to the date set for the Hearing; and where taxes for the last preceding year were not paid, notice was also mailed to the persons last listed on the tax rolls as the owners of such property within the preceding three years; and

WHEREAS, notice of the Hearing was given by mail to the Illinois Department of Commerce and Economic Opportunity ("DECO") and members of the Board (including notice of the convening of the Board), by depositing such notice in the United States mail by certified mail addressed to DECO and all Board members, on May 15, 2015, being a date not less than 45 days prior to the date set for the Hearing; and

WHEREAS, notice of the Hearing and copies of the Report and Plan were sent by mail to taxing districts having taxable property in the Area, by depositing such notice and documents in the United States mail by certified mail addressed to all taxing districts having taxable property within the Area, on June 16, 2015, being a date not less than 45 days prior to the date set for the Hearing; and

WHEREAS, the Hearing was held on July 14, 2015 at 1:00 p.m. at City Hall, 2nd Floor, 121 North LaSalle Street, Chicago, Illinois, as the official public hearing, and testimony was heard from all interested persons or representatives of any affected taxing district present at the Hearing and wishing to testify, concerning the Commission's recommendation to City Council regarding approval of the Plan, designation of the Area as a Redevelopment Project Area and adoption of Tax Increment Allocation Financing within the Area; and

WHEREAS, the Board meeting was convened on June 5, 2015 at 10:00 a.m. (being a date at least 14 days but not more than 28 days after the date of the mailing of the notice to the taxing districts on May 15, 2015 in Room 1003A, City Hall, 121 North LaSalle Street, Chicago, Illinois, to review the matters properly coming before the Board to allow it to provide its advisory recommendation regarding the approval of the Plan, designation of the Area as a Redevelopment Project Area, adoption of Tax Increment Allocation Financing within the Area and other matters, if any, properly before it, all in accordance with Section 5/11-74.4-5(b) of the Act; and

WHEREAS, the Commission has reviewed the Report and Plan, considered testimony from the Hearing, if any, the recommendation of the Board, if any, and such other matters or studies as the Commission deemed necessary or appropriate in making the findings set forth herein and formulating its decision whether to recommend to City Council approval of the Plan, designation of the Area as a Redevelopment Project Area and adoption of Tax Increment Allocation Financing within the Area; now, therefore,

BE IT RESOLVED BY THE COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF CHICAGO:

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Section 1. The above recitals are incorporated herein and made a part hereof,;

Section 2. The Commission hereby makes the following findings pursuant to Section 5/11-74.4-3(h) of the Act or such other section as is referenced herein:

a. The Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be expected to be developed without the adoption of the Plan;

b. The Plan:

i) conforms to the comprehensive plan for the development of the City as a whole; or

ii) the Plan either (A) conforms to the strategic economic development or redevelopment plan issued by the Chicago Plan Commission or (B) includes land uses that have been approved by the Chicago Plan Commission;

c. The Plan meets all of the requirements of a redevelopment plan as defined in the Act and, as set forth in the Plan, the estimated date of completion of the projects described therein and retirement of all obligations issued to finance redevelopment project costs is not later than December 31 of the year in which the payment to the municipal treasurer as provided in subsection (b) of Section 5/11-74.4-8 of the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year of the adoption of the ordinance approving the designation of the Area as a redevelopment project area and, as required pursuant to Section 5/11 - 74.4-7 of the Act, no such obligation shall have a maturity date greater than 20 years;

d. To the extent required by Section 5/11-74.4-3(n) (6) of the Act, the Plan incorporates the housing impact study, if such study is required by Section 5/11 -74.4-3(n)(5) of the Act;

e. The Plan will not result in displacement of residents from inhabited units.

f. The Area includes only those contiguous parcels of real property and improvements thereon that are to be substantially benefited by proposed Plan improvements, as required pursuant to Section 5/11 -74.4-4(a) of the Act;

g. As required pursuant to Section 5/11-74.4-3(p) of the Act:

(i) The Area is not less, in the aggregate, than one and one-half acres in size; and

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(ii) Conditions exist in the Area that cause the Area to qualify for designation as a redevelopment project area and a blighted area as defined in the Act;

h. If the Area is qualified as a "blighted area", whether improved or vacant, each of the factors necessary to qualify the Area as a Redevelopment Project Area on that basis is (i) present, with that presence documented to a meaningful extent so that it may be reasonably found that the factor is clearly present within the intent of the Act and (ii)

reasonably distributed throughout the improved part or vacant part, as applicable, of the Area as required pursuant to Section 5/11-74.4-3(a) of the Act;

- i. If the Area is qualified as a "conservation area" the combination of the factors necessary to qualify the Area as a redevelopment project area on that basis is detrimental to the public health, safety, morals or welfare, and the Area may become a blighted area;
- [and]

Section 3. The Commission recommends that the City Council approve the Plan pursuant to Section 5/11-74.4-4 of the Act.

Section 4. The Commission recommends that the City Council designate the Area as a Redevelopment Project Area pursuant to Section 5/11-74.4-4 of the Act.

Section 5. The Commission recommends that the City Council adopt Tax Increment Allocation Financing within the Area.

Section 6. If any provision of this resolution shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such provision shall not affect any of the remaining provisions of this resolution.

Section 7. All resolutions, motions or orders in conflict with this resolution are hereby repealed to the extent of such conflict.

Section 8. This resolution shall be effective as of the date of its adoption.

List of Attachments:

Exhibit A: Street Boundary Description of the Area

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Section 9. A certified copy of this resolution shall be transmitted to the City Council.

EXHIBIT A

Street Boundary Description of the Sanitary Drainage and Ship Canal Tax Increment Financing Redevelopment Project Area

The Area is generally bounded by 31st Street on the north, Campbell Avenue on the east, 35th Street on the south, and Central Park Avenue on the west

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