

EXHIBIT A
ORDINANCE 47-0-90
REDEVELOPMENT PROJECT AREA
LEGAL DESCRIPTION

MAP DEPARTMENT
JUN 23 11 14 AM
OFFICE OF COUNTY CLERK

LEGAL DESCRIPTION

THOSE PARTS OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 24, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, COMPRISING ALL OF PARTS OF THE FOLLOWING LOTS AND BLOCKS, LOTS 16 TO 24 BOTH INCLUSIVE IN BLOCK 2 IN TRAVERS' SUBDIVISION OF THE NORTH $\frac{1}{2}$ OF THE MIDDLE $\frac{1}{3}$ OF THE NORTH $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOT 1 ZERA SUBDIVISION NO. 2 OF PART OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOT 1 IN HESS' SUBDIVISION OF PART OF THE NORTH 300 FEET OF THE WEST $\frac{2}{3}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOTS 1 AND 2 IN HARTREY-KEENEY CORPORATION RESUBDIVISION OF PART OF THE NORTH 5 FEET OF LOT 'A' IN OAKTON CONSOLIDATION IN THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 AND ALL OF LOT 2 IN THE HESS' SUBDIVISION, AFORESAID ALSO INCLUDING ALL THOSE CERTAIN STREETS AND ALLEYS ADJOINING AND CONTIGUOUS TO TO AFORESAID LOTS AND BLOCKS FALLING WITHIN THE FOLLOWING DESCRIBED TRACT OF LAND: BEGINNING AT THE POINT OF INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH LINE OF WASHINGTON STREET AND THE NORTHERLY EXTENSION OF THE EAST LINE OF WIDENED PITNER AVENUE; THENCE SOUTH ALONG THE SAID EAST LINE OF WIDENED PITNER AVENUE AND ITS EAST LINE EXTENDED NORTH TO THE INTERSECTION OF THE CENTER LINE OF CLEVELAND STREET AND THE SOUTHERLY EXTENSION OF THE EAST LINE OF WIDENED PITNER AVENUE; THENCE WEST ALONG THE SAID CENTER LINE OF CLEVELAND STREET TO ITS INTERSECTION OF THE EAST LINE AND EAST LINE EXTENDED NORTH TO A POINT ON A LINE MEASURED 100 FEET NORTH OF AND PARALLEL TO THE NORTH LINE OF LOT 'E' IN MACTAGGART AND NEWTON'S SUBDIVISION OF A PART OF THE EAST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE WEST ALONG SAID PARALLEL LINE, TO THE EAST LINE OF LOT 'A' IN OAKTON CONSOLIDATION AFORESAID; THENCE NORTH ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID LOT 'A'; THENCE WEST ALONG THE NORTH LINE OF SAID LOT 'A' TO ITS INTERSECTION WITH THE EAST LINE OF LOT 2 IN HARTREY-KEENEY CORPORATION RESUBDIVISION, AFORESAID, AT A POINT 5 FEET NORTH OF THE SOUTHEAST CORNER THEREOF, THENCE SOUTH ALONG SAID EAST LINE TO THE

SOUTHEAST CORNER OF SAID LOT 2; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 2 TO THE MOST SOUTHERLY SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE MOST WESTERLY LINE OF SAID LOT 2 TO THE WESTERLY-MOST CORNER OF SAID LOT 2, SAID CORNER BEING COMMON WITH THE SOUTHEASTERLY LINE OF LOT 1 IN ZERA SUBDIVISION NO. 3, A SUBDIVISION OF PARTS OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 24 AND THE SOUTHEAST $\frac{1}{4}$ OF SECTION 23, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHEASTERLY LINE ALSO BEING THE EASTERLY LINE OF THE FORMER CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY; THENCE NORTHEASTERLY ALONG SAID COMMON LINE TO THE NORTHEAST CORNER OF LOT 1 IN ZERA SUBDIVISION NO. 3 AFORESAID; THENCE NORTHWESTERLY AND SOUTHERLY LINES OF LOT 1 IN SAID ZERA SUBDIVISION NO. 3 AND LOT 1 IN ZERA SUBDIVISION NO. 2 RESPECTIVELY, TO THE SOUTHWEST CORNER OF LOT 1 IN ZERA SUBDIVISION NO. 2, AFORESAID; THENCE NORTHEASTERLY ALONG THE WESTERLY AND NORTHWESTERLY LINES OF SAID LOT 1 TO ITS MOST NORTHERLY NORTHWEST CORNER, BEING COMMON WITH THE SOUTHWEST CORNER OF LOT 1 IN GENERAL DYNAMICS-EVANSTON INDUSTRIAL PARK, A SUBDIVISION OF PART OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE DUE SOUTH ALONG AN EAST LINE OF LOT 1 IN ZERA SUBDIVISION NO. 2, AFORESAID, WHICH IS THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN SAID GENERAL DYNAMICS-EVANSTON INDUSTRIAL PARK SUBDIVISION, A DISTANCE OF 47.62 FEET TO A POINT ON THE NORTH LINE OF LOT 1 IN SAID ZERA SUBDIVISION NO. 2; THENCE NORTHEASTERLY ALONG THE MOST SOUTHERLY NORTHWEST LINE OF SAID LOT 1 AND ITS NORTHEASTERLY EXTENSION, TO THE POINT

OF INTERSECTION WITH A LINE BEING 25 FEET NORTHWESTERLY AND PARALLEL TO THE CENTERLINE OF THE FORMER MOST NORTHWESTERLY (NORTHBOUND) MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY; THENCE NORTHEASTERLY ALONG SAID PARALLEL LINE TO THE NORTH LINE OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE EAST ALONG SAID NORTH LINE TO THE INTERSECTION OF THE NORTHERLY EXTENSION OF THE 21 FOOT ALLEY IN BLOCK 2 IN TRAVERS' SUBDIVISION, AFORESAID; THENCE SOUTH ALONG SAID EAST LINE AND EAST LINE EXTENDED NORTH, TO THE INTERSECTION OF THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 16 IN SAID BLOCK 2; THENCE WEST ALONG SAID SOUTH LINE AND SOUTH LINE EXTENDED EAST, TO THE EASTERLY LINE OF THE FORMER CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY, AFORESAID; THENCE SOUTHWESTERLY ALONG SAID FORMER RIGHT OF WAY TO ITS INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH LINE OF WASHINGTON STREET; THENCE EAST ALONG SAID NORTH LINE EXTENDED WEST TO THE POINT OF BEGINNING (EXCEPTING THEREFROM, THAT PART IF ANY, LYING SOUTHEASTERLY OF A LINE PARALLEL WITH AND DISTANT 15 FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY YARD TRACK ICC NO. B-23, AS NOW LOCATED, BEING THE FIRST TRACK EASTERLY OF THE ABOVE DESCRIBED REAL ESTATE), ALL IN COOK COUNTY, ILLINOIS.

EXHIBIT B
ORDINANCE 47-0-90
REDEVELOPMENT PLAN AND REDEVELOPMENT PROJECT

CITY OF EVANSTON
SOUTHWEST INDUSTRIAL CORRIDOR (SWIC)
TAX INCREMENT REDEVELOPMENT AREA
REDEVELOPMENT PLAN AND PROJECT

(April 18, 1990)

Jointly Prepared By:
City of Evanston, Illinois
and
Kane, McKenna and Associates, Inc.

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I. INTRODUCTION

The City of Evanston, Illinois, is a community of approximately 75,000 and is generally bordered on the east by Lake Michigan, on the south by the City of Chicago, on the west by the Village of Skokie and on the north by the Village of Wilmette. The City lies in Cook County and is located twelve (12) miles north of Chicago's Loop. Incorporated in 1863, the City today is the oldest, one of the largest and most diverse suburbs of Chicago, with many amenities such as an established business environment, quality housing stock, a vast public transportation system, excellent public schools and is the home of Northwestern University as well as three other institutions of higher learning.

The City has grown through the years primarily due to annexation (the Villages of North Evanston and South Evanston were annexed prior to 1892) and the increased enrollment and employment at Northwestern University, still the City's largest employer. The extension of the Chicago rapid transit system to Evanston and north to Wilmette added to the population growth throughout the early and mid-1900's.

In 1921, the Evanston City Council adopted its first zoning ordinance which was the first in the State to prevent overcrowding of land and to include provisions to separate business and industrial areas from residential neighborhoods. Today, Evanston has retained its residential character, yet it has grown with respect to its commercial and industrial base. Once the key retail center for the North Shore, north Chicago and the northwest suburbs, much retail space has been converted to office and residential space, which contributes to a more service-oriented environment in the City's downtown. Today, downtown Evanston is considered viable and well-maintained, having escaped much of the deterioration and abandonment that has impacted other older urban communities.

A strong indication of the City's viability is the public/private initiative between the City, Northwestern University and the Charles H. Shaw Company to develop a Research Park adjacent to the City's Central Business District. The Northwestern University/Evanston Research Park is located within the City's first Tax Increment Finance (TIF) District (established in 1985) and a substantial redevelopment program has thus far been initiated.

Another area of the City is now being considered for potential redevelopment, the area generally known as the City's southwest industrial corridor (SWIC). This portion of the City's industrial base had gradually begun to deteriorate by the early 1980's. It's decline has primarily been due to periodic vacancies by various industrial enterprises, the establishment of incompatible uses in and surrounding the industrial area, the abandonment of the Mayfair Railroad rail line running through the area, and the lack of investment by both the public and private sectors in maintaining the area as a safe, pleasant and functional environment.

For these and other reasons, the area today suffers from uncoordinated, sporadic development which has been limited to some retail, light industrial and automotive uses. Approximately 13 commercial and industrial facilities are currently located around the perimeter and within the area which includes a series of vacant, underutilized and/or blighted lots, creating an unassembled, unfinished appearance. There are specific factors that further impede development of the area which include poor access and badly configured parcels, poor or inadequate buffering between industrial and residential areas and land assembly problems.

The absence of a significant development within this area will likely prevent the City from achieving a 'highest and best use' of the land, as well as from realizing increased potential real estate and/or sales tax receipts from any possibility for significant increase in the assessed valuation of the area.

Further, the City, with its large numbers of residents desirous of preserving existing employment as well as the creation of local job opportunities, is determined to address these concerns.

The Redevelopment Project Area (RPA)

The proposed Southwest Industrial Corridor Redevelopment Project Area (RPA) was originally part of a larger area studied by the City in its TIF eligibility analysis. The original area was approximately 56 acres bounded roughly by Main Street, Oakton Street, Pitner and Hartrey Streets, and the City limits. (See Map 1.) This study area has now been redefined into two (2) potential redevelopment areas -- Phase I and Phase II. Phase I is the proposed RPA and includes parcels located on approximately twelve (12) acres of land. Phase II represents a total of approximately 20 acres of land. The City of Evanston's TIF Qualification Report dated April, 1990 includes both Phase I and Phase II in the study. (See Maps 1A and 1B.)

Both Phase I and Phase II have been found in the Qualification Report to qualify for RPA designation but the City is recommending in this Redevelopment Plan and Project to consider adoption of only Phase I as a proposed RPA. It is important to note, however, that the City's choice to consider only Phase I in this Plan does not preclude its future conderation for RPA designation of Phase II as either a possible amendment to this Plan or as a separate RPA.

The proposed RPA includes an area which is primarily deteriorating with some commercial and industrial-related facilities. It is part of a strip of manufacturing - zoned property which runs at a northeast diagonal along the now-abandoned Mayfair Rail line. The proposed area is roughly bounded by Main Street on the north, Pitner Avenues on the east, the northern boundary of the Rustoleum property to the south, and the North Shore Channel/City boundaries and the Main Street Commons Shopping Plaza on the west. (See Map 1 and Appendix A for a legal description, attached hereto and made a part of this Plan.) All of the land in the proposed RPA is zoned for either manufacturing or commercial use. (See Map 2 for a Sidwell version of the proposed RPA).

Most of the improvements in the proposed RPA have become obsolete, and deteriorated and the values of the properties has depreciated. Some of the lots prior to becoming vacant showed evidence of becoming blighted. There is evidence of deleterious land use in its historical development, inadequate utilities, and an absence of effective community planning for the area.

There are two (2) specific areas adjacent to the proposed RPA which have been affected by the deterioration within the proposed RPA and which have contributed to the aforementioned problems in the proposed area. The first area includes the Main Street Commons Shopping Plaza (a portion of the Plaza was built in the late 1970's and was completed in 1983) located along the western boundary of the proposed RPA which currently suffers from numerous vacancies and access/layout difficulties onto the site. Portions of the Plaza are functionally obsolete and there has been an apparent lack of planning with respect to this site, namely in reference to the site's poor visibility from major roadways surrounding the shopping plaza.

The second area, located adjacent to the southeast end of the proposed RPA, contains the previously mentioned, vacant Rustoleum property. This company at one time employed over 300 people and provided substantial real estate taxes to the City annually. It is highly likely the Rustoleum property could be fully incorporated into the proposed RPA; however, the City has determined that it is not appropriate to do so until the property has been demolished. This area may be considered at a later date as a Redevelopment Project Area - Phase II and/or as another special economic district.

The City is desirous of attracting significant private market redevelopment of this area primarily due to the location of the proposed RPA to nearby residential neighborhoods. It is also important to the economic goals of the City to attract and retain enterprises which strengthen Evanston's economic base, as well as to expand the City's manufacturing base.

In summary, the proposed Redevelopment Project Area on the whole has not been subject to significant growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of a redevelopment plan. The City has prepared this redevelopment plan to use tax increment financing in order to address its needs and meet its redevelopment goals and objectives.

The Redevelopment Plan

After more than two (2) years of intensive study by the City's Economic Development Committee and Plan Commission, the City of Evanston has determined that a well-planned, attractive area combining a mix of uses (including both industrial and commercial) would be most advantageous to the area. The City plans to involve itself in the attraction of quality developments and other businesses to create new intensive real estate improvements to the area. The residential neighborhoods, and the commercial and industrial areas to be contained in and surrounding the district are expected to benefit from said development through the various infrastructure improvements the City intends to make in conjunction with this development. The overall improvements to the area should serve to stabilize and enhance property values of commercial and retail structures and single-family residences located within or proximate to the proposed RPA.

The City of Evanston recognizes the need for implementation of a strategy to revitalize the area, create jobs within the boundaries of the proposed RPA, and strengthen and diversify the City's economy. The Redevelopment Plan will address the re-use of the property located within the proposed RPA for industrial and commercial/ retail uses that result in new property, sales and utility taxes and other revenues to the City. The industrial uses specifically contemplate light production/manufacturing, assembly and distribution and combined 'flex-tech' facilities. Encouragement of the utilization of the site will serve to spur investment and provide for the continued enhancement of the immediate area. The proposed Redevelopment Plan provides for a modern, market-oriented re-use of the property.

The needed public investment will be possible only if tax increment financing is adopted pursuant to the terms of the Tax Increment Allocation Redevelopment Act (the "Act"). Other public resources may have to be made available to attract the very needed private investment to develop the area. Property and local sales tax incremental revenue generated by the development may play a decisive role in encouraging the private development of the proposed RPA.

Conditions of obsolescence and underutilization that have precluded intensive private investment in the past will be addressed. Through this proposed Redevelopment Plan and Project, the City will serve as the central force for marshalling the assets and energies of the private sector for a unified cooperative public-private redevelopment effort. In this regard, the City will serve as a catalyst for coordinating a successful redevelopment of the area. Ultimately, the implementation of the Redevelopment Plan and Project will benefit the City and all the taxing districts which encompass the proposed RPA in the form of a significantly expanded tax base.

On November 15, 1989, the City Council adopted a Resolution (Resolution No. 53-R-89) indicating its intent to use Tax Increment Financing (TIF) for the redevelopment of the area described herein. Redevelopment of the proposed RPA is tenable only if a portion of the improvements are funded by tax increment financing.

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 proposed RPA will become an improved, more viable environment that will attract private investment and diversify the City's tax base.

Pursuant to the Act, the proposed RPA includes only those contiguous parcels of real property and improvements thereon substantially benefitted by the redevelopment project. Also pursuant to the Act, and which can be evidenced above, the RPA is not less in the aggregate than 1 1/2 acres.

II. REDEVELOPMENT PROJECT AREA LEGAL DESCRIPTION

The proposed Redevelopment Project Area is legally described in Appendix A.

III. REDEVELOPMENT PROJECT AREA GOALS AND OBJECTIVES

The goals of the City for the proposed RPA (as expressed in this Plan), conform to the Land Use Element of the Evanston Comprehensive General Plan, adopted in April, 1986. A broadened, diversified tax base is necessary to maintain essential public services to the City and strengthen its economy. The Redevelopment Plan will also provide for expanded industrial and retail opportunities and developments to be undertaken within the City. Specific policies related to the development of the proposed RPA are provided in Appendix B.

General Goals

- 1) Strengthen Evanston's economic position, thus improving the quality of life provided through services and personal prosperity of residents.
- 2) Provide and maintain an attractive community that creates a positive public image and encourages individuals, families and businesses to locate and remain within the community.

Specific Objectives

- 1) Attract and retain enterprises which strengthen Evanston's economic base.
- 2) Establish and maintain a safe, pleasant, and functional environment in the City's commercial and industrial areas while encouraging new economic development.
- 3) Preserve existing employment and create additional local job opportunities.
- 4) Promote a positive community image through maintenance of public and private facilities.
- 5) Identify, maintain and enhance the positive physical elements of Evanston which create Evanston's visual character.
- 6) Strengthen the positive image of the community by emphasizing attention to design in development and rehabilitation of public as well as private facilities.

IV. CONSERVATION AREA CONDITIONS EXISTING IN THE REDEVELOPMENT PROJECT AREA

Findings

The proposed Redevelopment Project Area was studied to determine its qualifications as a "conservation area" with respect to the improved portions of the area as such terms are defined in the Tax Increment Allocation Redevelopment Act (the "Act"), Illinois Revised Statutes, Section 11-74.4-3. Refer to Appendix C for a Qualification Report which includes a summary of conservation and blighting factors, findings for this proposed RPA, and a list of existing qualification factors for the area. Such findings include the age factor, lack of community planning, depreciation of physical maintenance, deterioration, deleterious land use/layout, inadequate utilities and obsolescence. See Map 3 for a summary of conservation and depreciation factors found in the proposed RPA.

Eligibility Survey

The entire designated Redevelopment Project Area was evaluated in September, 1988 - February, 1990 by representatives from the City of Evanston, Kane, McKenna and Associates, Inc. and a professional planning consultant. 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 of Evanston proposes to realize its goals and objectives of encouraging the development of the RPA and encouraging private investment in commercial/retail and industrial redevelopment projects through public finance techniques including, but not limited, to Tax Increment Financing. The following represents the general project goals for Tax Increment Financing Districts and defined by statute and represent the general objectives for the City. They are all inclusive and may exceed the City's specific actions as planned for this time.

- (1) By implementing a plan that addresses the redevelopment costs of land acquisition and assembly, street vacation, site preparation, demolition/removals, and provision of infrastructure improvements or rehabilitation of existing facilities that may be necessary for adaption to a market oriented reuse of sites in the RPA, improving the City's tax base and diversifying the local economy.
- (2) By improving public facilities that may include, but not be limited to:
 - i. Street improvements
 - ii. Utility improvements (including water, storm water management and sanitary sewer improvements, detention/retention ponds, if necessary)
 - iii. Landscaping and/or streetscaping
 - vi. Parking improvements (which may include structures/public facilities
 - vii. Signalization, traffic control and lighting
- (3) By entering into redevelopment agreements with developers for qualified redevelopment projects.
- (4) By improving existing structures or site improvements.
- (5) By utilizing interest cost write down pursuant to provisions of the Act.
- (6) By considering the payment of interest costs of a redeveloper related to the construction, renovation or rehabilitation of the redevelopment project.
- (7) By exercising other powers set forth in the statute as the City deems necessary.

B. Redevelopment Activities

Pursuant to the foregoing objectives, the City of Evanston will implement a coordinated program of actions, including, but not limited to, land acquisition, site assembly/ preparation, demolition/removals, infrastructure improvements and upgrading, and provision of public improvements such as landscaping and parking, where required. Land acquisition may be undertaken based upon specific redevelopment proposals for right-of-way improvements.

Public Improvements

In accordance with its estimates of tax increment and other available resources, the City of Evanston will provide public improvements in the proposed RPA to enhance the immediate area as a whole, to support the Redevelopment Project and Plan, and to serve the needs of Evanston residents. Appropriate public improvements may include, but are not limited to:

- vacation, removal, resurfacing, paving, widening, construction, turn islands, construction or reconstruction of curbs and gutters, traffic signals, and other improvements to streets, alleys, pedestrianways, and pathways: including the acquisition of rights-of-ways for construction, reconstruction and/or extension of street, alleys and pedestrian ways;
- site preparation costs (including addressing environmental concerns);
- reconfiguration of existing rights-of-way and/or creation of new rights-of-way;
- development or improvement of open spaces and plazas for public leisure and/or recreation;
- 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, detention ponds, and streetlighting;
- beautification, landscaping, lighting, buffering, parking improvements and signage of public properties; and

- job training for area residents eligible for employment in the development of the project.
- land acquisition as required to further goals of said Plan.

Recommended public improvements are shown on page 18. 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 Council approval and to the execution of a redevelopment agreement for the proposed project, in a form acceptable to the City Council.

Acquisition and Clearance

The City may determine that to meet redevelopment objectives it may be necessary to participate in property acquisition in the Redevelopment Project Area or use other means to induce transfer of such property to a private developer.

Clearance and grading of existing properties to be acquired will, to the greatest extent possible, be scheduled to coincide with redevelopment activities so that parcels do not remain vacant for extended periods of time and so that the adverse effects of clearance activities may be minimized.

Individual structures may be exempted from acquisition if they are 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 rehabilitate or redevelop the property, if necessary, in accordance with the objectives of the Plan as determined by the City of Evanston.

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, could accrue to the proposed Redevelopment Project Area.

Land Assembly and Disposition

Certain properties to be acquired by the City, and certain properties presently owned by the City (e.g., street rights-of-way and public facilities) may be assembled into appropriate redevelopment sites and/or rights-of-way. Property assembly activities may include use of the City's eminent domain power. These properties may be sold or leased by the City to a private developer in whole or in part, for redevelopment subject to invitation for proposal requirements of the Illinois tax increment law. The City may amend this plan in the future.

Terms of conveyance shall be incorporated into appropriate disposition agreements, and may include more specific restrictions than contained in this proposed Redevelopment Plan or in other municipal codes and ordinances governing the use of land.

Demolition and Site Preparation

Some of the buildings located within the proposed RPA may have to be reconfigured to accommodate new users. Partial demolition may be necessary as well as removal of debris. Additionally, the Redevelopment Plan contemplates site preparation or other requirements necessary to prepare the site for new uses. All of the above will serve to enhance site preparation for the desired redevelopment.

Interest Cost Write-Down

Pursuant to the Act, the City may allocate a portion of incremental tax revenues to reduce the interest cost incurred in connection with redevelopment activities, enhancing the redevelopment potential of the proposed RPA.

Redevelopment Agreements

Land assemblage shall 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.

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.

C. General Land Use Plan

Existing land uses in the proposed RPA are primarily commercial and industrial land, as shown in Map 4. Map 5 designates the intended general land uses identified for the Redevelopment Project Area, which includes commercial/retail, and industrial uses, and which is not considered a significant change in the overall use of the proposed RPA.

The Redevelopment Project shall be subject to the provisions of the City of Evanston Zoning Ordinance as such may be amended from time to time. The proposed land uses conform to the Comprehensive General Plan for the City of Evanston.

D. Additional Controls and Design Criteria

The following controls and criteria shall apply to redevelopment in the Redevelopment Project Area. Design guidelines may be expanded to include local concerns.

1. General

- (a) Redevelopment shall complement existing surrounding activities in use, scale and quality of materials.
- (b) Mixed-use development and visual/functional interrelationships are encouraged so that the entire area may appear and function as an integrated whole.

2. Pedestrian Access

Where appropriate, design layout shall facilitate internal pedestrian circulation and movement between major traffic generators and parking facilities.

3. Streetscapes/Building Facades

The Redevelopment Project Area will be designed consistent with contemporary urban industrial park and retail/commercial facilities. Design importance will be stressed in the treatment of streetscapes, and the relationships of building facades.

4. Open Spaces

Small plazas and open spaces are encouraged to provide vistas and attractive areas for employees of the industrial/commercial area. Such areas can often be created from limited building setbacks.

5. Parking and Buffering

Development should provide for an adequate supply of appropriately located short-term and long-term parking spaces. Parking structures should be visually integrated with other development. Buffering, screening, or landscaping should be used to make parking facilities as attractive as possible.

6. Signs

The design and use of signs shall be in keeping with the area's overall architectural character and shall be coordinated in type, size and location with those in nearby developments, all in accordance with the City's sign ordinance.

7. Utilities

Wherever possible, all utility lines should be located underground.

Additional planning and design controls may be included in each land disposition and/or redevelopment agreements with developers.

E. Estimated Redevelopment Project Costs

Redevelopment project costs mean and include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, as provided in the TIF statute, and any such costs incidental to this Redevelopment Plan and Project. Private investments which supplement "Redevelopment Project Costs" are expected to substantially exceed such redevelopment project costs. Eligible costs permitted under the Act which may be pertinent to this Redevelopment Plan and Project to be considered by the City may be:

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, 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;
5. Costs of job training and retraining projects;
6. Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued 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 reserves related thereto;
7. All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be in furtherance of the objectives of the redevelopment plan and project, to the extent the City by written agreement accepts and approves such costs;
8. Relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law;
9. Costs of job training, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in 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 the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of The School Code.

10. If deemed prudent by the City Council of 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:
 - (a) such costs are to be paid directly from the special tax allocation fund established pursuant to the Act; and
 - (b) such payments in any one year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year; and
 - (c) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (10) then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 - (d) the total of such interest payments incurred pursuant to the Act may not exceed 30% of the total redevelopment project costs excluding any property assembly costs and any relocation costs incurred pursuant to the Act.

11. Payments in lieu of taxes.

In the event the City of Evanston issues debt pursuant to its general obligations under the Act or pursuant to its home rule powers, the proceeds of which are used to pay redevelopment project costs:

- (a) In any year during which said obligations are outstanding and funds in the special tax allocation fund are insufficient to pay principal and interest when due, the City shall cover such shortfall in payment in accordance with the terms of the obligations, and any such payments made by the City shall be repaid in full to the City from the special tax allocation fund from subsequent available tax increment revenues from improved taxable lots or parcels of real property prior to the creation of any surplus funds.
- (b) In any year during which said obligations are outstanding and funds in the special tax allocation fund are sufficient to pay the next due principal and interest, but it is anticipated that in subsequent years funds may be inadequate to make the current payments of principal and interest, then the City may create such reserves from the funds as it may deem appropriate to enable it to make future payments of principal and interest under said obligations. Amounts in any such reserve shall not be deemed to be surplus funds. Real estate tax increment revenues which constitute funds in the special tax allocation fund for the purpose of this paragraph include only tax increment revenues from improved taxable lots or parcels of real property.

Estimated costs are shown in the next section.

REDEVELOPMENT PROJECT - ESTIMATED PROJECT COSTS ELIGIBLE UNDER ILLINOIS TIF STATUTE. THESE ARE POTENTIAL COSTS TO BE EXPENDED OVER A PERIOD OF 23 YEARS BUT SOLELY DETERMINED BY THE CITY TO FUND AS NEEDED. (Note: This summary does not include private redevelopment costs, and each cost item is based upon standard amounts for other similar type projects.)

<u>Program Action/Improvement</u>	<u>Estimated Costs(A)</u>
1. Land Acquisition/Demolition/Site Preparation/Relocation	\$ 850,000
2. Utility Improvements/Resconstruction and Reconfiguration of Parking, Rights-of-Way and Street Improvements/New Construction	2,400,000
3. Interest Costs Pursuant to the Act	200,000
4. Planning, Legal, Engineering, Administrative, Job Training or Other Professional Service Costs	300,000
5. Contingencies	250,000
TOTAL ESTIMATED COSTS	<u>\$4,000,000</u>

(A) All project cost estimates are in 1990 dollars. In addition to the above stated costs, any 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. The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs for redevelopment.

Adjustments to these cost items may be made without amendment to the Redevelopment Plan as long as the total project expenditures remain unchanged.

F. Sources of Funds to Pay Redevelopment Project Costs Eligible Under Illinois TIF Statute

Funds necessary to pay for public improvements and other project costs eligible under the TIF 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.

"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 majority of development costs will be privately financed, and TIF or other public sources are to be used only to lever and commit private redevelopment activity.

The tax increment revenues which will be used to pay debt service on the tax increment obligations, if any, and to directly pay redevelopment project costs shall be the incremental increase in property taxes attributable to the increase in the equalized assessed value of each taxable lot, block, tract or parcel of real property in the proposed RPA over and above the initial equalized assessed value of each such lot, block, tract or parcel in the RPA in the 1988 tax year.

Among the other sources of funds which may be used to pay for redevelopment project costs and debt service on municipal obligations issued to finance project costs are the following: certain local sales taxes, special service area taxes, the proceeds of property sales, unlimited property taxes if the obligations are general obligations of the City, certain land lease payments, certain Motor Fuel Tax revenues, certain state and federal grants or loans, certain investment income, and such other sources of funds and revenues as the City of Evanston may from time to time deem appropriate.

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

G. 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 or security as are available to the City by virtue of its powers 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 on all obligations shall not exceed the amounts available in that 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 available for distribution annually to taxing districts overlapping the RPA in the manner provided by the Act.

Such securities may be issued on either a taxable or tax-exempt basis, with either fixed rate or floating interest rates; with or without capitalized interest; with or without deferred principal retirement; with or without interest rate limits except as limited by law; and with or without redemption provisions.

H. Most Recent Equalized Assessed Valuation (EAV) of Properties in the Redevelopment Project Area

The most recent estimate of equalized assessed valuation of the property within the RPA is approximately \$1,032,000, which is the 1988 equalized assessed valuation. The Boundary Map, Map 1, shows the location of the RPA. Also, Appendix D depicts 1988 Equalized Assessed Values by parcel within the RPA.

I. Anticipated Equalized Assessed Valuation

Upon completion of the anticipated private development of the Redevelopment Project Area by the year 1994, it is estimated that the equalized assessed valuation of the property within the Redevelopment Project Area will be increased by approximately \$2,000,000. The estimate assumes a constant Cook County equalization factor (multiplier) of 1.9266 and 1990 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. Such strategy will contribute to a realistic approach in funding the Project while assuring the City the ability to fund the Project it deems to have the highest priority.

The Redevelopment Project will require an estimated five (5) years to complete.

The Redevelopment Project will begin as soon as the development entity (or entities) have identified market uses for the sites and such uses are conformant with City zoning and planning requirements. Depending upon the scope of the development as well as the actual uses, the following activities may be included:

Land Assembly and Disposition: Certain properties in the RPA may be acquired by the City and may be assembled into an appropriate redevelopment site. These properties may be acquired by the City, subject to City Council approval, and subsequently sold or leased by the City to the developer for redevelopment of the site.

Demolition and Site Preparation: The existing structures located within the RPA may have to be reconfigured or prepared to accommodate new uses. Partial demolition may be necessary as well as removal of debris. Additionally, the redevelopment plan contemplates site preparation, or other requirements necessary to prepare the site for the desired redevelopment.

Landscaping/Buffering/Streetscaping/Parking: The City may fund certain landscaping and parking projects which serve to beautify and improve access to public properties or rights-of-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 serve or accommodate the new development. Upgrading of existing utilities may be undertaken. The provision of necessary detention or retention ponds may also be undertaken by the City.

Roadway/Street/Park Improvements: Widening of existing roads 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. Sidewalk and park improvements ancillary to the above may also be carried out.

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

Public Safety Related Infrastructure: The City may construct certain public safety improvements including, but not limited to, public signage, public facilities, and streetlights.

Interest Cost Coverage: The City may pay for certain interest costs incurred by the redeveloper for construction, renovation or rehabilitation of the redevelopment project. Such funding would be paid for out of annual tax increment revenue generated from the RPA as allowed under the Act.

Professional Services: The City may use tax increment financing to pay necessary planning, legal, engineering, administrative and financing costs during project implementation.

B. Commitment to Fair Employment Practices and Affirmative Action

As part of any Redevelopment Agreement entered into by the City and the private developer, both will agree to establish and implement an affirmative action program that serves appropriate sectors of the City of Evanston and surrounding communities.

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 educational opportunities.

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

The City and the private developers involved with this Project will adopt a policy of equal employment opportunity and will include or require the inclusion of this statement in all contracts and subcontracts at any level for the project initiated within the RPA. Additionally: (a) any public/private partnership established for the development project in the RPA 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; (b) it shall be specifically ensured that all on-site supervisory personnel are aware of and carry out the obligation to maintain such working environment, with specific attention to minority and/or female individuals; and (c) the partnership 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 partnership that successful affirmative action programs are important to the continued growth and vitality of the City of Evanston.

C. Completion of Redevelopment Project and Retirement of Obligations to Finance Redevelopment Costs

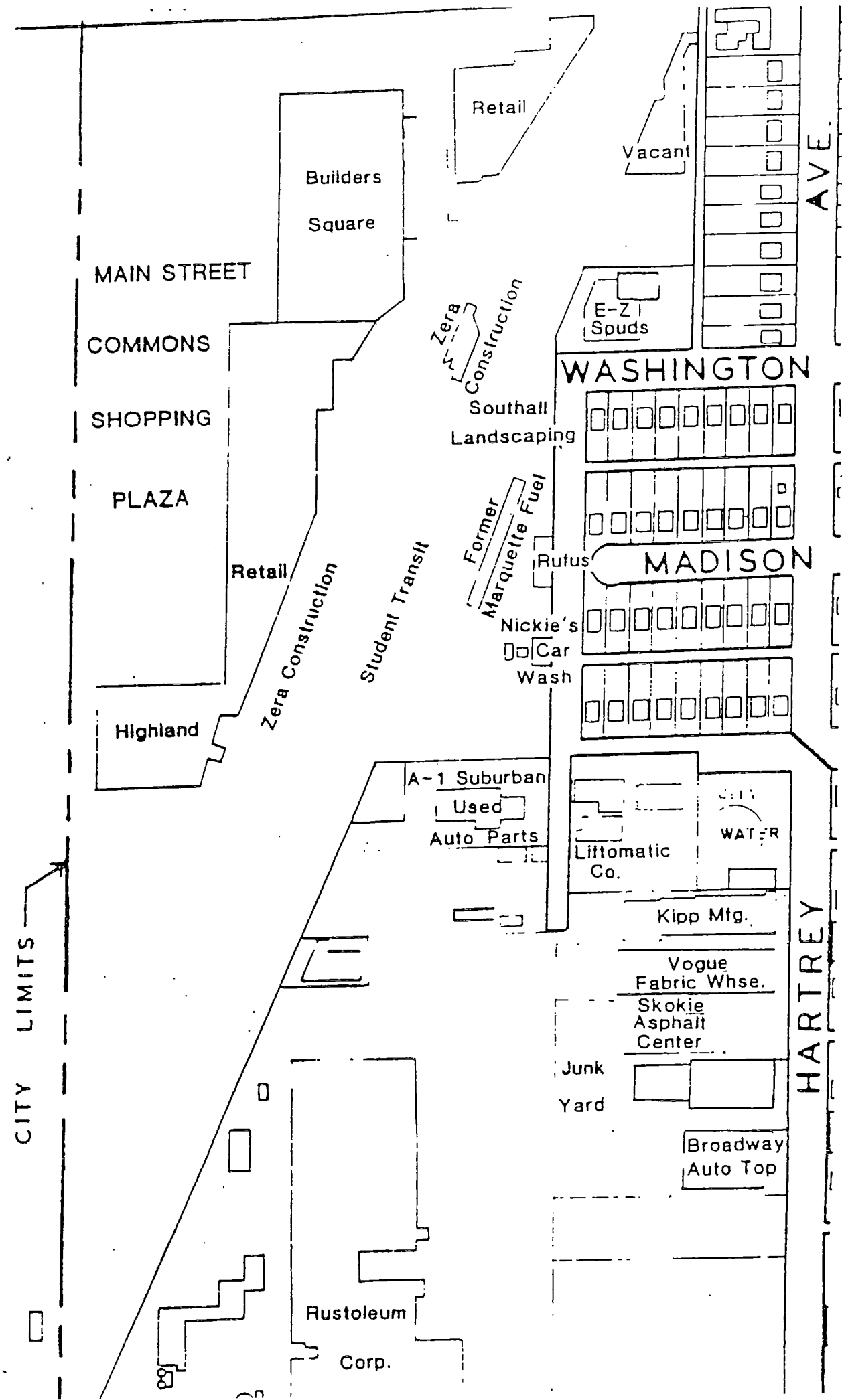
This Redevelopment Project will be completed on or before a date 23 years from the adoption of an ordinance designating the Redevelopment Project Area. The City of Evanston expects that the Redevelopment Project will be completed sooner than the maximum time limit set by the Act, depending on the incremental property tax yield. Actual construction activities are anticipated to be completed within five (5) 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.

MAP 1

MAP OF INITIAL PRIMARY STUDY AREA



CITY LIMITS

HARTREY AVE.

Builders Square

Retail

Vacant

MAIN STREET

COMMONS SHOPPING PLAZA

SHIPPING

PLAZA

HIGHLAND

Retail

Zera Construction

Student Transit

A-1 Suburban Used Auto Parts

Littomatic Co.

Kipp Mfg.

Vogue Fabric Whse.

Skokie Asphalt Center

Junk Yard

Broadway Auto Top

Rustoleum Corp.

Zera Construction

Southhall Landscaping

Former Marquette Fuel

Rufus

Nickie's Car Wash

WASHINGTON

MADISON

WATER

MAP 1A

REDEVELOPMENT PROJECT AREA
Boundary Map
Phase 1

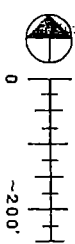
ZERA/MAP
TIF/RPA
Southeast Evanston

TITLE

PHASE I
BOUNDARY MAP

Rev. 4/17/90
REV. 4/9/90
DATE 1/26/90

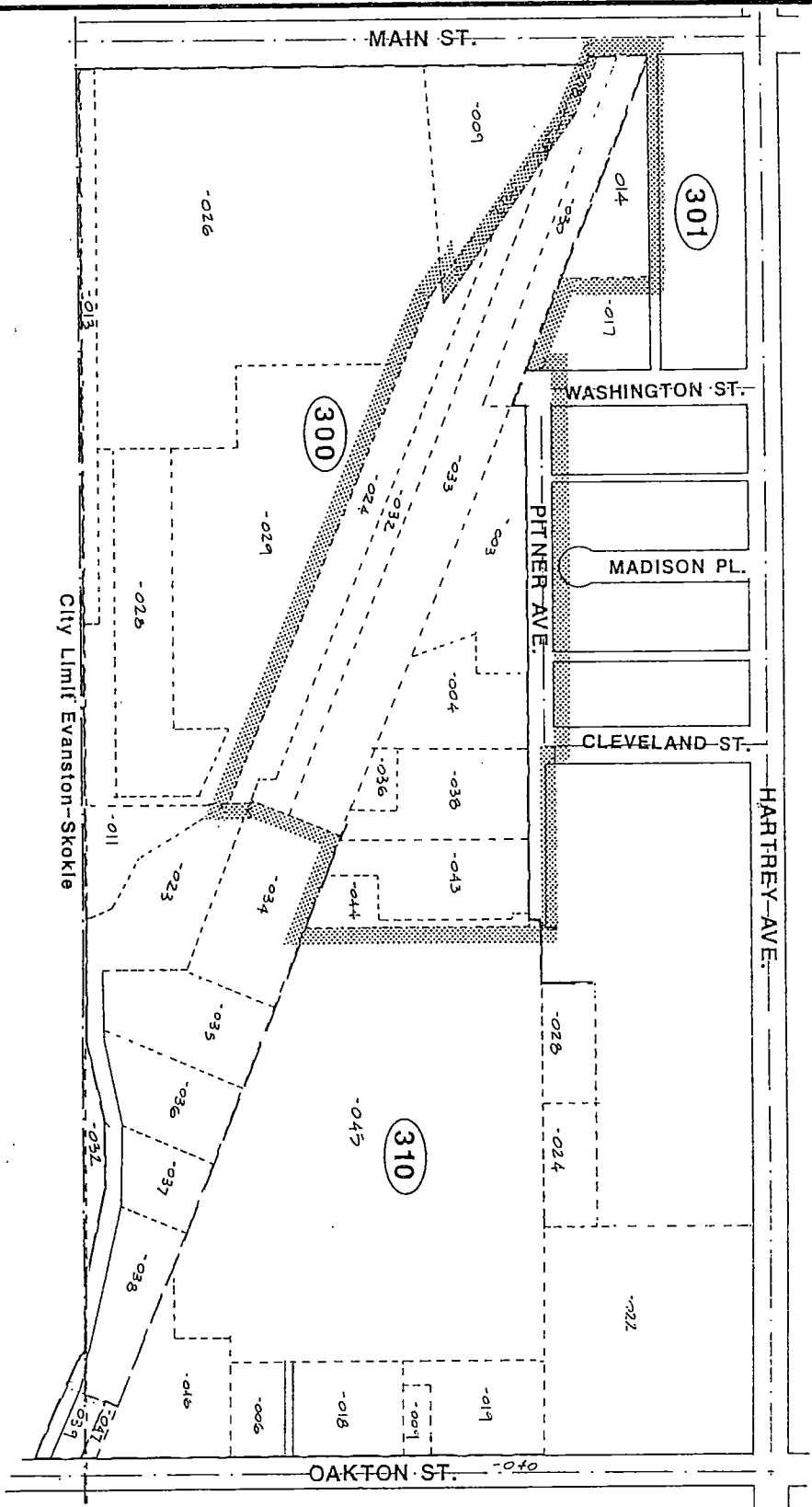
NORTH SCALE 1"=200'



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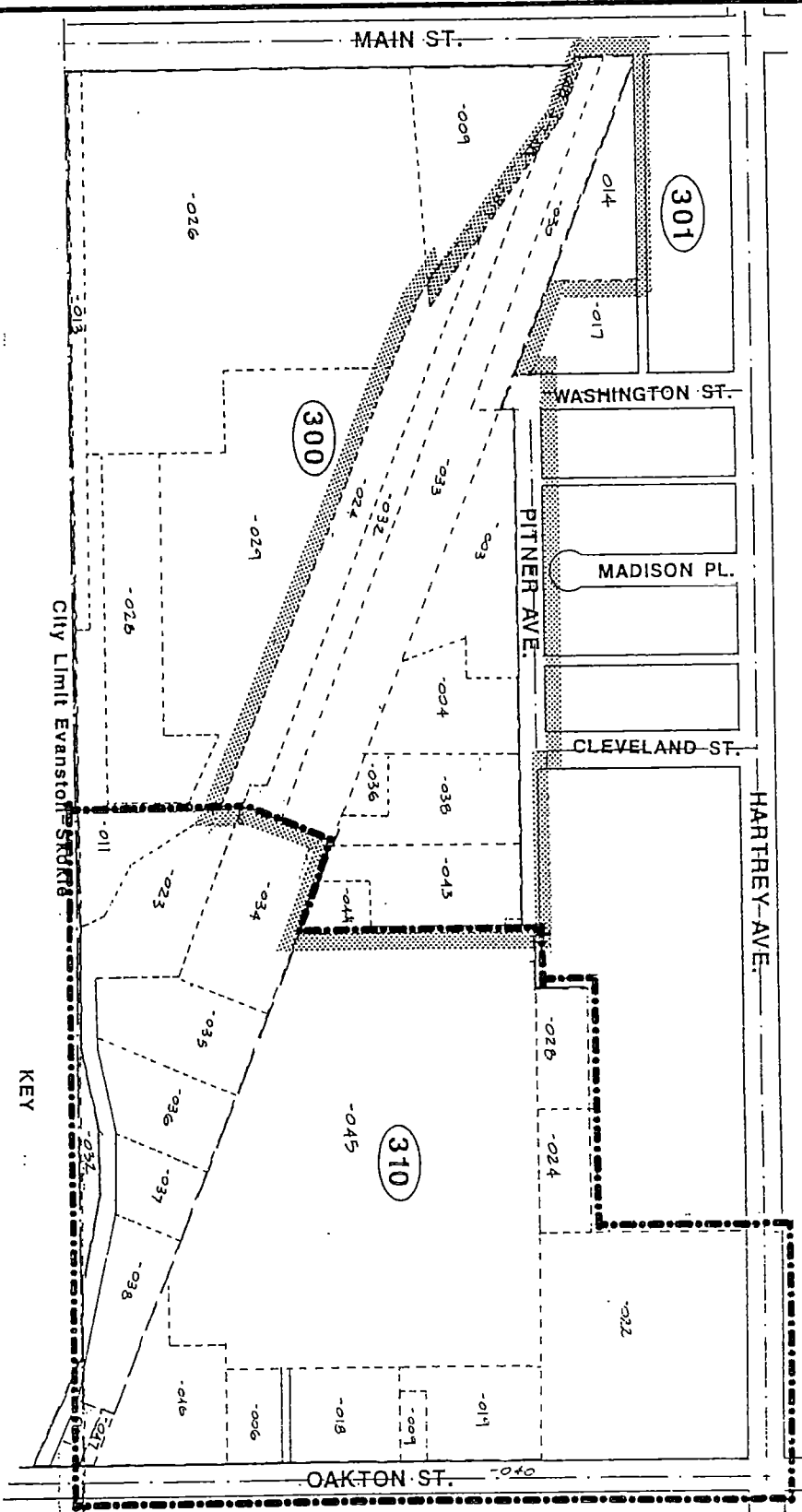
KANE HICKSON
INC.
110 NORTH WILSON ST
CHICAGO, ILLINOIS 60640
TEL: 312. 467. 1100
FAX: 312. 467. 1101


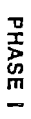


MAP 1B

BOUNDARY MAP
Phase I & Phase II

ZERA/MAP
TIF/RPA
Southeast Evanston



KEY
 **PHASE I**
 **PHASE II**

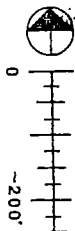
TITLE

**PHASE I &
PHASE II**

BOUNDARY MAP

REV. 4/17/90
REV. 4/9/90
DATE 1/26/90

NORTH SCALE 1"=200'



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MAP 2

SIDWELL MAP

41-13-24 E
10-24

W. 1/2 S.W. 1/4 Sec. 24-41-13
EVANSTON

REVISED JAN. 1, 1968

"A"
TAYLOR ADD. TO EVANSTON, a sub. of the W. 1/2 of the S. 1/2 of the S.W. 1/4 of Sec. 24-41-13. Above add. vacant.

"B"
TRAVERS' BLDG. of the N. 1/2 of the S.W. 1/4 of the S. 1/2 of the S.W. 1/4 of Sec. 24-41-13. Rec. Dec. 28, 1950. Bl. 19

"C"
RAY P. TENNEY FERRY ADD. TO EVANSTON, the S. 1/2 of the S.W. 1/4 of the S. 1/2 of the S.W. 1/4 of Sec. 24-41-13. Rec. June 1, 1954. Rec. Add. 1954. Bl. 19

"D"
CARTON CONSOLIDATION to the S.W. 1/4 of the S.W. 1/4 of Sec. 24-41-13. Rec. July 4, 1948. Dec. 14, 1948.

"E"
MAGTAGGART & NEWTON'S BLDG., a sub. of part of the S. 1/2 of the S.W. 1/4 of the S.W. 1/4 of Sec. 24-41-13. Rec. Oct. 23, 1954. Dec. 14, 1954.

"F"
KEEP BLDG. of part of the S. 1/2 of the S.W. 1/4 of the S.W. 1/4 of the S.W. 1/4 of Sec. 24-41-13. Rec. Feb. 21, 1957. Dec. 14, 1957. Certificate of correction recorded Apr. 22, 1957. Dec. 14, 1957.

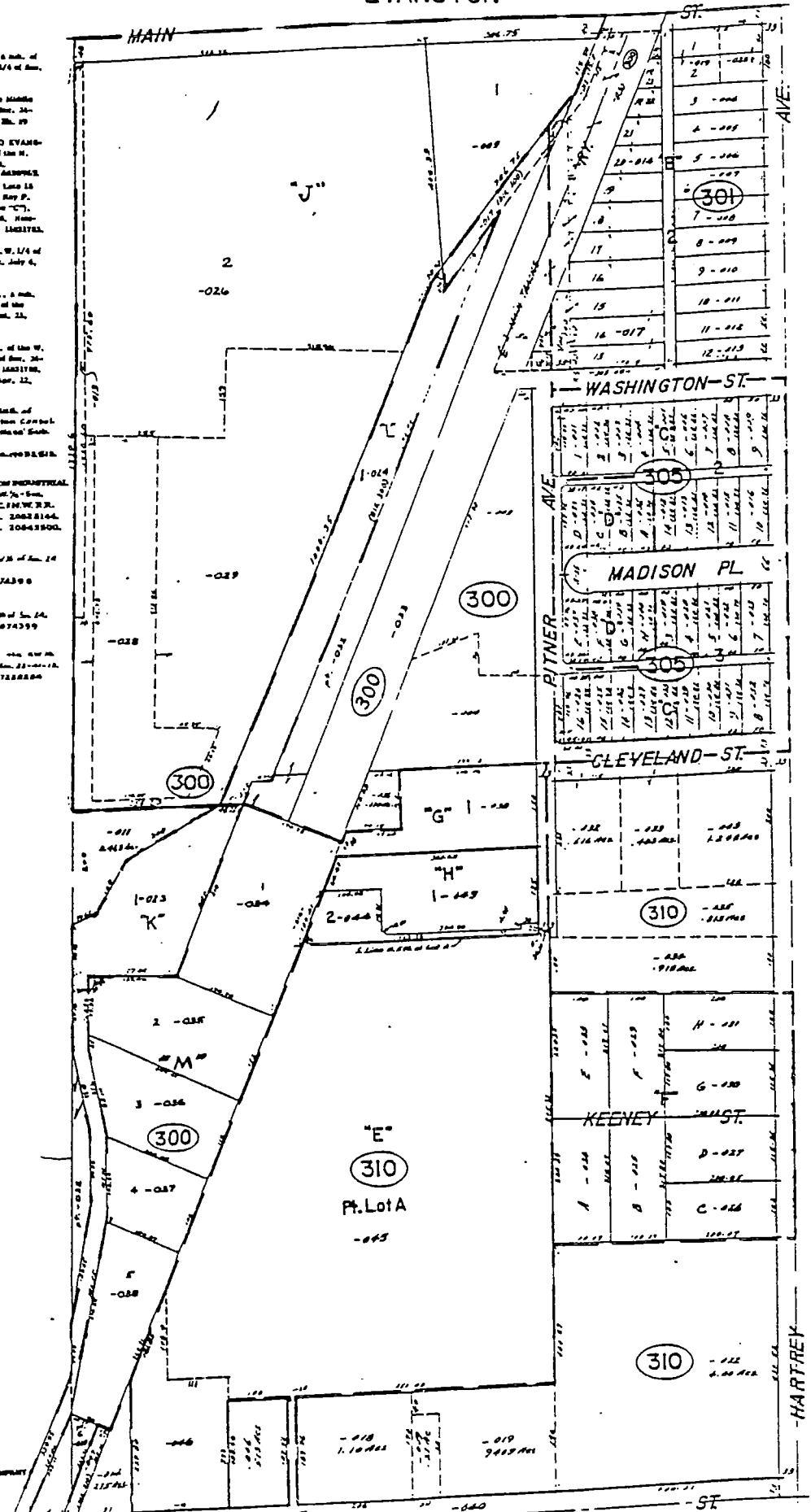
"G"
HARTNEY-KEENEY ADD. BLDG. of part of the S. 1/2 of the S.W. 1/4 of the S.W. 1/4 of the S.W. 1/4 of Sec. 24-41-13. Rec. Jan. 14, 1954. Rec. Add. 1954.

"H"
GENERAL DYNAMICS-EVANSTON INDUSTRIAL PARK, a sub. of part of the S.W. 1/4 of Sec. 24-41-13, being NW 1/4 of the S.W. 1/4 of Sec. 24-41-13. Rec. Apr. 28, 1949. Dec. 20, 1949. Rec. May 16, 1949.

"I"
ZERA BLDG. #1 of part of the S.W. 1/4 of Sec. 24-41-13 and the S.W. 1/4 of Sec. 24-41-13. Rec. Dec. 2, 1951. Dec. 22, 1951.

"J"
ZERA BLDG. #2 of part of the S.W. 1/4 of Sec. 24-41-13 and the S.W. 1/4 of Sec. 24-41-13. Rec. Dec. 2, 1951. Dec. 22, 1951.

"K"
ZERA BLDG. #3 of part of the S.W. 1/4 of Sec. 24-41-13 and the S.W. 1/4 of Sec. 24-41-13. Rec. May 9, 1957. Dec. 22, 1957.

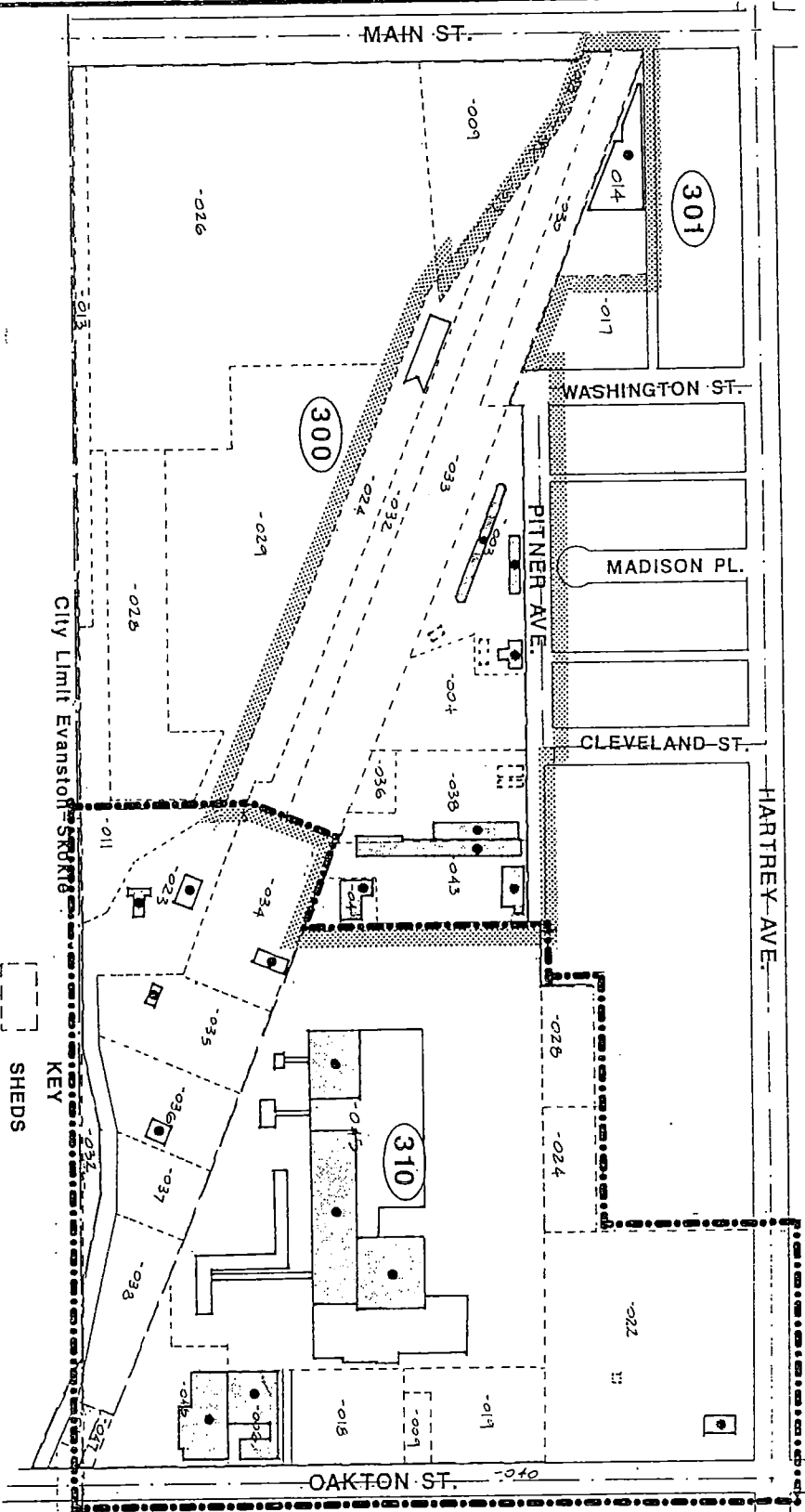


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THE SIOGELL COMPANY
Copyright 1957
THE SIOGELL COMPANY
Copyright 1959

MAP 3

CONSERVATION AREA FACTORS

ZERA/MAP
TIF/RPA
 Southeast Evanston



- KEY**
- SHEDS
 - BUILDINGS
 - BUILDINGS +35 YEARS OLD
 - EVIDENCE OF DEPRECIATION

TITLE

**BUILDING AGE
 AND CONDITIONS
 MAP**

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NORTH SCALE 1"=200'



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KANE, MCKENNA,
 AND ASSOCIATES,
 INC.

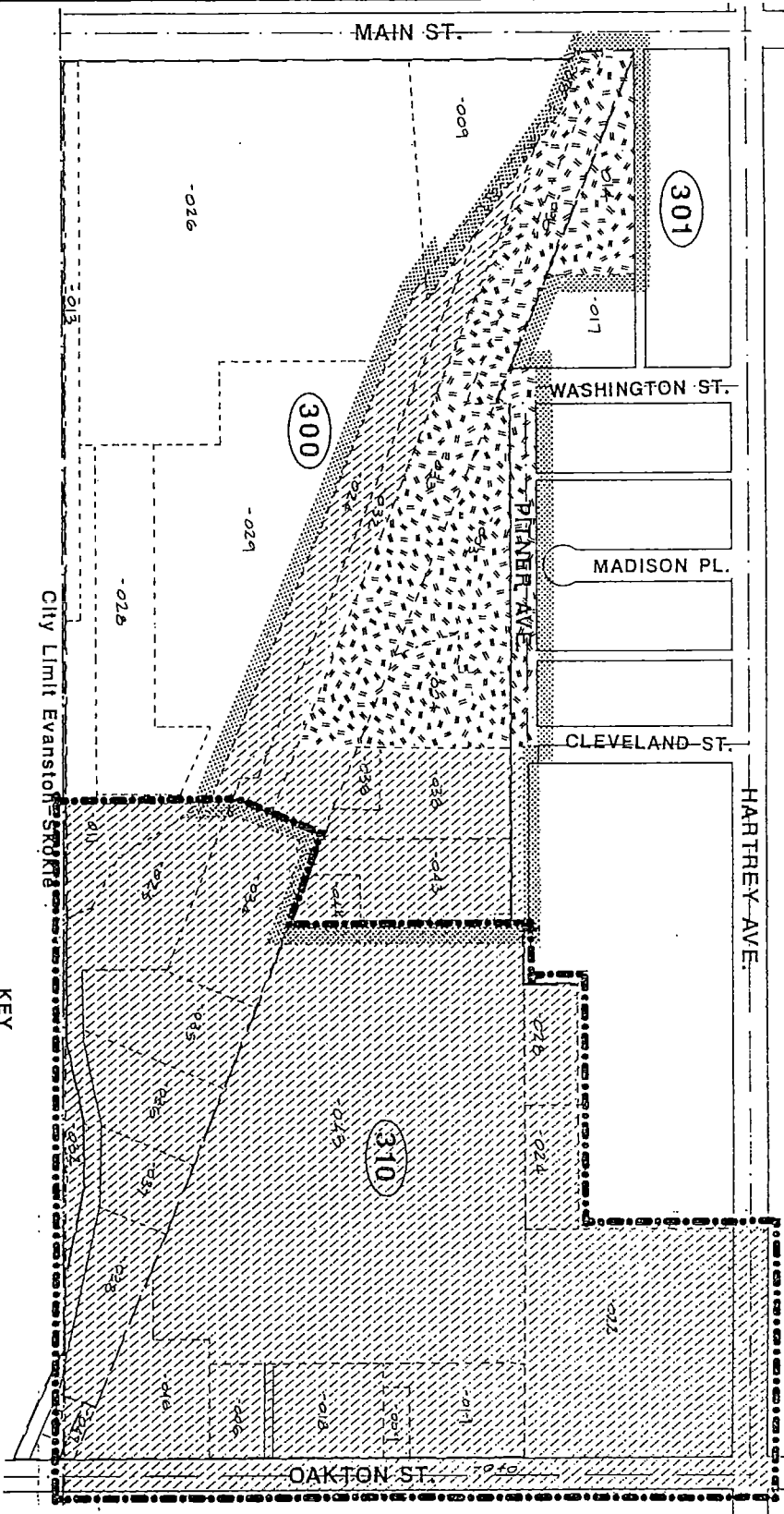
141 NORTH WICKER DRIVE
 CHICAGO, ILLINOIS 60644



MAP SCALE 1"=200'

MAP 4

EXISTING LAND USE MAP

ZERA/MAP
 TIF/RPA
 Southeast Evanston



- KEY**
-  M-3 RESTRICTED MANUFACTURING DISTRICT
 -  M-4 GENERAL MANUFACTURING DISTRICT

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 116 SOUTH WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 312 464 1111
 FAX 312 464 4481

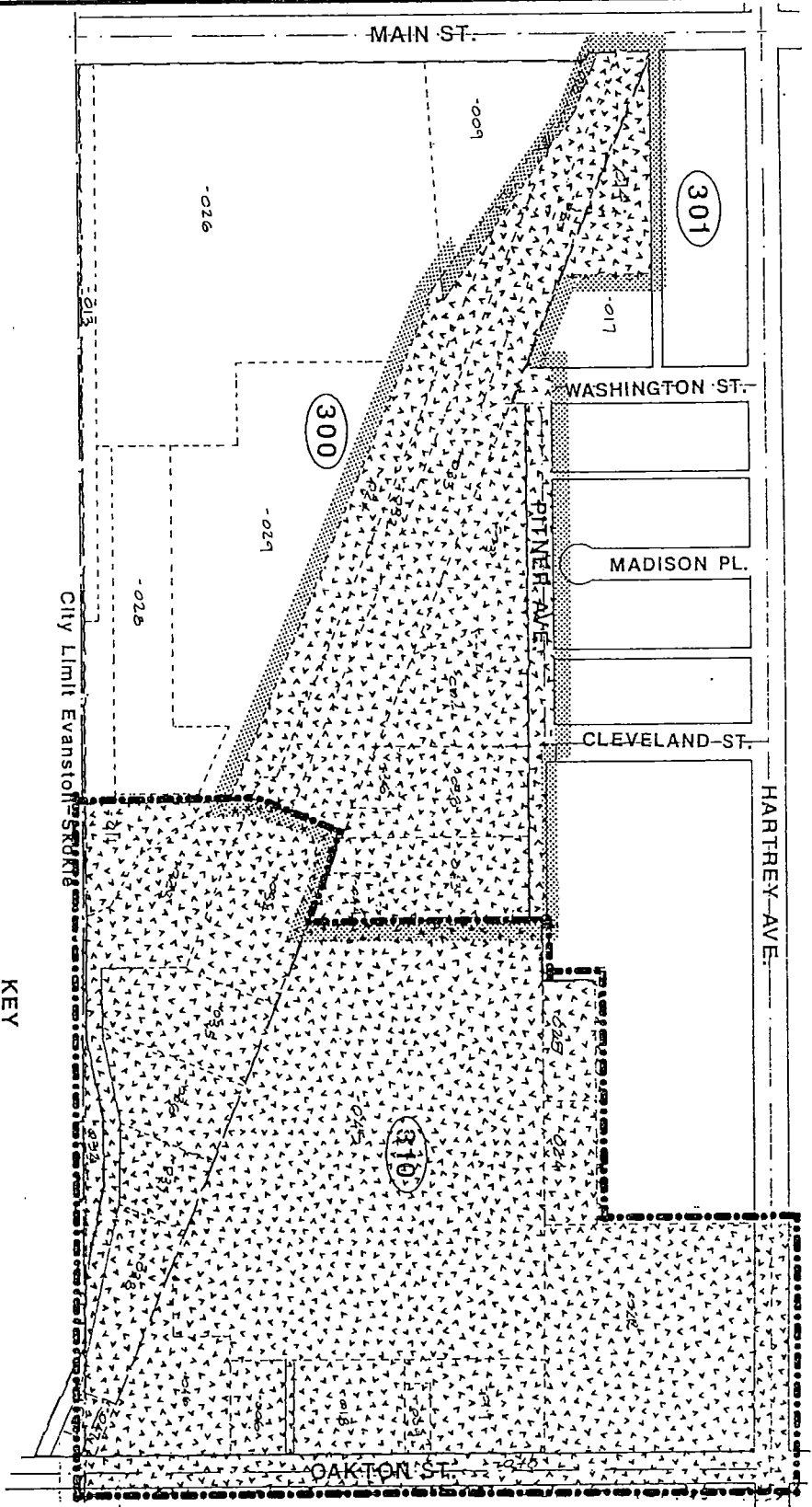
MAP
 Rev. 4/17/90
 REV. 4/9/90
 DATE 1/26/90

NORTH SCALE 1"=200'
 0 ~200'

MAP 5

INTENDED LAND USE MAP

ZERA/MAP
 TIF/RPA
 Southeast Evanston



KEY
 LIGHT INDUSTRIAL/COMMERCIAL DISTRICT

Phone: 312, 275 1807
 Fax: 312, 275 1858
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 Chicago, Illinois 60640
 Phone: 312, 275 1807
 Fax: 312, 275 1858
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NORTH SCALE 1"=200'

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 REV. 4/9/90
 DATE 1/26/90

TITLE
 PROPOSED
 LAND USE MAP

APPENDIX A

Legal Description of the Proposed RPA

LEGAL DESCRIPTION

THOSE PARTS OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 24, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, COMPRISING ALL OF PARTS OF THE FOLLOWING LOTS AND BLOCKS, LOTS 16 TO 24 BOTH INCLUSIVE IN BLOCK 2 IN TRAVERS' SUBDIVISION OF THE NORTH $\frac{1}{2}$ OF THE MIDDLE $\frac{1}{3}$ OF THE NORTH $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOT 1 ZERA SUBDIVISION NO. 2 OF PART OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOT 1 IN HESS' SUBDIVISION OF PART OF THE NORTH 300 FEET OF THE WEST $\frac{2}{3}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOTS 1 AND 2 IN HARTREY-KEENEY CORPORATION RESUBDIVISION OF PART OF THE NORTH 5 FEET OF LOT 'A' IN OAKTON CONSOLIDATION IN THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 AND ALL OF LOT 2 IN THE HESS' SUBDIVISION, AFORESAID ALSO INCLUDING ALL THOSE CERTAIN STREETS AND ALLEYS ADJOINING AND CONTIGUOUS TO TO AFORESAID LOTS AND BLOCKS FALLING WITHIN THE FOLLOWING DESCRIBED TRACT OF LAND: BEGINNING AT THE POINT OF INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH LINE OF WASHINGTON STREET AND THE NORTHERLY EXTENSION OF THE EAST LINE OF WIDENED PITNER AVENUE; THENCE SOUTH ALONG THE SAID EAST LINE OF WIDENED PITNER AVENUE AND ITS EAST LINE EXTENDED NORTH TO THE INTERSECTION OF THE CENTER LINE OF CLEVELAND STREET AND THE SOUTHERLY EXTENSION OF THE EAST LINE OF WIDENED PITNER AVENUE; THENCE WEST ALONG THE SAID CENTER LINE OF CLEVELAND STREET TO ITS INTERSECTION OF THE EAST LINE AND EAST LINE EXTENDED NORTH TO A POINT ON A LINE MEASURED 100 FEET NORTH OF AND PARALLEL TO THE NORTH LINE OF LOT 'E' IN MACTAGGART AND NEWTON'S SUBDIVISION OF A PART OF THE EAST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE WEST ALONG SAID PARALLEL LINE, TO THE EAST LINE OF LOT 'A' IN OAKTON CONSOLIDATION AFORESAID; THENCE NORTH ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID LOT 'A'; THENCE WEST ALONG THE NORTH LINE OF SAID LOT 'A' TO ITS INTERSECTION WITH THE EAST LINE OF LOT 2 IN HARTREY-KEENEY CORPORATION RESUBDIVISION, AFORESAID, AT A POINT 5 FEET NORTH OF THE SOUTHEAST CORNER THEREOF, THENCE SOUTH ALONG SAID EAST LINE TO THE

SOUTHEAST CORNER OF SAID LOT 2; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 2 TO THE MOST SOUTHERLY SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE MOST WESTERLY LINE OF SAID LOT 2 TO THE WESTERLY-MOST CORNER OF SAID LOT 2, SAID CORNER BEING COMMON WITH THE SOUTHEASTERLY LINE OF LOT 1 IN ZERA SUBDIVISION NO. 3, A SUBDIVISION OF PARTS OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 24 AND THE SOUTHEAST $\frac{1}{4}$ OF SECTION 23, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHEASTERLY LINE ALSO BEING THE EASTERLY LINE OF THE FORMER CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY; THENCE NORTHEASTERLY ALONG SAID COMMON LINE TO THE NORTHEAST CORNER OF LOT 1 IN ZERA SUBDIVISION NO. 3 AFORESAID; THENCE NORTHWESTERLY AND SOUTHERLY LINES OF LOT 1 IN SAID ZERA SUBDIVISION NO. 3 AND LOT 1 IN ZERA SUBDIVISION NO. 2 RESPECTIVELY, TO THE SOUTHWEST CORNER OF LOT 1 IN ZERA SUBDIVISION NO. 2, AFORESAID; THENCE NORTHEASTERLY ALONG THE WESTERLY AND NORTHWESTERLY LINES OF SAID LOT 1 TO ITS MOST NORTHERLY NORTHWEST CORNER, BEING COMMON WITH THE SOUTHWEST CORNER OF LOT 1 IN GENERAL DYNAMICS-EVANSTON INDUSTRIAL PARK, A SUBDIVISION OF PART OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE DUE SOUTH ALONG AN EAST LINE OF LOT 1 IN ZERA SUBDIVISION NO. 2, AFORESAID, WHICH IS THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN SAID GENERAL DYNAMICS-EVANSTON INDUSTRIAL PARK SUBDIVISION, A DISTANCE OF 47.62 FEET TO A POINT ON THE NORTH LINE OF LOT 1 IN SAID ZERA SUBDIVISION NO. 2; THENCE NORTHEASTERLY ALONG THE MOST SOUTHERLY NORTHWEST LINE OF SAID LOT 1 AND ITS NORTHEASTERLY EXTENSION, TO THE POINT

OF INTERSECTION WITH A LINE BEING 25 FEET NORTHWESTERLY AND PARALLEL TO THE CENTERLINE OF THE FORMER MOST NORTHWESTERLY (NORTHBOUND) MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY; THENCE NORTHEASTERLY ALONG SAID PARALLEL LINE TO THE NORTH LINE OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE EAST ALONG SAID NORTH LINE TO THE INTERSECTION OF THE NORTHERLY EXTENSION OF THE 21 FOOT ALLEY IN BLOCK 2 IN TRAVERS' SUBDIVISION, AFORESAID; THENCE SOUTH ALONG SAID EAST LINE AND EAST LINE EXTENDED NORTH, TO THE INTERSECTION OF THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 16 IN SAID BLOCK 2; THENCE WEST ALONG SAID SOUTH LINE AND SOUTH LINE EXTENDED EAST, TO THE EASTERLY LINE OF THE FORMER CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY, AFORESAID; THENCE SOUTHWESTERLY ALONG SAID FORMER RIGHT OF WAY TO ITS INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH LINE OF WASHINGTON STREET; THENCE EAST ALONG SAID NORTH LINE EXTENDED WEST TO THE POINT OF BEGINNING (EXCEPTING THEREFROM, THAT PART IF ANY, LYING SOUTHEASTERLY OF A LINE PARALLEL WITH AND DISTANT 15 FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY YARD TRACK ICC NO. B-23, AS NOW LOCATED, BEING THE FIRST TRACK EASTERLY OF THE ABOVE DESCRIBED REAL ESTATE), ALL IN COOK COUNTY, ILLINOIS.

APPENDIX B

Redevelopment Project Area (RPA) Policies

(as excerpted from the Evanston
Comprehensive General Plan)

APPENDIX B

Redevelopment Project Area (RPA) Policies (As excerpted from the Evanston Comprehensive General Plan)

- 1) Continue to use and develop incentive programs to stimulate private development.
- 2) Encourage public/private cooperation to promote economic development in Evanston.
- 3) Encourage organizations and businessmen, merchants and neighborhood groups to address mutually beneficial economic revitalization options.
- 4) Leverage local dollars for maximum benefit with public and private programs.
- 5) Establish the legislative and administrative commitments necessary to respond in a timely manner to high priority economic development needs.
- 6) Initiate economic development programs throughout the City in conformity with the Comprehensive General Plan.
- 7) Reinforce the "Headquarters City" concept by attracting firms representing national headquarters.
- 8) Establish a cultural environment which will attract new businesses.
- 9) Attract new employers whose needs match our varied existing labor pool as well as bring additional high skilled jobs to the community.
- 10) Encourage local educational institutions to provide training more directly linked to the current and projected needs of area employers.
- 11) Encourage and foster expansion of existing employers.
- 12) Provide the public and physical improvements needed to stimulate private development.
- 13) Redevelop selected commercial and industrial areas so as to maintain their vitality and provide new opportunities for growth and reinvestment.
- 14) Encourage sound maintenance of industrial, business, and commercial structures through enforcement of appropriate property maintenance standards.

- 15) Expand the manufacturing base through more intensive use of underdeveloped industrial land.
- 16) Target neighborhood commercial areas for comprehensive streetscape improvements.
- 17) Encourage retention of neighborhood convenience shopping and services.
- 18) Encourage greater attention to design considerations and the creation of public amenities as part of the development and rehabilitation of business and commercial areas.
- 19) Improve parking and vehicular circulation to business centers and pedestrian circulation within them by a combination of techniques designed to maximize the accessibility of those areas to their potential customers.
- 20) Maintain a program of replanting parkway trees in accordance with the Master Street Tree Plan.
- 21) Create public awareness of the importance of design as it relates to a positive image of the City.
- 22) Emphasize the use of landscaping materials as a means of unifying and softening the streetscape environment.
- 23) Prepare comprehensive streetscape designs for coordinated improvements in business areas.
- 24) Select lighting fixtures for their aesthetics, illumination and efficiency.
- 25) Introduce consideration of design concerns in the early stages of development projects.
- 26) Develop an informal design review process to encourage more thoughtful design in both public and private facilities.
- 27) Consider the context of neighboring structures as a design issue when introducing new development.
- 28) Involve Evanston's design professionals as a resource for assisting with design issues.
- 29) Include maintenance considerations as part of any program for improving the visual environment.
- 30) Continue to maintain and enhance those elements which give Evanston a distinctive identity.

APPENDIX C

Qualification Report - Summary of
Conservation/Blighting Factors for the RPA

CITY OF EVANSTON
TIF QUALIFICATION REPORT
SOUTHWEST INDUSTRIAL AREA

A study to determine whether a portion of the Evanston Southwest Industrial Area qualifies as a conservation or blighted area as set forth in the definition in the Real Property Tax Increment Allocation Redevelopment Act of Illinois Chapter 24, Section 11-74.4-1, et seq of the Illinois Revised Statutes.

Prepared For: City of Evanston, Illinois

Prepared By: Kane, McKenna and Associates, Inc.

April, 1990

I. INTRODUCTION AND BACKGROUND

In 1988, the City of Evanston, its Economic Development Committee and Plan Commission designated the Southwest Industrial Area as a Priority Study Area for potential qualification of a Tax Increment Finance (TIF) District. This action demonstrated the City's commitment to utilize substantial effort to facilitate revitalization of this portion of the City.

Over the last several years, the City of Evanston has searched for the most efficient and least expensive manner of enhancing and stabilizing this industrial/commercial area (although the area is zoned manufacturing) in the immediate proximity to substantial residential neighborhoods. With the exception of the currently semi-vacant and poorly-laid out Main Street Commons Shopping Plaza (the "Shopping Center"), new development to the area has been sparse and uncoordinated.

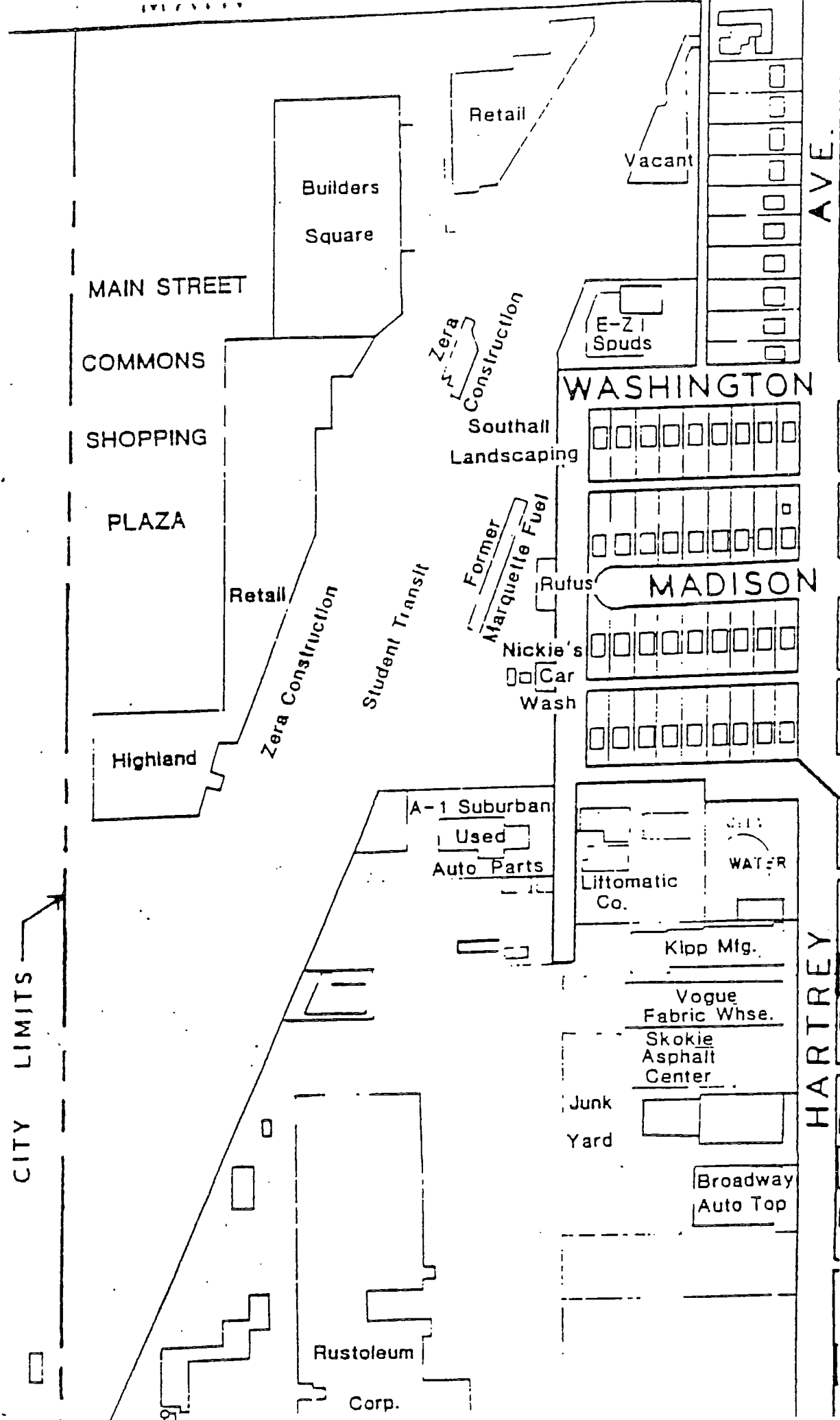
In the context of planning for the proposed Southwest Industrial Area Redevelopment Project Area (RPA), the City requested that Kane, McKenna and Associates, Inc. study the area to determine whether a portion of the area qualifies for consideration as a Tax Increment Financing District. Such area is generally bounded by Main Street, Hartrey Avenue, and Pitner Avenues, Oakton Street and the City limits.

Since virtually all remaining land within the proposed redevelopment project area (RPA) contains structures and/or site improvements and is designated for industrial/commercial use, the subject area was preliminarily assessed for qualification as improved land under the statute.

The parcels within the area that do currently qualify according to statutory requirements (Phase I) are those generally regarded as the Zera/MAP property and follows the parcel configuration of the northern portion of the abandoned Mayfair Transit rail line, which was demolished and cleared in 1985-86. These formerly exempt parcels, some of which are now vacant, have recently been purchased by a private owner. The area containing these parcels also borders Pitner Avenue to the east.

Phase II, or the remaining parcels contained in the balance of the study area that qualifies under the TIF statute, is generally bounded by Main Street on the north, Pitner Avenue to the east, Oakton Street on the south and the City limits and the Shopping Center on the west. (See map of the Initial Primary Study Area attached.)

Map of Initial Primary Study Area



CITY LIMITS

MAIN STREET

COMMONS

SHOPPING

PLAZA

Highland

Builders Square

Retail

Vacant

E-ZI Spuds

WASHINGTON

Southhall Landscaping

MADISON

Former Marquette Fuel

Rufus

Nickie's Car Wash

Student Transit

Retail

Zera Construction

A-1 Suburban Used Auto Parts

Littomatic Co.

WATER

Klipp Mfg.

Vogue Fabric Whse.

Skokie Asphalt Center

Junk Yard

Broadway Auto Top

Rustoleum Corp.

HARTREY

The Study Area has been evaluated and documented in two (2) phases. This was done at the request of the City, to allow for certain private and public development to be initiated in a time frame that is acceptable to the City and private developers proposing plans for the area. It is contemplated by the City that, for a variety of technical reasons, the balance of the study area (Phase II) may be added to Phase I at a later date. Thus, eventually, this could result in a combined overall TIF District including both Phase I & Phase II.

II. QUALIFICATION CRITERIA USED

With the assistance of City staff, and an independent certified planning consultant, Chicago Associates, Planners, and Architects, Inc., Kane, McKenna and Associates, Inc. examined the proposed redevelopment project area from September, 1988 to February, 1990 to determine the presence or absence of appropriate qualifying factors listed in the Illinois "Real Property Tax Increment Allocation Act" (hereinafter referred to as "the Act") which was adopted in 1977, and amended in 1986 and 1988. 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 1 1/2 acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as a blighted area or a conservation area, or a combination of both blighted areas and conservation areas."

The Act defines a "blighted" area as follows:

"any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 5 or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; abandonment; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning, is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts is impaired by 1) a combination of 2 or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land:

tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or 2) the area immediately prior to becoming vacant qualified as a blighted improved area, or 3) the area consists of an unused quarry or unused quarries, or 4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or 5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or 6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites."

According to Section 11-74.4-3 of the Act, a "conservation area" for improved land means:

"any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area."

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

1. Age. Simply the time which has passed since building construction was completed.
2. Illegal Use of Individual Structures. The presence on the property of unlawful uses or activities.
3. Structures Below Minimum Code Standards. Structures below local code standards for building, fire, housing, zoning, subdivision or lack of conformance with other applicable governmental codes.

4. Excessive Vacancies. When the occupancy or use level of the building is low for frequent or lengthy periods so as to represent an adverse area influence.
5. Lack of Ventilation, Light or Sanitary Facilities. Conditions which could negatively influence the health and welfare of building users.
6. Inadequate Utilities. Deficiencies in sewer, water supply, storm drainage, electricity, streets or other necessary site services.
7. Dilapidation. The condition where the safe use of the building is seriously impaired, as evidenced by substandard structural conditions; this is an advanced stage of deterioration.
8. Obsolescence. When the structure has become or will soon become ill-suited for the originally designed use.
9. Deterioration. A condition where the quality of the building has declined in terms of structural integrity and/or building systems due to lack of investment, misuse or age.
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. Abandonment. The building is unoccupied and unused, and no apparent effort is being directed toward occupancy and use.
13. Deleterious Land Use or Layout. Inappropriate property use or platting, or other negative influences not otherwise covered, which discourages investment in a property.
14. 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.
15. Lack of Community Planning. Deficiency in local direction of growth, development or redevelopment in order to maintain or enhance the viability of the area or community.

III. THE STUDY AREA

The Phase I area is comprised of approximately 12 acres and consists of eleven (11) parcels. The Phase II area consists of approximately 20 acres and is composed of 35 additional parcels. Access to the overall area is generally provided by Oakton Street on the south, Main Street on the north, and Pitner Avenue on the east. As previously noted, the area also generally follows the remains of the abandoned Mayfair Transit Line. No other railroad lines intersect or are located in close proximity to the area.

The proposed RPA (Phase I) and the balance of the area, Phase II, is characterized by varied industrial and commercial uses, which include outdoor storage yards, scrap yards, light industrial and commercial facilities, older, blighted structures dispersed throughout the area, dumping on sites designated for storage and/or vacant sites, graffiti on some buildings, abandoned fuel towers, overcrowded areas where parking and business uses compete for space, and remains of an abandoned railroad lines and yards.

For purposes of this report, the proposed RPA has been defined as the Phase I study area and was reviewed first; the Phase II study area was reviewed next as a potential RPA to be included as a TIF district at a later date.

It should be noted that in order to qualify both phases as eligible under TIF law, the planning of the redevelopment area must contemplate designation of Phase I first, since this area may qualify on its own as a "conservation" area. Qualification of Phase II must always contemplate Phase I as part of Phase II in order for the area as a whole to be rendered an eligible district. Additionally, planning considerations as well as area-wide qualification factors must carefully consider inclusion of Phase I property in any redevelopment activities contemplated for Phase II property.

IV. METHODOLOGY OF EVALUATION

In evaluating the study area's potential qualification as a TIF District, the following methodology was utilized:

- 1) Site surveys of both study areas (Phase I & Phase II) were undertaken by representatives from the City of Evanston and Kane, McKenna and Associates, Inc. and Chicago Associates Planners and Architects (CAPA). Site surveys were completed for each structure within the proposed areas.
- 2) A certified planner completed an evaluation of all structures, carefully noting depreciation, deterioration, or dilapidation as well as apparent vacancies or possible code violations. The inspections included conditions of roof, windows, facade, interior walls and finishes, electrical systems, and exterior conditions. A serial photograph analysis of the area was conducted and was used to aid this evaluation.
- 3) Both areas were studied in relation to review of available planning reports, City ordinances, serialized aerial photos (from 1949, 1955, 1960 and 1985), local history (discussions with City officials), and an evaluation of area-wide factors that have affected the Southwest Industrial Area's decline (e.g., lack of community planning, coordinated development, available parking, etc.). Both Kane, McKenna and its subcontractor, Chicago Associates, Planners, and Architects, reviewed the area in its entirety. City redevelopment goals and objectives for both areas were also reviewed.
- 4) Interviews were conducted with a variety of local industrial/commercial developers and brokers with respect to the marketability of the overall area and the feasibility of a phased RPA as a planned industrial/commercial redevelopment project. Discussions included perception of the area, an analysis of the potential land absorption within the area, and certain impediments to the area which could be overcome by certain improvements or incentives.
- 5) Individual structures were initially surveyed only in the content of checking, to the best and most reasonable extent available, criteria factors of specific structures on particular parcels.
- 6) Evaluation was made by reviewing the information and determining how each measured to when evaluated against the relevant factors.

Improved land within both phases of the study area were examined to determine the applicability of the age factor and the fourteen (14) different other factors for qualification for TIF designation under this statute.

V. QUALIFICATION OF EACH STUDY AREA/FINDINGS OF ELIGIBILITY

As a result of evaluation of each parcel, and analysis of each of the eligibility factors summarized in the previous section, the following factors are presented to support qualification of both study areas and particularly, the proposed RPA as a "conservation area", as defined in the Act.

Initial Qualification:

A. Age of Structures

Approximately seventy-eight percent (78%) of the structures within Phase I are more than thirty-five (35) years of age, meaning these structures (or a substantial portion of the structures) were constructed prior to 1954. If the RPA were to be amended to include Phase II, approximately 63% of the structures in the overall area would satisfy the "age" criteria (e.g., twelve [12] out of nineteen [19] structures [63%] are considered to be built at least 35 years ago or over based upon data including aerial photographs provided to and analyzed by CAPA).

On File: Photographs of structures; 1949, 1954, and 1985 Aerials; CAPA structure analysis, summary of City Building records/Fire Department surveys, affidavits attesting to age of structure(s).

Primary Qualification Factors:

The existence of an average of three (3) of any of the following factors within each primary tract in the proposed RPA is required.

B. Lack of Community Planning

It is apparent that both Phase I and Phase II areas and certain areas adjacent to the boundaries of each were not subdivided or developed pursuant to a plan. There is strong evidence of haphazard land uses. Many of the structures in both phases were constructed along the old Mayfair Railroad line and lack many of the characteristics conducive to traditional light industrial parks such as roadways, curbs, sidewalks, adequate parking space, etc. This lack of early community planning has contributed to many of the qualifying conditions outlined below.

There is insufficient buffering between residential and industrial land uses, generating conflicts which are visual and create noxious noise interactions. The growth of residential uses during the 1950's and 1960's on vacant land occurred without consideration for the adjacent industrial uses. This interaction is reflected by inadequate traffic planning between these uses.

In comparison and as a result of insufficient planning (no specific or significant plans for the two (2) phased areas are mentioned in either the City's Comprehensive Plan or Long Range Capital Improvement Plan), neither of the two (2) phased areas have experienced redevelopment when compared to surrounding areas. This fact is anticipated to continue and result in only small improvements on an intermittent basis or decline. Without participation and assistance by the public sector, private investment will continue to be minimal and the public health, safety and welfare will likely not be improved.

In conclusion, the proposed RPA and the Phase II area have experienced lack of access, infrastructure, parking, etc. as well as having a variety of mixed uses within their boundaries - these factors sustain the "spirit" behind TIF and the need for the City to improve the overall planning for the proposed RPA.

On File: City Comprehensive Plan (1986); 1987-1991 Long Range Capital Improvement Plan; Letter from City official/Plan Commission attesting to lack of community/economic development efforts in the past.

C. Depreciation of Physical Maintenance

There are structures within the RPA and the Phase II area which exhibit, to a significant extent, when taken collectively, a need for rehabilitation or removal.

Eight (8) out of the nine (9) structures within Phase I (or 89%) and 100% of the parcels in the RPA have experienced deferred physical maintenance, specifically as it relates to the exterior facades, tuckpointing, and painting of said structures and repairs. Additionally, there are at least four (4) sheds located in the RPA which are in deteriorating condition. There is evidence of graffiti throughout, on both old and new structures. There is much evidence of overgrown landscaping, littering, and unimproved parking lots. Also, the continued dumping within and along the perimeters of the RPA is evidence of depreciation. These conditions have resulted in the overall unsightly condition of the RPA.

For Phase II, approximately sixteen (16) out of the nineteen (19) or 84% of the structures and 76% of the parcels suffered from the same sort of depreciation described above.

On File: Photographs of structures and parcels; CAPA analysis; History of City Code violations within the RPA.

D. Deleterious Land Use/Layout

By virtue of either their size or configuration, there are sites within the RPA and the Phase II study area which cannot be more economically used unless assembly and clearance takes place. Irregular lots and building shapes are characteristic of the RPA as a whole (this represents approximately 88% of the parcels if Phase I were to be amended to include Phase II).

As previously noted, the majority of lots in the RPA have been platted to accommodate the original function of access to the railroad line; now that the railroad line has been abandoned, the parcels do not appear to be functional or used to their highest and best advantage. These conditions are characteristic of factors that either discourage reinvestment or cause disinvestment.

Irregular platting and block configuration also appear to be substandard with respect to current City codes governing the development of land. Most of the parcels in the RPA and the Phase II study area are not of minimum size and shape sufficient to support the kind of redevelopment contemplated for the area; this fact has been supported by local developers of industrial properties.

Site development resulting in a discontinuous and irregular pattern of "makeshift" streets at both access points into the proposed RPA and Phase II study area streets has had a deleterious effect on the area's overall development. Some sites are located too close to these temporary roads and arterial street intersections are not continuous. This pattern of street platting has resulted in blocks that are not rectilinear or are irregular in shape, are too small for efficient redevelopment and result in circuitous and awkward traffic and circulation patterns.

The land was never platted for industrial access roads; the area has primarily been platted by chance or in reaction to the grid pattern of residential streets to the east or the diagonal railroad line through the center of the area.

The presence of a junkyard, auto pound, vacant paint manufacturing facility, cement mixing factory, automobile rebuilding and repair shops in the RPA and Phase II are more appropriate in larger industrial or manufacturing zoned areas where they could be buffered from residential areas by decreasingly intensive uses. The RPA, by the nature of its long, thin configuration, is not suitable to this type of buffering. This is compounded by inadequately screened on-site storage and combines with the previous factor to create general unsightliness. Each of these operations are the destination and origin of major truck and vehicle movements thus contributing to congestion and providing for little screening at its gates. The image that results is inconsistent with modern requirements for a light industrial area or park.

On File: Summary of local developer/broker impressions of area with respect to layout and appearance; Photographs of structures and parcels; Sidwell maps showing parcel configurations; Plan for new roadway in RPA; Letter from City Traffic Engineer stating traffic is impeded in the RPA.

E. Inadequate Utilities

The RPA and Phase II study area have a low level of infrastructure development to support redevelopment (this represents approximately 100% of the parcels in Phase I and 88% of the parcels in Phase II). This deficiency is characterized by inadequate public right-of-ways, narrow street widths and the absence of curbs, gutters and sidewalks. Also apparent in the RPA and Phase II study area is a lack of paved streets, need for resurfacing in some areas, limited street lighting and a need to upgrade existing water lines to support any future redevelopment.

Within the RPA and the Phase II study area, only the area where the railroad has been removed appears to be of sufficient right-of-way width to meet current municipal standards for Evanston. No street within the area is developed to standard. This has resulted in both poor drainage and unregulated parking on the public right-of-way. Were new streets to be constructed, new or upgraded storm sewers would be required to accommodate the area. Additionally, there are locations where curbs and gutters are not provided.

In the RPA, there is at least one platted, yet unimproved easement, that could provide additional access to this area were it to be improved with alternate uses. Lack of adequate streets results in heavy use of some roadways within the RPA which is an incompatible use for the residential area adjacent to the proposed TIF District.

On File: Long Range Capital Improvement Plan; Sidwall map showing streets (platted and unplatted); Photographs of RPA and Phase II study area; Letter from City Public Works Director stating both areas are in need of or will require certain utility improvements.

F. Deterioration

In the proposed RPA, there are approximately four (4) structures out of the nine (9) (or 44%) and approximately 55% of the parcels with site improvements that are deteriorating whereby major rehabilitation of various structural elements such as exterior walls, roofs and foundation is warranted. Some are in need of repair due to decay, deterioration and neglect or misuse to such an extent as to warrant removal to protect the public health, safety, welfare or property values.

In Phase II, approximately eight (8) out of the nineteen (19) structures and approximately 42% of the parcels suffer from deterioration.

On File: Photographs of structures; CAPA analysis; Historical records of code violations.

Secondary Qualification Factors:

G. Obsolescence

Some buildings within the RPA and the Phase II Study Area are clearly obsolete. There are certain buildings in the RPA that are considered functionally obsolete in the opinion of CAPA and of brokers interviewed. These structures appeared to have been built for specific uses or purposes and their design, location, height and/or space arrangement were intended for specific occupancy at a given time. Improper orientation of the buildings on site is typically difficult and expensive to correct. Some structures exhibit characteristics which limit the use and marketability of such buildings. Many suffer from poor design and poor configuration of the parcel. In the entire Study area, approximately eight (8) structures or 42% and approximately 33% of the overall parcels with site improvements were determined as being

functionally or economically obsolete. The soon to be vacant Rustoleum Building, in particular, was found to have inadequate ceiling heights, loading docks and is of insufficient size to be current to market standards, rendering it economically obsolete. Additionally, the Laidlaw Building in the proposed RPA had sat vacant for approximately three (3) years due to the obsolete layout and character of the building.

On File: Photographs of RPA; Summary of Developer and broker perceptions of RPA and certain structures within RPA; CAPA analysis; Plans for new roadway.

H. Excessive Land Coverage

In certain areas within the RPA and Phase II Study Area, there is evidence of excessive land coverage. This condition is manifested in shared parking facilities that do not appear to meet minimum City standard for uses having similar hours of operation. This situation exists on some of the parcels within the RPA, particularly along Pitner Avenue, and within boundaries along the old Mayfair Line. The combination of structures and the requirements of storage of vehicles leaves little area for parking on site. As this condition continues, the public right-of-way is commandeered for private parking purposes by those uses that either do not provide any or provide only minimal on-site parking. Some of the public rights-of-way are used by adjacent uses for private parking and conduct of private business.

Excessive site coverage is a factor of age and the inability to assemble adequate land for redevelopment purposes. Uses that exhibit excessive overcrowding are those that have over time increased site utilization use on an incremental basis, thereby, forcing parking off-site and truck loading onto the public streets. Such sites are also characterized by their lack of landscape which is uncharacteristic of current planning standards for these type of uses.

The failure to provide for adequate truck loading and unloading facilities results from the intensive use of land in these areas. Pitner Avenue is often blocked by trucks either making deliveries or delivering scrap to a nearby junkyard. Much of the vacant and improved property in this area is used for outside storage space of various items.

On File: Photographs of area; Letters from City officials certifying use of public rights-of-way for private uses and describing parking problems in some locations.

Additional Qualification Factors: (Some evidence may exist, but has not been thoroughly examined.)

Because the majority of structures in the RPA and Phase II Study Area are essentially private, interior examinations which might have evidenced certain building code violations or illegal/hazardous uses were not able to be conducted. Since the proposed RPA and Phase II Study Area met minimum tests for qualification subject to considerations mentioned elsewhere in this report, interior inspections were not deemed necessary. However, if certain evidence related to environmental (hazardous uses) or code violations were made available, the file would likely include additional qualification factors in support of the eligibility of the entire Study Area.

The Shopping Plaza, currently located adjacent to the proposed RPA and Phase II Study Area, has experienced a growing vacancy rate in the last three (3) years, primarily due to the lack of access to and/or visibility of the site. There is too much depth and not enough frontage to attract shoppers from Main, McCormick and/or Oakton Streets. Currently, the Plaza is approximately 40-50% vacant, according to City officials and the owner of the Plaza. Some of the vacancies relate to the lack of major or anchor type tenants, further decreasing the drawing power of the Center.

Rustoleum, Inc., a 300,000 s.f. building located in the Phase II Study Area, is now on the market and has begun moving its operations out of State. It is estimated that by Summer, 1990, the entire building will be vacant; the departure of some employees and cease of operations began in late 1987. Some developers consider the building obsolete for its location and believe the site will not be purchased for its intended or existing use, but utilized for some other purpose. The building was constructed to accommodate Rustoleum's paint manufacturing needs and is no longer conducive to the needs of paint manufacturing. Portions of the Rustoleum facility are considered to be built prior to 1953.

On File: Photographs of proposed RPA and Phase II Study Area;
Brokerage and owner information regarding Rustoleum and
Laidlaw Buildings; Aerial Photographs.

A "QUALIFICATION MATRIX", WHICH UTILIZES GUIDELINES SET FORTH BY THE ILLINOIS DEPARTMENT OF REVENUE, IS INCLUDED IN EXHIBIT D.

VI. OVERALL ASSESSMENT OF QUALIFICATION

The proposed redevelopment project area (RPA) - Phase I - and the Phase II Study Area are both considered to be "conservation areas" with respect to their improved status. The RPA can stand alone as a "conservation" area; the Phase II study area requires Phase I to be included in order to be considered a conservation area. Conditions exist throughout the area which, when considered as a whole, will qualify Phase I and Phase II under Section 11-74.4-3 of the Tax Increment Allocation Redevelopment Act of the State of Illinois presuming Phase I is included within Phase II.

As set forth in the narrative and maps provided herein, the City of Evanston meets the "conservation" requirements of the Act using the boundaries shown in Exhibits A and B. Certain portions of both phases also could qualify as "blighted". The following blighting characteristics are distributed throughout both phases of the Study Area: lack of community planning, depreciation of physical maintenance, deterioration, deleterious land use/layout, inadequate utilities, and obsolescence.

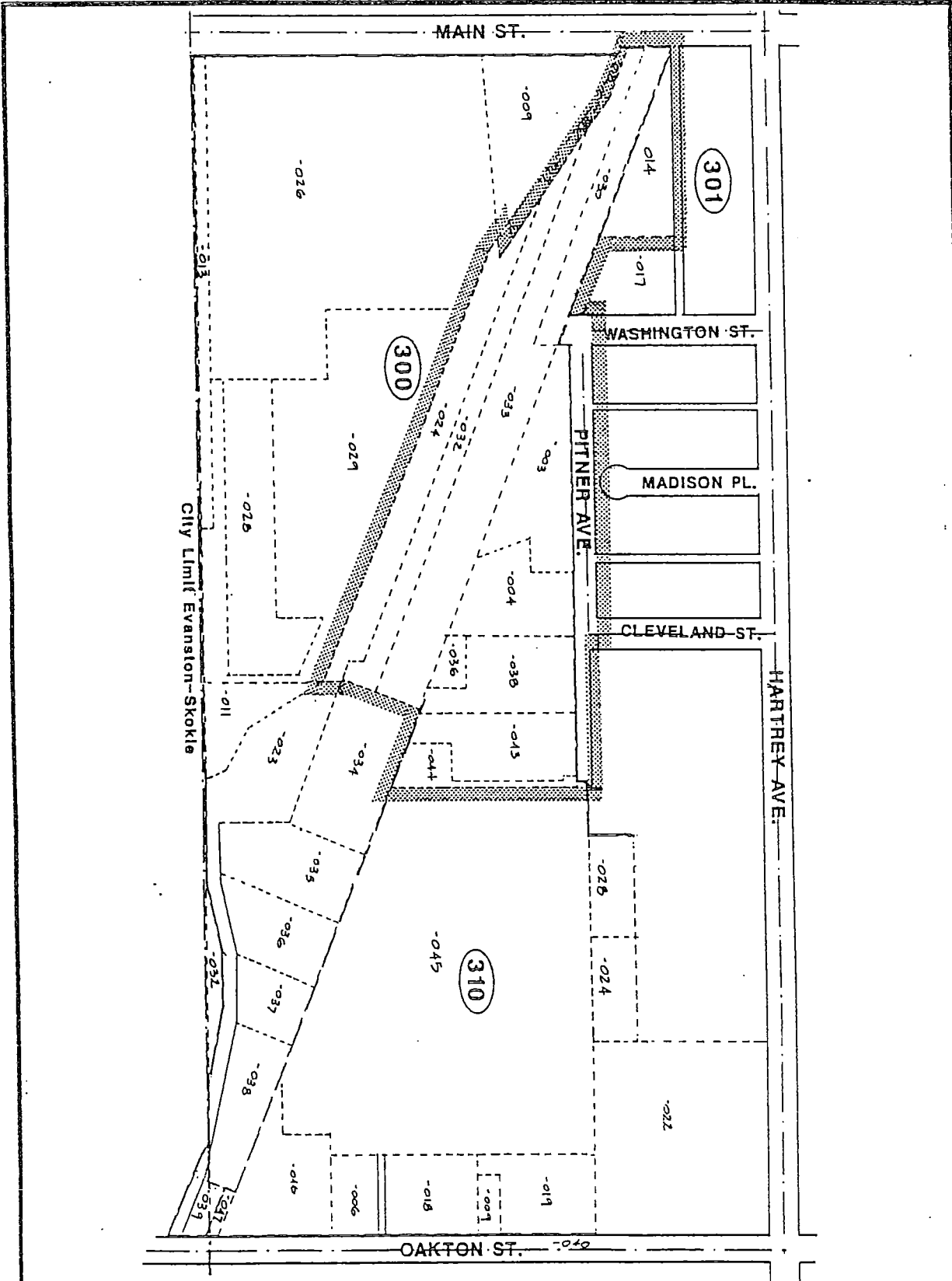
Both the RPA and Phase II as they exist today are relatively uncoordinated and can be regarded as failed developments leading to the existence of other negative characteristics which currently detract from the marketability of the property. Thus, as a result of the existence of such blighted areas and areas requiring conservation, conditions of inadequate public and private investment, and unmarketability of the property have been evidenced over the last five (5) to ten (10) years.*

It is the consensus of certain local developers that there is less of a market for either the proposed RPA or the Phase II Study Area to be redeveloped as an industrial/commercial/retail area if public investment is not involved. The presence of the factors outlined herein may impair the value of private investments and threaten the sound growth and the tax base of taxing districts in the area. The City's contemplated TIF designation for the proposed RPA and the Phase II Study Area is consistent with the overall intent language of the TIF legislation.

In sum, it is Kane, McKenna and CAPA's opinion that the RPA as it existed between September, 1988 and February, 1990 qualifies as a "conservation" area with respect to the Illinois TIF Statute and qualification factors found to exist within the Study Area include lack of community planning, depreciation of physical maintenance, deterioration, deleterious land use/layout, inadequate utilities and obsolescence.

*Section 11-74.4-2 Illinois Municipal Code - Tax Increment Allocation Redevelopment Act.

EXHIBIT A
Proposed RPA Boundaries
Phase I



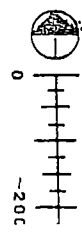
ZERA/MAI
 TIF/RPA
 Southeast Evanston

TITLE

PHASE I
 BOUNDARY MAP

REV. 4/17/80
 REV. 4/9/90
 DATE 1/28/90

NORTH SCALE 1"=200'



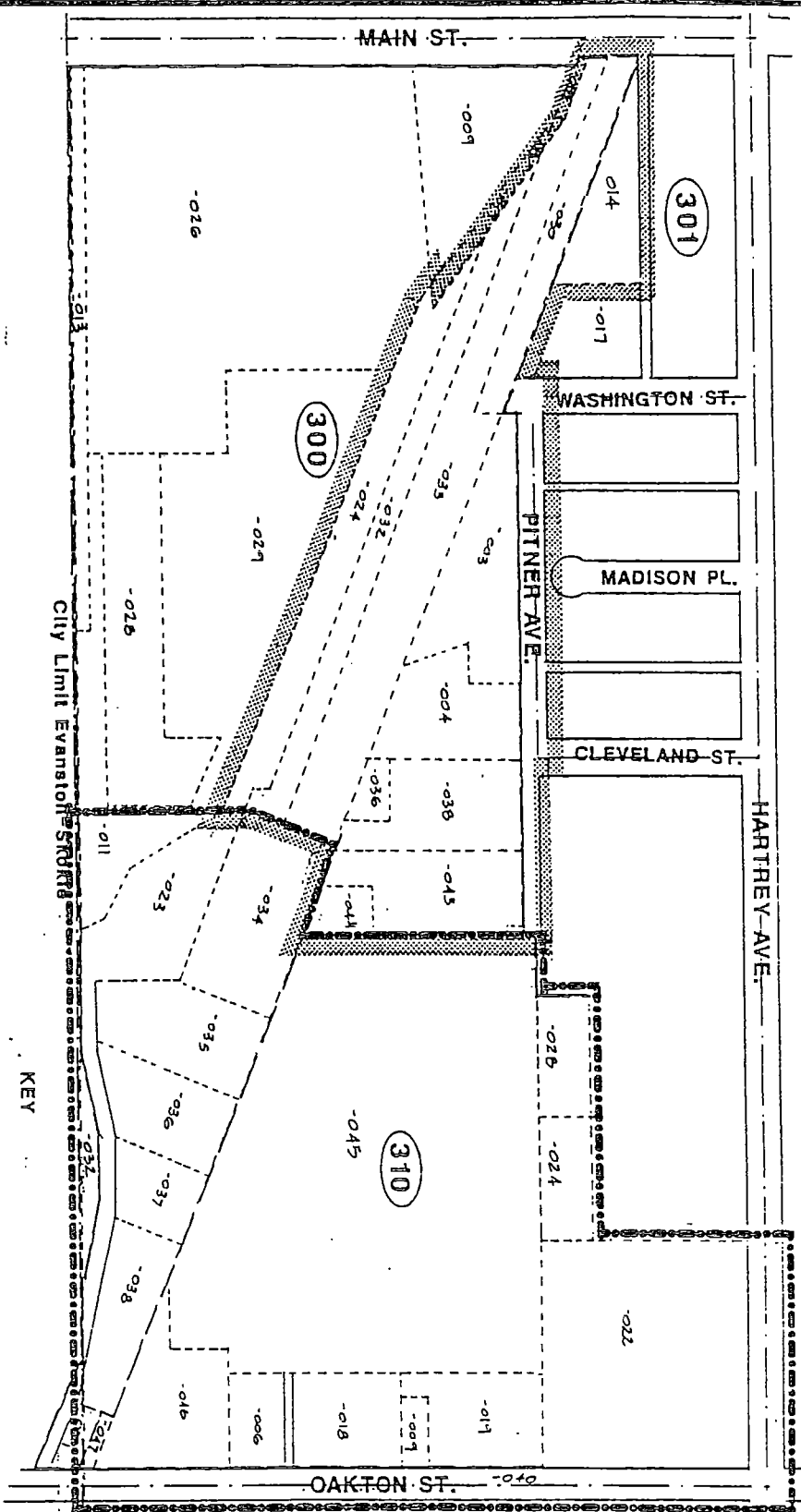
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 Fax: 312. 275 1858

KANE, HICKENHA
 AND ASSOCIATES,
 INC.
 1807 WEST SUNNYSIDE
 CHICAGO, ILLINOIS 60640

EXHIBIT B
Proposed RPA Boundaries
Phase II

ZERA/MA
TIF/RPA
Southeast Evans



KEY
 [Hatched Box] PHASE I
 [Dotted Box] PHASE II

TITLE

PHASE I &
PHASE II
BOUNDARY MA

Rev. 4/17/90
REV. 4/9/90
DATE 1/28/90

NORTH SCALE 1"=20'



CA/MA

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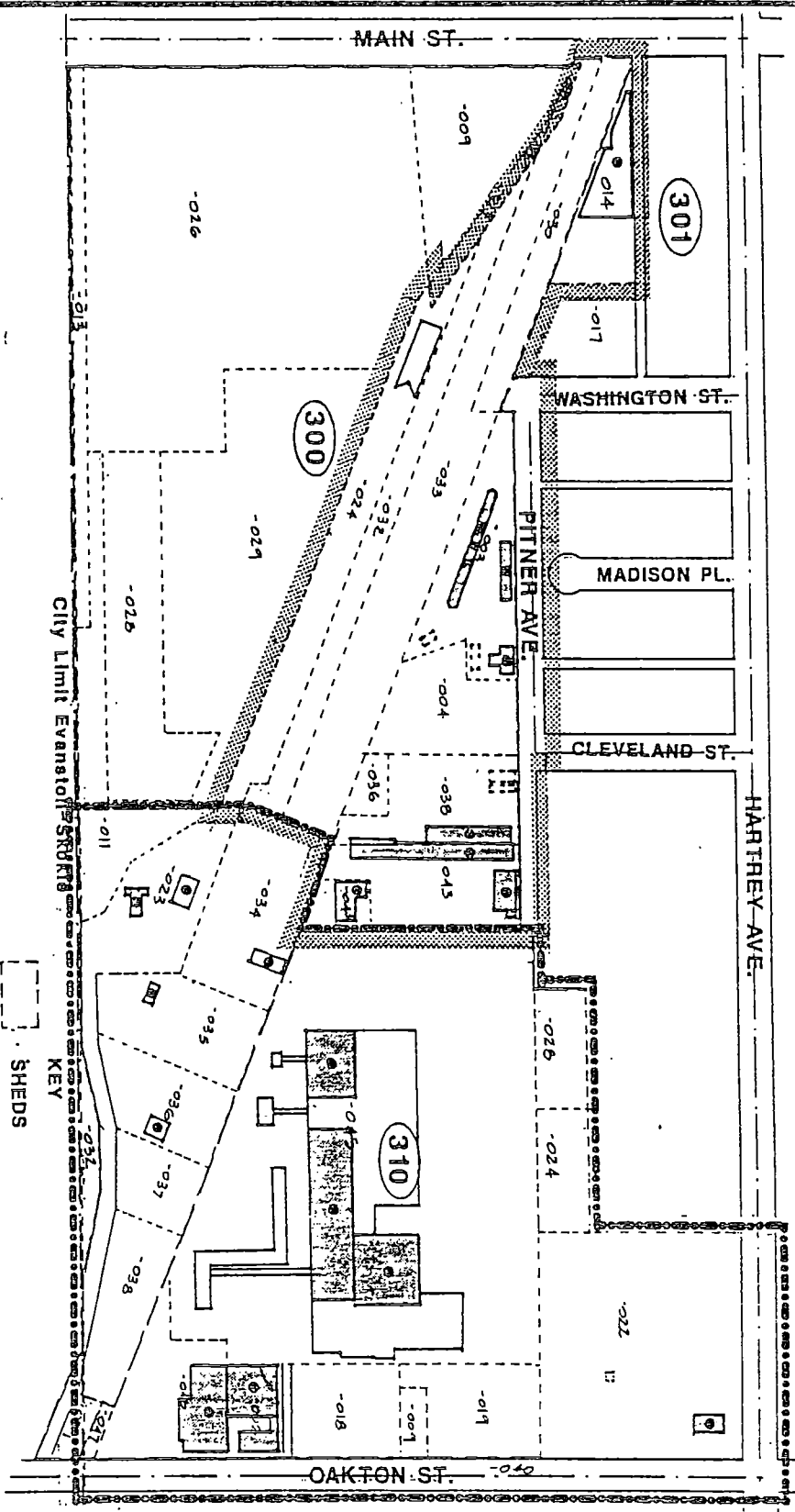
KARL JACKSON
LAND ASSOCIATES
INC.
1807 WEST SUNNYSIDE
CHICAGO, ILLINOIS 60640
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FAX: 312. 275. 1858

EXHIBIT C

Age of Structure Map

Phase I and Phase II

ZERRA/MA
TIF/RPA
Southeast Evans

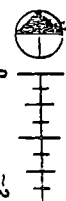


- KEY
- SHEDS
 - BUILDINGS
 - BUILDINGS +35 YEARS OLD
 - EVIDENCE OF DEPRECIATION

TITLE
BUILDING AGE
AND CONDITION
MAP

REV. 4/17/00
REV. 4/8/00
DATE 1/28/00

NORTH SCALE 1"=20'



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EXHIBIT D

Matrix of Blight and Conservation Factors

PHASE I

MATRIX OF BLIGHT AND CONSERVATION FACTORS - IMPROVED AREA

301 300

														SUMMARY TOTALS		
A	BLOCK/PRIMARY TRACT NUMBER Parcel #	014	003	004				024	030	032	033	036	038	043	044	ALL
B	NUMBER OF BUILDINGS	1	3	0				1	0	0	0	0	1	2	1	9
C	NUMBER OF PARCELS	1	1	1				1	1	1	1	1	1	1	1	11
1	NUMBER OF BUILDINGS 35 YEARS OR OLDER	0	3	0				0	0	0	0	0	1	2	1	7 78%
A	NUMBER OF BUILDINGS SHOWING DECLINE OF PHYSICAL MAINTENANCE	1	3	0				0	0	0	0	0	1	2	1	8 89%
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS INHIBITING DECLINE OF PHYSICAL MAINTENANCE	1	1	1				1	1	1	1	1	1	1	1	11 100%
A	NUMBER OF DETERIORATED BUILDINGS	0	3	0				0	0	0	0	0	0	1	0	4 44%
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS THAT ARE DETERIORATED	0	1	1				0	0	0	0	1	1	1	1	6 55%
A	NUMBER OF DILAPIDATED BUILDINGS	0	3	0				0	0	0	0	0	0	0	0	3 33%
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS THAT ARE DILAPIDATED	0	0	0				0	0	0	0	0	0	0	0	0 0%
A	NUMBER OF OBSOLETE BUILDINGS	1	3	0				0	0	0	0	0	1	2	1	8 89%
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS THAT ARE OBSOLETE	1	1	1				1	1	1	1	1	1	1	1	11 100%
6	NUMBER OF BUILDINGS BELOW MINIMUM CODE	0	3	0				0	0	0	0	0	1	2	1	7 78%

PHASE 1

MATRIX OF BLIGHT AND CONSERVATION FACTORS - IMPROVED AREA

301 300

															SUMMARY COLUMN		
A	BLOCK/PRIMARY TRACT NUMBER Parcel #	014	003	004				024	030	032	033	036	038	043	044		ALL
B	NUMBER OF BUILDINGS	1	3	0				1	0	0	0	0	1	2	1		9
C	NUMBER OF PARCELS	1	1	1				1	1	1	1	1	1	1	1		11

16	TOTAL NUMBER OF BLIGHTED FACTORS REPRESENTED IN BLOCK/TRACT parcel	7	11	6				5	5	5	5	6	9	9	9		7
17	50% OF DEVELOPMENT (BUILDINGS, SITE IMPROVEMENTS, BLOCK/ TRACT) EXHIBIT 5 OR MORE BLIGHTING FACTORS	yes	yes	yes		A	R	E	A	W	I	D	E				
									yes	yes	yes	yes	yes	yes	yes	yes	
18	50% OF DEVELOPMENT (BUILDINGS, SITE IMPROVEMENTS, BLOCK/ TRACT) EXHIBIT 3 OR MORE BLIGHTING FACTORS WITH 50% OF ALL BUILDINGS 35 YEARS OR OLDER	yes												yes	yes	yes	
19	DOES THE BLOCK/PRIMARY TRACT MEET EITHER ONE OF THE STANDARDS FOR LINE 17 & 18	yes	yes	yes		A	R	E	A	W	I	D	E				
									yes	yes	yes	yes	yes	yes	yes	yes	

The area as a whole meets the age threshold (50% or more buildings are 35 years old or older) and all parcels have 5 or more blighting factors present to a 'meaningful extent' (e.g., 50% or more of the parcel exhibits the factor).

EXHIBIT E

CAPA Building Conditions Survey Manual



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March 8, 1989

Memo

To: Leslie Griffith
Kane, McKenna & Associates

From: Tom Forman
CAPA

Re: Southwest Evanston RPA/TIF
Age factor qualification methodology and definitions

I. TESTS USED IN AGE DETERMINATION

A. Visual Survey

This determination is done using a visual survey of the buildings, photos and aerials. The following factors of construction methods and materials and style of the buildings govern our determination:

1. The construction of buildings built before 1950 employed distinct materials and methods. These are typically evidenced by:
 - a. Roof copings of vitrified clay tile.
 - b. Flat roofs being constructed with strong slopes using a mop-on of roll roofing.
 - c. Facades using asbestos and asphalt shingles over original sidings for side and rear walls. This is usually different from the road side facades, which use a more finish material.



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- d. Use of wood framing and details of entries and roofs relate to style and techniques of construction.
 - e. Construction materials and methods used in store fronts, such as porcelain enamel panels, a clear aluminum or painted steel glazing systems and the use of face or snap-on fasteners.
 - f. Types of windows, usually painted wood and larger in scale in older buildings. Also the use of "factory sash" metal windows with small glass panes.
 - g. Construction character and graphic design of signs, as evidenced by painted or porcelain enamel sheet metal boxes with applied painted letters, overlaid with exposed neon tubes.
 - h. Brick types in buildings built before 1950 had red, deep brown or other brick, laid in distinctive patterns and bonding courses. Buildings built after 1950 tend to use blond or yellow brick without any special detail coursing.
2. Design styles can also be used to establish the age of structures.

These are typically evidenced by:

- a. Buildings prior to the 1920's.

These structures have pitched shingle roofs, frame construction, double hung windows and suspended gutters and downspouts. They are usually positioned at the rear of the site, with one

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story "shop" additions added to the fronts of such structures. These also could have flat facades to the streets concealing the pitch volume behind.

b. Buildings between 1920 - 1940.

These are characterized by two story construction with flat roofs. The structures usually have offices or residential space above first floor shops. Another commercial form common to this period is one story structures with bow roofs and high parapets. These buildings provide large open area interiors.

c. Buildings between 1940 and 1960.

These buildings are characterized by the use of limestone cladding or metal curtain walls. They usually have flat roofs. The facades are clean, sharp-edged images - "Modern".

Both the design and construction characteristics described above require further collaboration; hence we use the following additional tests.

B. Aerial Photo

Chicago Aerial Photo has on file photos taken every two to five years, depending on the area.

Cross comparison of these photos easily identifies the presence of structures at date certain points in history.

We usually do this test following the visual survey.



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March 8, 1989

C. Building Permits

Most communities building departments have on file the building permits for parcels of land and structures by year of construction.

D. Fire Department Inspection Records

Communities have fire department records that can be traced back on individual parcels and structures to a set point in time before the structure existed.

These two tests can be used to clarify any indecision from either the visual or aerial photo tests.

E. Title Records

The county recorder of deeds or title companies have detail records for the parcels of land and the construction activity on them. The files are references by P.I.N. numbers and address.

F. Survey Records

Most smaller communities have a local survey company who has worked for years in the community. Their records are a good "court of last resort" if they are available for review.

G. Oral History

We like to avail ourselves of the recollections of long term citizens of the area. Their stories can sometimes help in knowing where to look or in fact can verify the date of a structure by linking it to a known event in time.



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March 8, 1989

H. Historical Society

Communities may have individuals or organizations that have gathered historical documentation. Many times their photo collections of the community or neighborhood structures can be used to verify age.

I. Intended Use

What the building was built to be used for can be a general reference point for age. Particularly when it is combined with an understanding of the economic and functional aspects of the community at certain bench marks in history.

The Evanston study included only test A and B above for the RPA/TIF area.

Structural Conditions Summary and Age Summary

BUILDING CONDITION REVIEW
(provided by Chicago Associates
Planners and Architects)

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

Sequential in that depreciation leads to deterioration leads to dilapidation. Depending on the component of the structure involved the structure can show evidence of all three factors.

Example:

Depreciation: Wood trim at windows, doors and eaves shows evidence of peeling paint.

Deterioration: Gutters are hanging loose and connection between gutter and downspout are rusted away.

Dilapidation: Foundation wall and masonry wall above are cracked and pushed out of alignment causing the roof structure to sag and be displaced.

1. DEPRECIATION OF PHYSICAL MAINTENANCE

Focus on deferred maintenance and the lack of 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. Cracks 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
5. Potholes
6. Standing water
7. Fences in disrepair

8. Lack of mowing and pruning of vegetation

C. Streets, alleys and parking areas:

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

D. Is it unsightly?

E. Is it a health and safety problem?

2. DETERIORATION

Focus on physical deficiencies of 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.

B. 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

C. General economic considerations

1. Decline in quality of structure due to misuse, lack of maintenance, lack of investment, or age;
2. Low property values compared with other similar property in the municipality;
3. Current land value with building is close to or below land value without building.

3. DILAPIDATION

Focus on an "advanced" state of disrepair of buildings or improvements or the neglect of necessary repairs, showing evidence that the building or improvement are falling into a state of decay.

- A. Primary structural components (roof, bearing, walls, floor structure, and foundation).
- B. Building systems (heating, ventilation, lighting, 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.

APPENDIX D

Summary of 1988 Equalized Assessed Values by Parcel

Evanston RPA (April, 1990)

<u>PIN #</u>	1988 Equalized Assessed <u>Valuation</u>
10-24-301-014	198,228
10-24-300-030	18,233
10-24-300-033	138,261
10-24-300-032	61,944
10-24-300-024	167,273
10-24-300-003	140,470
10-24-300-004	46,884
10-24-310-036	8,030
10-24-310-038	79,601
10-24-310-043	117,488
10-24-310-044	<u>55,621</u>
Total	\$1,032,033

APPENDIX A

Legal Description of the Proposed RPA

LEGAL DESCRIPTION

THOSE PARTS OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 24, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, COMPRISING ALL OF PARTS OF THE FOLLOWING LOTS AND BLOCKS, LOTS 16 TO 24 BOTH INCLUSIVE IN BLOCK 2 IN TRAVERS' SUBDIVISION OF THE NORTH $\frac{1}{2}$ OF THE MIDDLE $\frac{1}{3}$ OF THE NORTH $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOT 1 ZERA SUBDIVISION NO. 2 OF PART OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOT 1 IN HESS' SUBDIVISION OF PART OF THE NORTH 300 FEET OF THE WEST $\frac{2}{3}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 ALSO LOTS 1 AND 2 IN HARTREY-KEENEY CORPORATION RESUBDIVISION OF PART OF THE NORTH 5 FEET OF LOT 'A' IN OAKTON CONSOLIDATION IN THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24 AND ALL OF LOT 2 IN THE HESS' SUBDIVISION, AFORESAID ALSO INCLUDING ALL THOSE CERTAIN STREETS AND ALLEYS ADJOINING AND CONTIGUOUS TO TO AFORESAID LOTS AND BLOCKS FALLING WITHIN THE FOLLOWING DESCRIBED TRACT OF LAND: BEGINNING AT THE POINT OF INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH LINE OF WASHINGTON STREET AND THE NORTHERLY EXTENSION OF THE EAST LINE OF WIDENED PITNER AVENUE; THENCE SOUTH ALONG THE SAID EAST LINE OF WIDENED PITNER AVENUE AND ITS EAST LINE EXTENDED NORTH TO THE INTERSECTION OF THE CENTER LINE OF CLEVELAND STREET AND THE SOUTHERLY EXTENSION OF THE EAST LINE OF WIDENED PITNER AVENUE; THENCE WEST ALONG THE SAID CENTER LINE OF CLEVELAND STREET TO ITS INTERSECTION OF THE EAST LINE AND EAST LINE EXTENDED NORTH TO A POINT ON A LINE MEASURED 100 FEET NORTH OF AND PARALLEL TO THE NORTH LINE OF LOT 'E' IN MACTAGGART AND NEWTON'S SUBDIVISION OF A PART OF THE EAST $\frac{1}{2}$ OF THE SOUTHWEST $\frac{1}{4}$ OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE WEST ALONG SAID PARALLEL LINE, TO THE EAST LINE OF LOT 'A' IN OAKTON CONSOLIDATION AFORESAID; THENCE NORTH ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID LOT 'A'; THENCE WEST ALONG THE NORTH LINE OF SAID LOT 'A' TO ITS INTERSECTION WITH THE EAST LINE OF LOT 2 IN HARTREY-KEENEY CORPORATION RESUBDIVISION, AFORESAID, AT A POINT 5 FEET NORTH OF THE SOUTHEAST CORNER THEREOF, THENCE SOUTH ALONG SAID EAST LINE TO THE

SOUTHEAST CORNER OF SAID LOT 2; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 2 TO THE MOST SOUTHERLY SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE MOST WESTERLY LINE OF SAID LOT 2 TO THE WESTERLY-MOST CORNER OF SAID LOT 2, SAID CORNER BEING COMMON WITH THE SOUTHEASTERLY LINE OF LOT 1 IN ZERA SUBDIVISION NO. 3, A SUBDIVISION OF PARTS OF THE SOUTHWEST $\frac{1}{4}$ OF SECTION 24 AND THE SOUTHEAST $\frac{1}{4}$ OF SECTION 23, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID SOUTHEASTERLY LINE ALSO BEING THE EASTERLY LINE OF THE FORMER CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY; THENCE NORTHEASTERLY ALONG SAID COMMON LINE TO THE NORTHEAST CORNER OF LOT 1 IN ZERA SUBDIVISION NO. 3 AFORESAID; THENCE NORTHWESTERLY AND SOUTHERLY LINES OF LOT 1 IN SAID ZERA SUBDIVISION NO. 3 AND LOT 1 IN ZERA SUBDIVISION NO. 2 RESPECTIVELY, TO THE SOUTHWEST CORNER OF LOT 1 IN ZERA SUBDIVISION NO. 2, AFORESAID; THENCE NORTHEASTERLY ALONG THE WESTERLY AND NORTHWESTERLY LINES OF SAID LOT 1 TO ITS MOST NORTHERLY NORTHWEST CORNER, BEING COMMON WITH THE SOUTHWEST CORNER OF LOT 1 IN GENERAL DYNAMICS-EVANSTON INDUSTRIAL PARK, A SUBDIVISION OF PART OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE DUE SOUTH ALONG AN EAST LINE OF LOT 1 IN ZERA SUBDIVISION NO. 2, AFORESAID, WHICH IS THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN SAID GENERAL DYNAMICS-EVANSTON INDUSTRIAL PARK SUBDIVISION, A DISTANCE OF 47.62 FEET TO A POINT ON THE NORTH LINE OF LOT 1 IN SAID ZERA SUBDIVISION NO. 2; THENCE NORTHEASTERLY ALONG THE MOST SOUTHERLY NORTHWEST LINE OF SAID LOT 1 AND ITS NORTHEASTERLY EXTENSION, TO THE POINT

OF INTERSECTION WITH A LINE BEING 25 FEET NORTHWESTERLY AND PARALLEL TO THE CENTERLINE OF THE FORMER MOST NORTHWESTERLY (NORTHBOUND) MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY; THENCE NORTHEASTERLY ALONG SAID PARALLEL LINE TO THE NORTH LINE OF THE SOUTHWEST $\frac{1}{4}$ OF SAID SECTION 24; THENCE EAST ALONG SAID NORTH LINE TO THE INTERSECTION OF THE NORTHERLY EXTENSION OF THE 21 FOOT ALLEY IN BLOCK 2 IN TRAVERS' SUBDIVISION, AFORESAID; THENCE SOUTH ALONG SAID EAST LINE AND EAST LINE EXTENDED NORTH, TO THE INTERSECTION OF THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 16 IN SAID BLOCK 2; THENCE WEST ALONG SAID SOUTH LINE AND SOUTH LINE EXTENDED EAST, TO THE EASTERLY LINE OF THE FORMER CHICAGO AND NORTHWESTERN RAILROAD RIGHT OF WAY, AFORESAID; THENCE SOUTHWESTERLY ALONG SAID FORMER RIGHT OF WAY TO ITS INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH LINE OF WASHINGTON STREET; THENCE EAST ALONG SAID NORTH LINE EXTENDED WEST TO THE POINT OF BEGINNING (EXCEPTING THEREFROM, THAT PART IF ANY, LYING SOUTHEASTERLY OF A LINE PARALLEL WITH AND DISTANT 15 FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY YARD TRACK ICC NO. B-23, AS NOW LOCATED, BEING THE FIRST TRACK EASTERLY OF THE ABOVE DESCRIBED REAL ESTATE), ALL IN COOK COUNTY, ILLINOIS.

APPENDIX B

Redevelopment Project Area (RPA) Policies

(as excerpted from the Evanston
Comprehensive General Plan)

APPENDIX B

Redevelopment Project Area (RPA) Policies (As excerpted from the Evanston Comprehensive General Plan)

- 1) Continue to use and develop incentive programs to stimulate private development.
- 2) Encourage public/private cooperation to promote economic development in Evanston.
- 3) Encourage organizations and businessmen, merchants and neighborhood groups to address mutually beneficial economic revitalization options.
- 4) Leverage local dollars for maximum benefit with public and private programs.
- 5) Establish the legislative and administrative commitments necessary to respond in a timely manner to high priority economic development needs.
- 6) Initiate economic development programs throughout the City in conformity with the Comprehensive General Plan.
- 7) Reinforce the "Headquarters City" concept by attracting firms representing national headquarters.
- 8) Establish a cultural environment which will attract new businesses.
- 9) Attract new employers whose needs match our varied existing labor pool as well as bring additional high skilled jobs to the community.
- 10) Encourage local educational institutions to provide training more directly linked to the current and projected needs of area employers.
- 11) Encourage and foster expansion of existing employers.
- 12) Provide the public and physical improvements needed to stimulate private development.
- 13) Redevelop selected commercial and industrial areas so as to maintain their vitality and provide new opportunities for growth and reinvestment.
- 14) Encourage sound maintenance of industrial, business, and commercial structures through enforcement of appropriate property maintenance standards.

- 15) Expand the manufacturing base through more intensive use of underdeveloped industrial land.
- 16) Target neighborhood commercial areas for comprehensive streetscape improvements.
- 17) Encourage retention of neighborhood convenience shopping and services.
- 18) Encourage greater attention to design considerations and the creation of public amenities as part of the development and rehabilitation of business and commercial areas.
- 19) Improve parking and vehicular circulation to business centers and pedestrian circulation within them by a combination of techniques designed to maximize the accessibility of those areas to their potential customers.
- 20) Maintain a program of replanting parkway trees in accordance with the Master Street Tree Plan.
- 21) Create public awareness of the importance of design as it relates to a positive image of the City.
- 22) Emphasize the use of landscaping materials as a means of unifying and softening the streetscape environment.
- 23) Prepare comprehensive streetscape designs for coordinated improvements in business areas.
- 24) Select lighting fixtures for their aesthetics, illumination and efficiency.
- 25) Introduce consideration of design concerns in the early stages of development projects.
- 26) Develop an informal design review process to encourage more thoughtful design in both public and private facilities.
- 27) Consider the context of neighboring structures as a design issue when introducing new development.
- 28) Involve Evanston's design professionals as a resource for assisting with design issues.
- 29) Include maintenance considerations as part of any program for improving the visual environment.
- 30) Continue to maintain and enhance those elements which give Evanston a distinctive identity.

APPENDIX C

Qualification Report - Summary of
Conservation/Blighting Factors for the RPA

CITY OF EVANSTON
TIF QUALIFICATION REPORT
SOUTHWEST INDUSTRIAL AREA

A study to determine whether a portion of the Evanston Southwest Industrial Area qualifies as a conservation or blighted area as set forth in the definition in the Real Property Tax Increment Allocation Redevelopment Act of Illinois Chapter 24, Section 11-74.4-1, et seq of the Illinois Revised Statutes.

Prepared For: City of Evanston, Illinois

Prepared By: Kane, McKenna and Associates, Inc.

April, 1990

I. INTRODUCTION AND BACKGROUND

In 1988, the City of Evanston, its Economic Development Committee and Plan Commission designated the Southwest Industrial Area as a Priority Study Area for potential qualification of a Tax Increment Finance (TIF) District. This action demonstrated the City's commitment to utilize substantial effort to facilitate revitalization of this portion of the City.

Over the last several years, the City of Evanston has searched for the most efficient and least expensive manner of enhancing and stabilizing this industrial/commercial area (although the area is zoned manufacturing) in the immediate proximity to substantial residential neighborhoods. With the exception of the currently semi-vacant and poorly-laid out Main Street Commons Shopping Plaza (the "Shopping Center"), new development to the area has been sparse and uncoordinated.

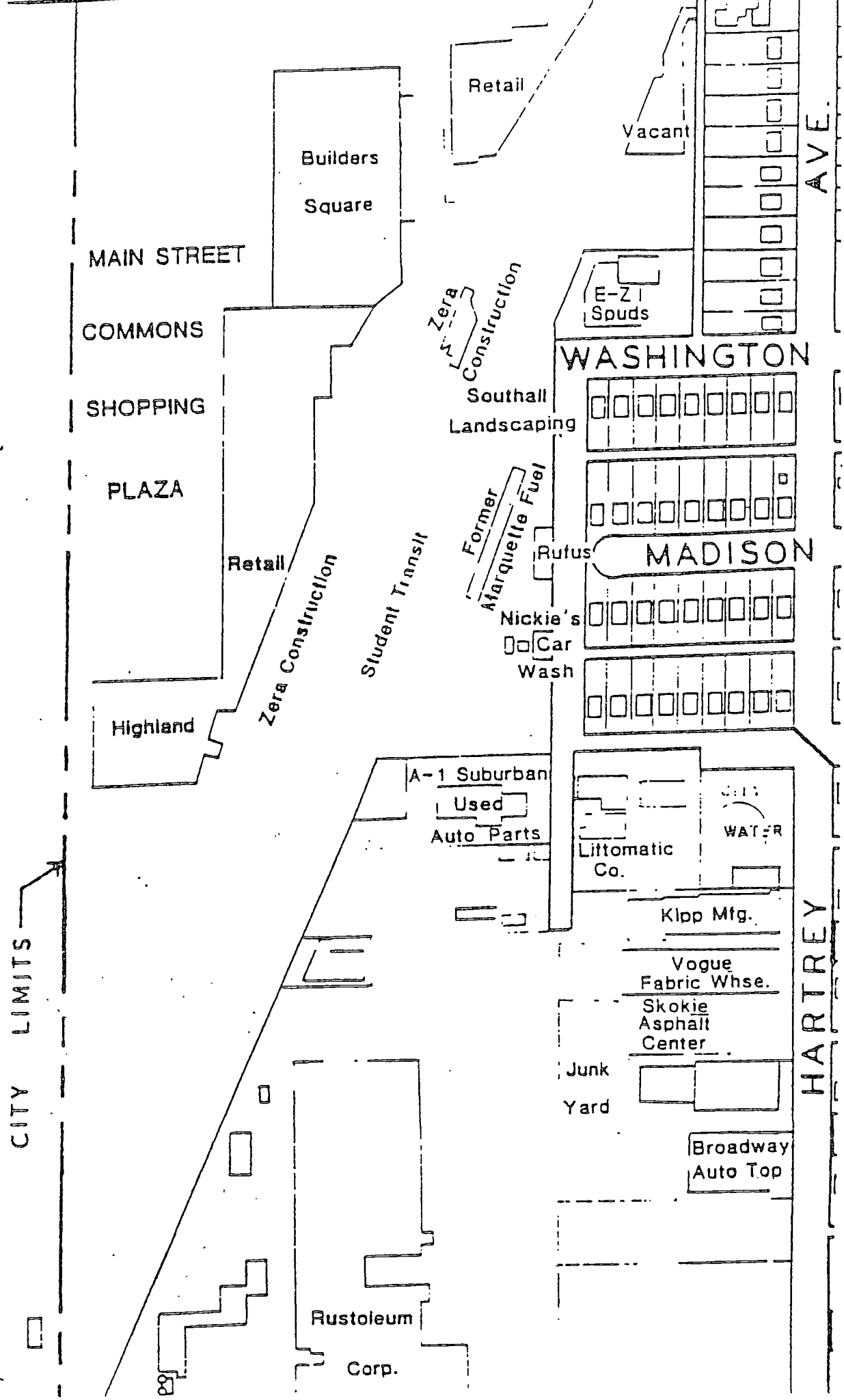
In the context of planning for the proposed Southwest Industrial Area Redevelopment Project Area (RPA), the City requested that Kane, McKenna and Associates, Inc. study the area to determine whether a portion of the area qualifies for consideration as a Tax Increment Financing District. Such area is generally bounded by Main Street, Hartrey Avenue, and Pitner Avenues, Dakton Street and the City limits.

Since virtually all remaining land within the proposed redevelopment project area (RPA) contains structures and/or site improvements and is designated for industrial/commercial use, the subject area was preliminarily assessed for qualification as improved land under the statute.

The parcels within the area that do currently qualify according to statutory requirements (Phase I) are those generally regarded as the Zera/MAP property and follows the parcel configuration of the northern portion of the abandoned Mayfair Transit rail line, which was demolished and cleared in 1985-86. These formerly exempt parcels, some of which are now vacant, have recently been purchased by a private owner. The area containing these parcels also borders Pitner Avenue to the east.

Phase II, or the remaining parcels contained in the balance of the study area that qualifies under the TIF statute, is generally bounded by Main Street on the north, Pitner Avenue to the east, Dakton Street on the south and the City limits and the Shopping Center on the west. (See map of the Initial Primary Study Area attached.)

Map of Initial Primary Study Area



CITY LIMITS

HARTREY AVE.

MAIN STREET

COMMONS SHOPPING PLAZA

Highland

Builders Square

Retail

Vacant

E-Z! Spuds

WASHINGTON

Southall Landscaping

Former Marquette Fuel

MADISON

Nickie's Car Wash

Student Transit

A-1 Suburban Used Auto Parts

Littomatic Co.

WATER

Klop Mfg.

Vogue Fabric Whse.

Skokie Asphalt Center

Junk Yard

Broadway Auto Top

Rustoleum Corp.

The Study Area has been evaluated and documented in two (2) phases. This was done at the request of the City, to allow for certain private and public development to be initiated in a time frame that is acceptable to the City and private developers proposing plans for the area. It is contemplated by the City that, for a variety of technical reasons, the balance of the study area (Phase II) may be added to Phase I at a later date. Thus, eventually, this could result in a combined overall TIF District including both Phase I & Phase II.

II. QUALIFICATION CRITERIA USED

With the assistance of City staff, and an independent certified planning consultant, Chicago Associates, Planners, and Architects, Inc., Kane, McKenna and Associates, Inc. examined the proposed redevelopment project area from September, 1988 to February, 1990 to determine the presence or absence of appropriate qualifying factors listed in the Illinois "Real Property Tax Increment Allocation Act" (hereinafter referred to as "the Act") which was adopted in 1977, and amended in 1986 and 1988. 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 1 1/2 acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as a blighted area or a conservation area, or a combination of both blighted areas and conservation areas."

The Act defines a "blighted" area as follows:

"any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if improved, industrial, commercial and residential buildings or improvements, because of a combination of 5 or more of the following factors: age; dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; abandonment; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning, is detrimental to the public safety, health, morals or welfare, or if vacant, the sound growth of the taxing districts is impaired by 1) a combination of 2 or more of the following factors: obsolete platting of the vacant land; diversity of ownership of such land:

tax and special assessment delinquencies on such land; flooding on all or part of such vacant land; deterioration of structures or site improvements in neighboring areas adjacent to the vacant land, or 2) the area immediately prior to becoming vacant qualified as a blighted improved area, or 3) the area consists of an unused quarry or unused quarries, or 4) the area consists of unused railyards, rail tracks or railroad rights-of-way, or 5) the area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area and such flooding is substantially caused by one or more improvements in or in proximity to the area which improvements have been in existence for at least 5 years, or 6) the area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites."

According to Section 11-74.4-3 of the Act, a "conservation area" for improved land means:

"any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area."

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

1. Age. Simply the time which has passed since building construction was completed.
2. Illegal Use of Individual Structures. The presence on the property of unlawful uses or activities.
3. Structures Below Minimum Code Standards. Structures below local code standards for building, fire, housing, zoning, subdivision or lack of conformance with other applicable governmental codes.

4. Excessive Vacancies. When the occupancy or use level of the building is low for frequent or lengthy periods so as to represent an adverse area influence.
5. Lack of Ventilation, Light or Sanitary Facilities. Conditions which could negatively influence the health and welfare of building users.
6. Inadequate Utilities. Deficiencies in sewer, water supply, storm drainage, electricity, streets or other necessary site services.
7. Dilapidation. The condition where the safe use of the building is seriously impaired, as evidenced by substandard structural conditions; this is an advanced stage of deterioration.
8. Obsolescence. When the structure has become or will soon become ill-suited for the originally designed use.
9. Deterioration. A condition where the quality of the building has declined in terms of structural integrity and/or building systems due to lack of investment, misuse or age.
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. Abandonment. The building is unoccupied and unused, and no apparent effort is being directed toward occupancy and use.
13. Deleterious Land Use or Layout. Inappropriate property use or platting, or other negative influences not otherwise covered, which discourages investment in a property.
14. 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.
15. Lack of Community Planning. Deficiency in local direction of growth, development or redevelopment in order to maintain or enhance the viability of the area or community.

III. THE STUDY AREA

The Phase I area is comprised of approximately 12 acres and consists of eleven (11) parcels. The Phase II area consists of approximately 20 acres and is composed of 35 additional parcels. Access to the overall area is generally provided by Oakton Street on the south, Main Street on the north, and Pitner Avenue on the east. As previously noted, the area also generally follows the remains of the abandoned Mayfair Transit Line. No other railroad lines intersect or are located in close proximity to the area.

The proposed RPA (Phase I) and the balance of the area, Phase II, is characterized by varied industrial and commercial uses, which include outdoor storage yards, scrap yards, light industrial and commercial facilities, older, blighted structures dispersed throughout the area, dumping on sites designated for storage and/or vacant sites, graffiti on some buildings, abandoned fuel towers, overcrowded areas where parking and business uses compete for space, and remains of an abandoned railroad lines and yards.

For purposes of this report, the proposed RPA has been defined as the Phase I study area and was reviewed first; the Phase II study area was reviewed next as a potential RPA to be included as a TIF district at a later date.

It should be noted that in order to qualify both phases as eligible under TIF law, the planning of the redevelopment area must contemplate designation of Phase I first, since this area may qualify on its own as a "conservation" area. Qualification of Phase II must always contemplate Phase I as part of Phase II in order for the area as a whole to be rendered an eligible district. Additionally, planning considerations as well as area-wide qualification factors must carefully consider inclusion of Phase I property in any redevelopment activities contemplated for Phase II property.

IV. METHODOLOGY OF EVALUATION

In evaluating the study area's potential qualification as a TIF District, the following methodology was utilized:

- 1) Site surveys of both study areas (Phase I & Phase II) were undertaken by representatives from the City of Evanston and Kane, McKenna and Associates, Inc. and Chicago Associates Planners and Architects (CAPA). Site surveys were completed for each structure within the proposed areas.
- 2) A certified planner completed an evaluation of all structures, carefully noting depreciation, deterioration, or dilapidation as well as apparent vacancies or possible code violations. The inspections included conditions of roof, windows, facade, interior walls and finishes, electrical systems, and exterior conditions. A serial photograph analysis of the area was conducted and was used to aid this evaluation.
- 3) Both areas were studied in relation to review of available planning reports, City ordinances, serialized aerial photos (from 1949, 1955, 1960 and 1985), local history (discussions with City officials), and an evaluation of area-wide factors that have affected the Southwest Industrial Area's decline (e.g., lack of community planning, coordinated development, available parking, etc.). Both Kane, McKenna and its subcontractor, Chicago Associates, Planners, and Architects, reviewed the area in its entirety. City redevelopment goals and objectives for both areas were also reviewed.
- 4) Interviews were conducted with a variety of local industrial/commercial developers and brokers with respect to the marketability of the overall area and the feasibility of a phased-RPA as a planned industrial/commercial redevelopment project. Discussions included perception of the area, an analysis of the potential land absorption within the area, and certain impediments to the area which could be overcome by certain improvements or incentives.
- 5) Individual structures were initially surveyed only in the content of checking, to the best and most reasonable extent available, criteria factors of specific structures on particular parcels.
- 6) Evaluation was made by reviewing the information and determining how each measured to when evaluated against the relevant factors.

Improved land within both phases of the study area were examined to determine the applicability of the age factor and the fourteen (14) different other factors for qualification for TIF designation under this statute.

V. QUALIFICATION OF EACH STUDY AREA/FINDINGS OF ELIGIBILITY

As a result of evaluation of each parcel, and analysis of each of the eligibility factors summarized in the previous section, the following factors are presented to support qualification of both study areas and particularly, the proposed RPA as a "conservation area", as defined in the Act.

Initial Qualification:

A. Age of Structures

Approximately seventy-eight percent (78%) of the structures within Phase I are more than thirty-five (35) years of age, meaning these structures (or a substantial portion of the structures) were constructed prior to 1954. If the RPA were to be amended to include Phase II, approximately 63% of the structures in the overall area would satisfy the "age" criteria (e.g., twelve [12] out of nineteen [19] structures [63%] are considered to be built at least 35 years ago or over based upon data including aerial photographs provided to and analyzed by CAPA).

On File: Photographs of structures; 1949, 1954, and 1985 Aerials; CAPA structure analysis, summary of City Building records/Fire Department surveys, affidavits attesting to age of structure(s).

Primary Qualification Factors:

The existence of an average of three (3) of any of the following factors within each primary tract in the proposed RPA is required.

B. Lack of Community Planning

It is apparent that both Phase I and Phase II areas and certain areas adjacent to the boundaries of each were not subdivided or developed pursuant to a plan. There is strong evidence of haphazard land uses. Many of the structures in both phases were constructed along the old Mayfair Railroad line and lack many of the characteristics conducive to traditional light industrial parks such as roadways, curbs, sidewalks, adequate parking space, etc. This lack of early community planning has contributed to many of the qualifying conditions outlined below.

There is insufficient buffering between residential and industrial land uses, generating conflicts which are visual and create noxious noise interactions. The growth of residential uses during the 1950's and 1960's on vacant land occurred without consideration for the adjacent industrial uses. This interaction is reflected by inadequate traffic planning between these uses.

In comparison and as a result of insufficient planning (no specific or significant plans for the two (2) phased areas are mentioned in either the City's Comprehensive Plan or Long Range Capital Improvement Plan), neither of the two (2) phased areas have experienced redevelopment when compared to surrounding areas. This fact is anticipated to continue and result in only small improvements on an intermittent basis or decline. Without participation and assistance by the public sector, private investment will continue to be minimal and the public health, safety and welfare will likely not be improved.

In conclusion, the proposed RPA and the Phase II area have experienced lack of access, infrastructure, parking, etc. as well as having a variety of mixed uses within their boundaries - these factors sustain the "spirit" behind TIF and the need for the City to improve the overall planning for the proposed RPA.

On File: City Comprehensive Plan (1986); 1987-1991 Long Range Capital Improvement Plan; Letter from City official/Plan Commission attesting to lack of community/economic development efforts in the past.

C. Depreciation of Physical Maintenance

There are structures within the RPA and the Phase II area which exhibit, to a significant extent, when taken collectively, a need for rehabilitation or removal.

Eight (8) out of the nine (9) structures within Phase I (or 89%) and 100% of the parcels in the RPA have experienced deferred physical maintenance, specifically as it relates to the exterior facades, tuckpointing, and painting of said structures and repairs. Additionally, there are at least four (4) sheds located in the RPA which are in deteriorating condition. There is evidence of graffiti throughout, on both old and new structures. There is much evidence of overgrown landscaping, littering, and unimproved parking lots. Also, the continued dumping within and along the perimeters of the RPA is evidence of depreciation. These conditions have resulted in the overall unsightly condition of the RPA.

For Phase II, approximately sixteen (16) out of the nineteen (19) or 84% of the structures and 76% of the parcels suffered from the same sort of depreciation described above.

On File: Photographs of structures and parcels; CAPA analysis;
History of City Code violations within the RPA.

D. Deleterious Land Use/Layout

By virtue of either their size or configuration, there are sites within the RPA and the Phase II study area which cannot be more economically used unless assembly and clearance takes place. Irregular lots and building shapes are characteristic of the RPA as a whole (this represents approximately 88% of the parcels if Phase I were to be amended to include Phase II).

As previously noted, the majority of lots in the RPA have been platted to accommodate the original function of access to the railroad line; now that the railroad line has been abandoned, the parcels do not appear to be functional or used to their highest and best advantage. These conditions are characteristic of factors that either discourage reinvestment or cause disinvestment.

Irregular platting and block configuration also appear to be substandard with respect to current City codes governing the development of land. Most of the parcels in the RPA and the Phase II study area are not of minimum size and shape sufficient to support the kind of redevelopment contemplated for the area; this fact has been supported by local developers of industrial properties.

Site development resulting in a discontinuous and irregular pattern of "makeshift" streets at both access points into the proposed RPA and Phase II study area streets has had a deleterious effect on the area's overall development. Some sites are located too close to these temporary roads and arterial street intersections are not continuous. This pattern of street platting has resulted in blocks that are not rectilinear or are irregular in shape, are too small for efficient redevelopment and result in circuitous and awkward traffic and circulation patterns.

The land was never platted for industrial access roads; the area has primarily been platted by chance or in reaction to the grid pattern of residential streets to the east or the diagonal railroad line through the center of the area.

The presence of a junkyard, auto pound, vacant paint manufacturing facility, cement mixing factory, automobile rebuilding and repair shops in the RPA and Phase II are more appropriate in larger industrial or manufacturing zoned areas where they could be buffered from residential areas by decreasingly intensive uses. The RPA, by the nature of its long, thin configuration, is not suitable to this type of buffering. This is compounded by inadequately screened on-site storage and combines with the previous factor to create general unsightliness. Each of these operations are the destination and origin of major truck and vehicle movements thus contributing to congestion and providing for little screening at its gates. The image that results is inconsistent with modern requirements for a light industrial area or park.

On File: Summary of local developer/broker impressions of area with respect to layout and appearance; Photographs of structures and parcels; Sidwell maps showing parcel configurations; Plan for new roadway in RPA; Letter from City Traffic Engineer stating traffic is impeded in the RPA.

E. Inadequate Utilities

The RPA and Phase II study area have a low level of infrastructure development to support redevelopment (this represents approximately 100% of the parcels in Phase I and 88% of the parcels in Phase II). This deficiency is characterized by inadequate public right-of-ways, narrow street widths and the absence of curbs, gutters and sidewalks. Also apparent in the RPA and Phase II study area is a lack of paved streets, need for resurfacing in some areas, limited street lighting and a need to upgrade existing water lines to support any future redevelopment.

Within the RPA and the Phase II study area, only the area where the railroad has been removed appears to be of sufficient right-of-way width to meet current municipal standards for Evanston. No street within the area is developed to standard. This has resulted in both poor drainage and unregulated parking on the public right-of-way. Were new streets to be constructed, new or upgraded storm sewers would be required to accommodate the area. Additionally, there are locations where curbs and gutters are not provided.

In the RPA, there is at least one platted, yet unimproved easement, that could provide additional access to this area were it to be improved with alternate uses. Lack of adequate streets results in heavy use of some roadways within the RPA which is an incompatible use for the residential area adjacent to the proposed TIF District.

On File: Long Range Capital Improvement Plan; Sidwall map showing streets (platted and unplatted); Photographs of RPA and Phase II study area; Letter from City Public Works Director stating both areas are in need of or will require certain utility improvements.

F. Deterioration

In the proposed RPA, there are approximately four (4) structures out of the nine (9) (or 44%) and approximately 55% of the parcels with site improvements that are deteriorating whereby major rehabilitation of various structural elements such as exterior walls, roofs and foundation is warranted. Some are in need of repair due to decay, deterioration and neglect or misuse to such an extent as to warrant removal to protect the public health, safety, welfare or property values.

In Phase II, approximately eight (8) out of the nineteen (19) structures and approximately 42% of the parcels suffer from deterioration.

On File: Photographs of structures; CAPA analysis; Historical records of code violations.

Secondary Qualification Factors:

G. Obsolescence

Some buildings within the RPA and the Phase II Study Area are clearly obsolete. There are certain buildings in the RPA that are considered functionally obsolete in the opinion of CAPA and of brokers interviewed. These structures appeared to have been built for specific uses or purposes and their design, location, height and/or space arrangement were intended for specific occupancy at a given time. Improper orientation of the buildings on site is typically difficult and expensive to correct. Some structures exhibit characteristics which limit the use and marketability of such buildings. Many suffer from poor design and poor configuration of the parcel. In the entire Study area, approximately eight (8) structures or 42% and approximately 33% of the overall parcels with site improvements were determined as being

functionally or economically obsolete. The soon to be vacant Rustoleum Building, in particular, was found to have inadequate ceiling heights, loading docks and is of insufficient size to be current to market standards, rendering it economically obsolete. Additionally, the Laidlaw Building in the proposed RPA had sat vacant for approximately three (3) years due to the obsolete layout and character of the building.

On File: Photographs of RPA; Summary of Developer and broker perceptions of RPA and certain structures within RPA; CAPA analysis; Plans for new roadway.

H. Excessive Land Coverage

In certain areas within the RPA and Phase II Study Area, there is evidence of excessive land coverage. This condition is manifested in shared parking facilities that do not appear to meet minimum City standard for uses having similar hours of operation. This situation exists on some of the parcels within the RPA, particularly along Pitner Avenue, and within boundaries along the old Mayfair Line. The combination of structures and the requirements of storage of vehicles leaves little area for parking on site. As this condition continues, the public right-of-way is commandeered for private parking purposes by those uses that either do not provide any or provide only minimal on-site parking. Some of the public rights-of-way are used by adjacent uses for private parking and conduct of private business.

Excessive site coverage is a factor of age and the inability to assemble adequate land for redevelopment purposes. Uses that exhibit excessive overcrowding are those that have over time increased site utilization use on an incremental basis, thereby, forcing parking off-site and truck loading onto the public streets. Such sites are also characterized by their lack of landscape which is uncharacteristic of current planning standards for these type of uses.

The failure to provide for adequate truck loading and unloading facilities results from the intensive use of land in these areas. Pitner Avenue is often blocked by trucks either making deliveries or delivering scrap to a nearby junkyard. Much of the vacant and improved property in this area is used for outside storage space of various items.

On File: Photographs of area; Letters from City officials certifying use of public rights-of-way for private uses and describing parking problems in some locations.

Additional Qualification Factors: (Some evidence may exist, but has not been thoroughly examined.)

Because the majority of structures in the RPA and Phase II Study Area are essentially private, interior examinations which might have evidenced certain building code violations or illegal/hazardous uses were not able to be conducted. Since the proposed RPA and Phase II Study Area met minimum tests for qualification subject to considerations mentioned elsewhere in this report, interior inspections were not deemed necessary. However, if certain evidence related to environmental (hazardous uses) or code violations were made available, the file would likely include additional qualification factors in support of the eligibility of the entire Study Area.

The Shopping Plaza, currently located adjacent to the proposed RPA and Phase II Study Area, has experienced a growing vacancy rate in the last three (3) years, primarily due to the lack of access to and/or visibility of the site. There is too much depth and not enough frontage to attract shoppers from Main, McCormick and/or Oakton Streets. Currently, the Plaza is approximately 40-50% vacant, according to City officials and the owner of the Plaza. Some of the vacancies relate to the lack of major or anchor type tenants, further decreasing the drawing power of the Center.

Rustoleum, Inc., a 300,000 s.f. building located in the Phase II Study Area, is now on the market and has begun moving its operations out of State. It is estimated that by Summer, 1990, the entire building will be vacant; the departure of some employees and cease of operations began in late 1987. Some developers consider the building obsolete for its location and believe the site will not be purchased for its intended or existing use, but utilized for some other purpose. The building was constructed to accommodate Rustoleum's paint manufacturing needs and is no longer conducive to the needs of paint manufacturing. Portions of the Rustoleum facility are considered to be built prior to 1953.

On File: Photographs of proposed RPA and Phase II Study Area;
Brokerage and owner information regarding Rustoleum and
Laidlaw Buildings; Aerial Photographs.

A "QUALIFICATION MATRIX", WHICH UTILIZES GUIDELINES SET FORTH BY THE ILLINOIS DEPARTMENT OF REVENUE, IS INCLUDED IN EXHIBIT D.

VI. OVERALL ASSESSMENT OF QUALIFICATION

The proposed redevelopment project area (RPA) - Phase I - and the Phase II Study Area are both considered to be "conservation areas" with respect to their improved status. The RPA can stand alone as a "conservation" area; the Phase II study area requires Phase I to be included in order to be considered a conservation area. Conditions exist throughout the area which, when considered as a whole, will qualify Phase I and Phase II under Section 11-74.4-3 of the Tax Increment Allocation Redevelopment Act of the State of Illinois presuming Phase I is included within Phase II.

As set forth in the narrative and maps provided herein, the City of Evanston meets the "conservation" requirements of the Act using the boundaries shown in Exhibits A and B. Certain portions of both phases also could qualify as "blighted". The following blighting characteristics are distributed throughout both phases of the Study Area: lack of community planning, depreciation of physical maintenance, deterioration, deleterious land use/layout, inadequate utilities, and obsolescence.

Both the RPA and Phase II as they exist today are relatively uncoordinated and can be regarded as failed developments leading to the existence of other negative characteristics which currently detract from the marketability of the property. Thus, as a result of the existence of such blighted areas and areas requiring conservation, conditions of inadequate public and private investment, and unmarketability of the property have been evidenced over the last five (5) to ten (10) years.*

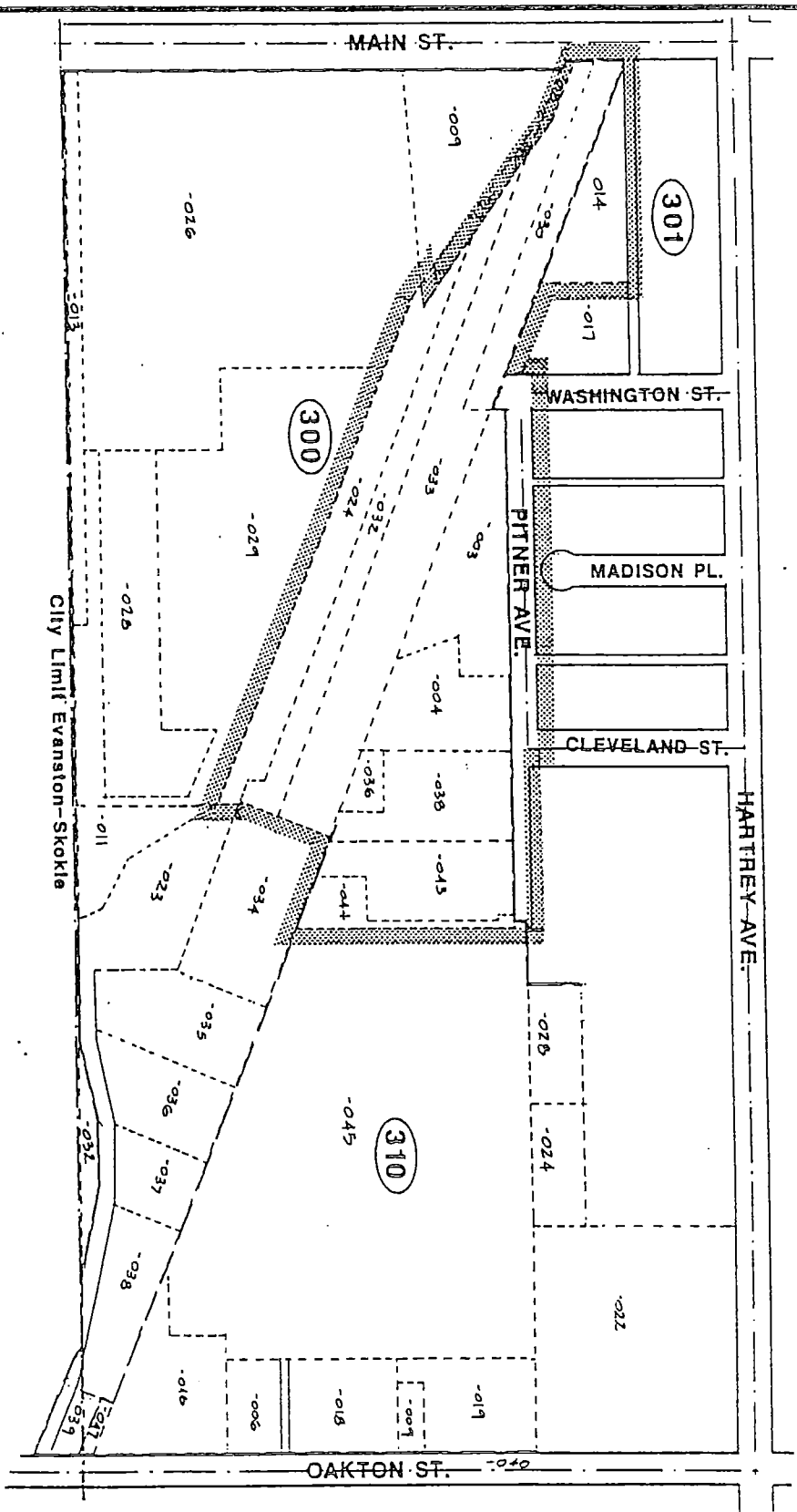
It is the consensus of certain local developers that there is less of a market for either the proposed RPA or the Phase II Study Area to be redeveloped as an industrial/commercial/retail area if public investment is not involved. The presence of the factors outlined herein may impair the value of private investments and threaten the sound growth and the tax base of taxing districts in the area. The City's contemplated TIF designation for the proposed RPA and the Phase II Study Area is consistent with the overall intent language of the TIF legislation.

In sum, it is Kane, McKenna and CAPA's opinion that the RPA as it existed between September, 1988 and February, 1990 qualifies as a "conservation" area with respect to the Illinois TIF Statute and qualification factors found to exist within the Study Area include lack of community planning, depreciation of physical maintenance, deterioration, deleterious land use/layout, inadequate utilities and obsolescence.

*Section 11-74.4-2 Illinois Municipal Code - Tax Increment Allocation Redevelopment Act.

EXHIBIT A
Proposed RPA Boundaries
Phase I

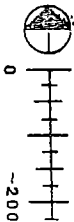
ZERA/MAF
TIF/RPA
Southeast Evanston



PHASE I
BOUNDARY MAP

REV. 4/17/90
REV. 4/9/90
DATE 1/26/90

NORTH SCALE 1" = 200'

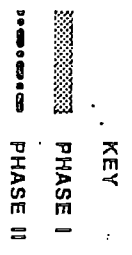
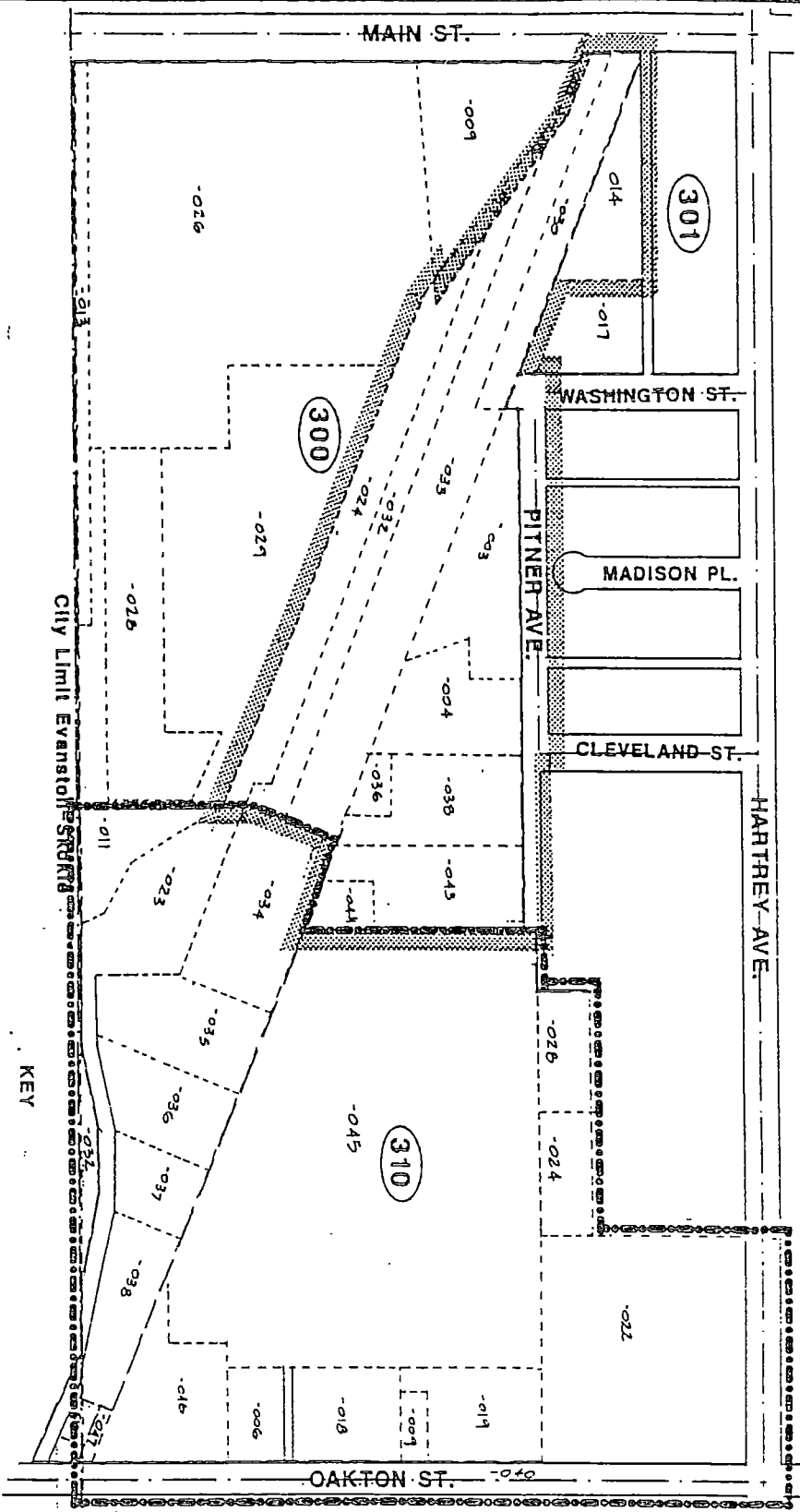


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EXHIBIT B
Proposed RPA Boundaries
Phase II

ZERA/MAI
TIF/RPA
Southeast Evans

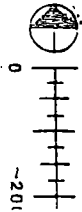


TITLE

PHASE I &
PHASE II
BOUNDARY MA

Rev. 4/17/90
REV. 4/8/90
DATE 1/28/90

NORTH SCALE 1"=200



CAMP

Chicago Associates
Planners and Architects
1807 West Sunnyside
Chicago, Illinois 60640

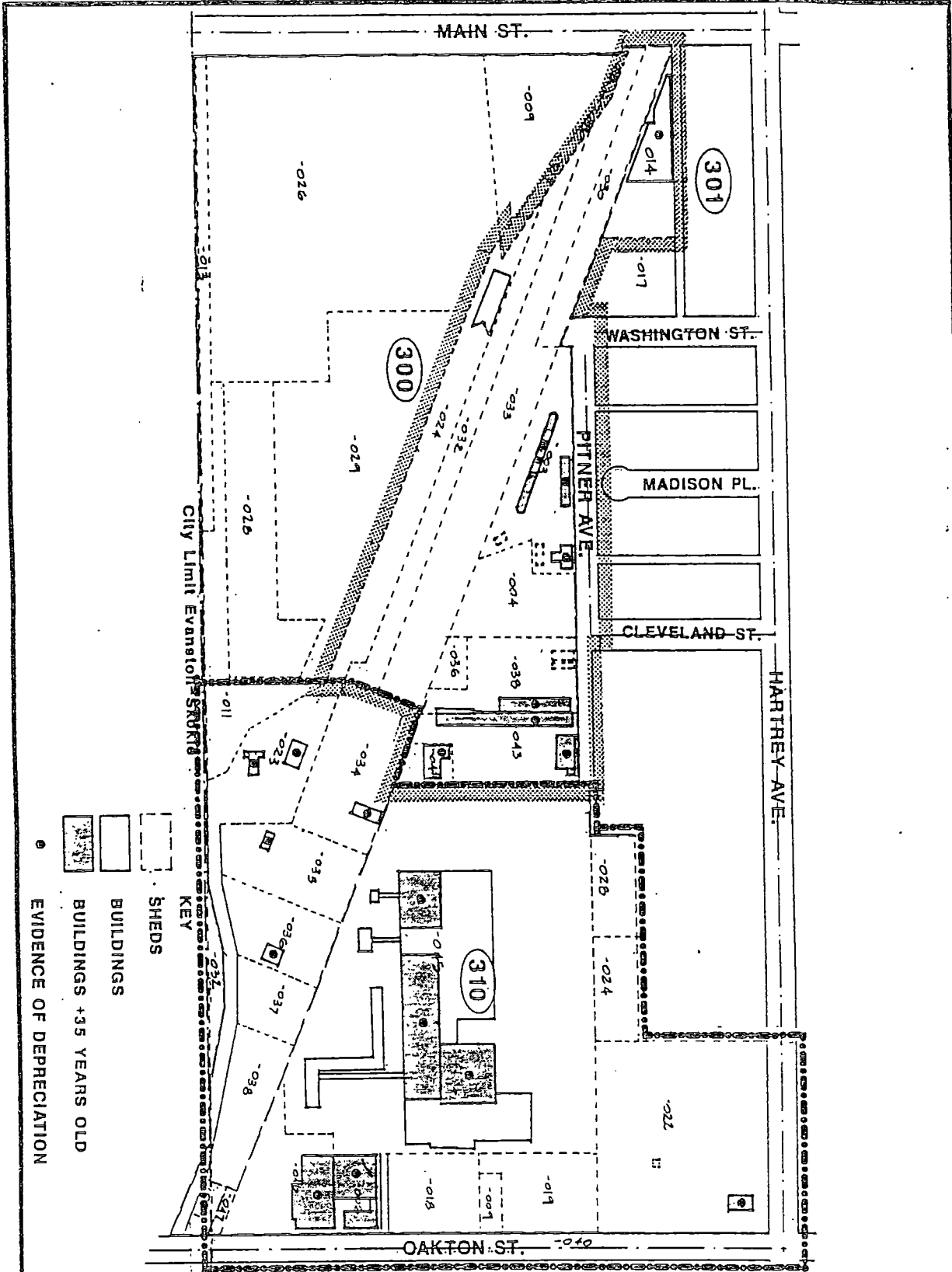
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KANE HICKENY
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INC.
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EXHIBIT C

Age of Structure Map

Phase I and Phase II



KEY
 BUILDINGS
 SHEDS
 BUILDINGS +35 YEARS OLD
 EVIDENCE OF DEPRECIATION

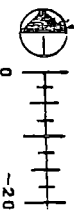
ZERA/MAI
 TIF/RPA
 Southeast Evans

TITLE

BUILDING AGE
 AND CONDITION
 MAP

Rev. 4/17/00
 REV. 1/9/90
 DATE 1/28/90

NORTH SCALE 1"=20'



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EXHIBIT D

Matrix of Blight and Conservation Factors

PHASE I

MATRIX OF BLIGHT AND CONSERVATION FACTORS - IMPROVED AREA

301 300

														SUMMARY COLUMN		
A	BLOCK/PRIMARY TRACT NUMBER Parcel #	014	003	004				024	030	032	033	036	038	043	044	ALL
B	NUMBER OF BUILDINGS	1	3	0				1	0	0	0	0	1	2	1	9
C	NUMBER OF PARCELS	1	1	1				1	1	1	1	1	1	1	1	11
1	NUMBER OF BUILDINGS 35 YEARS OR OLDER	0	3	0				0	0	0	0	0	1	2	1	7 78%
A	NUMBER OF BUILDINGS SHOWING DECLINE OF PHYSICAL MAINTENANCE	1	3	0				0	0	0	0	0	1	2	1	8 89
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS INHIBITING DECLINE OF PHYSICAL MAINTENANCE	1	1	1				1	1	1	1	1	1	1	1	11 100
A	NUMBER OF DETERIORATED BUILDINGS	0	3	0				0	0	0	0	0	0	1	0	4 44%
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS THAT ARE DETERIORATED	0	1	1				0	0	0	0	1	1	1	1	6 55%
A	NUMBER OF DILAPIDATED BUILDINGS	0	3	0				0	0	0	0	0	0	0	0	3 33
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS THAT ARE DILAPIDATED	0	0	0				0	0	0	0	0	0	0	0	0 0
A	NUMBER OF OBSOLETE BUILDINGS	1	3	0				0	0	0	0	0	1	2	1	8 8
B	NUMBER OF PARCELS WITH SITE IMPROVEMENTS THAT ARE OBSOLETE	1	1	1				1	1	1	1	1	1	1	1	11 10
6	NUMBER OF BUILDINGS BELOW MINIMUM CODE	0	3	0				0	0	0	0	0	1	2	1	7 78

PHASE 1

MATRIX OF BLIGHT AND CONSERVATION FACTORS - IMPROVED AREA

301 300

															SUMMARY COLUMN		
A	BLOCK/PRIMARY TRACT NUMBER Parcel #	014	003	004				024	030	032	033	036	038	043	044		ALL
B	NUMBER OF BUILDINGS	1	3	0				1	0	0	0	0	1	2	1		9
C	NUMBER OF PARCELS	1	1	1				1	1	1	1	1	1	1	1		11
.....																	
16	TOTAL NUMBER OF BLIGHTED FACTORS REPRESENTED IN BLOCK/TRACT parcel	7	11	6				5	5	5	5	6	9	9	9		7
17	50% OF DEVELOPMENT (BUILDINGS, SITE IMPROVEMENTS, BLOCK/ TRACT) EXHIBIT 5 OR MORE BLIGHTING FACTORS	yes	yes	yes		A	R	E	A	W	I	D	E				
		yes	yes	yes				yes	yes	yes	yes	yes	yes	yes	yes		
18	50% OF DEVELOPMENT (BUILDINGS, SITE IMPROVEMENTS, BLOCK/ TRACT) EXHIBIT 3 OR MORE BLIGHTING FACTORS WITH 50% OF ALL BUILDINGS 35 YEARS OR OLDER	yes											yes	yes	yes		
19	DOES THE BLOCK/PRIMARY TRACT MEET EITHER ONE OF THE STANDARDS FOR LINE 17 & 18	yes	yes	yes		A	R	E	A	W	I	D	E				
		yes	yes	yes				yes	yes	yes	yes	yes	yes	yes	yes		

The area as a whole meets the age threshold (50% or more buildings are 35 years old or older) and all parcels have 5 or more blighting factors present to a 'meaningful extent' (e.g., 50% or more of the parcel exhibits the factor).

EXHIBIT E

CAPA Building Conditions Survey Manual



Chicago Associates
Planners and Architects

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March 8, 1989

Memo

To: Leslie Griffith
Kane, McKenna & Associates

From: Tom Forman
CAPA

Re: Southwest Evanston RPA/TIF
Age factor qualification methodology and definitions

I. TESTS USED IN AGE DETERMINATION

A. Visual Survey

This determination is done using a visual survey of the buildings, photos and aerials. The following factors of construction methods and materials and style of the buildings govern our determination:

1. The construction of buildings built before 1950 employed distinct materials and methods. These are typically evidenced by:
 - a. Roof copings of vitrified clay tile.
 - b. Flat roofs being constructed with strong slopes using a mop-on of roll roofing.
 - c. Facades using asbestos and asphalt shingles over original sidings for side and rear walls. This is usually different from the road side facades, which use a more finish material.

- d. Use of wood framing and details of entries and roofs relate to style and techniques of construction.
 - e. Construction materials and methods used in store fronts, such as porcelain enamel panels, a clear aluminum or painted steel glazing systems and the use of face or snap-on fasteners.
 - f. Types of windows, usually painted wood and larger in scale in older buildings. Also the use of "factory sash" metal windows with small glass panes.
 - g. Construction character and graphic design of signs, as evidenced by painted or porcelain enamel sheet metal boxes with applied painted letters, overlaid with exposed neon tubes.
 - h. Brick types in buildings built before 1950 had red, deep brown or other brick, laid in distinctive patterns and bonding courses. Buildings built after 1950 tend to use blond or yellow brick without any special detail coursing.
2. Design styles can also be used to establish the age of structures.

These are typically evidenced by:

- a. Buildings prior to the 1920's.

These structures have pitched shingle roofs, frame construction, double hung windows and suspended gutters and downspouts. They are usually positioned at the rear of the site, with one



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story "shop" additions added to the fronts of such structures. These also could have flat facades to the streets concealing the pitch volume behind.

b. Buildings between 1920 - 1940.

These are characterized by two story construction with flat roofs. The structures usually have offices or residential space above first floor shops. Another commercial form common to this period is one story structures with bow roofs and high parapets. These buildings provide large open area interiors.

c. Buildings between 1940 and 1960.

These buildings are characterized by the use of limestone cladding or metal curtain walls. They usually have flat roofs. The facades are clean, sharp-edged images - "Modern".

Both the design and construction characteristics described above require further collaboration; hence we use the following additional tests.

B. Aerial Photo

Chicago Aerial Photo has on file photos taken every two to five years, depending on the area.

Cross comparison of these photos easily identifies the presence of structures at date certain points in history.

We usually do this test following the visual survey.



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C. Building Permits

Most communities building departments have on file the building permits for parcels of land and structures by year of construction.

D. Fire Department Inspection Records

Communities have fire department records that can be traced back on individual parcels and structures to a set point in time before the structure existed.

These two tests can be used to clarify any indecision from either the visual or aerial photo tests.

E. Title Records

The county recorder of deeds or title companies have detail records for the parcels of land and the construction activity on them. The files are references by P.I.N. numbers and address.

F. Survey Records

Most smaller communities have a local survey company who has worked for years in the community. Their records are a good "court of last resort" if they are available for review.

G. Oral History

We like to avail ourselves of the recollections of long term citizens of the area. Their stories can sometimes help in knowing where to look or in fact can verify the date of a structure by linking it to a known event in time.



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H. Historical Society

Communities may have individuals or organizations that have gathered historical documentation. Many times their photo collections of the community or neighborhood structures can be used to verify age.

I. Intended Use

What the building was built to be used for can be a general reference point for age. Particularly when it is combined with an understanding of the economic and functional aspects of the community at certain bench marks in history.

The Evanston study included only test A and B above for the RPA/TIF area.

Structural Conditions Summary and Age Summary

BUILDING CONDITION REVIEW
(provided by Chicago Associates
Planners and Architects)

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

Sequential in that depreciation leads to deterioration leads to dilapidation. Depending on the component of the structure involved the structure can show evidence of all three factors.

Example:

Depreciation: Wood trim at windows, doors and eaves shows evidence of peeling paint.

Deterioration: Gutters are hanging loose and connection between gutter and downspout are rusted away.

Dilapidation: Foundation wall and masonry wall above are cracked and pushed out of alignment causing the roof structure to sag and be displaced.

1. DEPRECIATION OF PHYSICAL MAINTENANCE

Focus on deferred maintenance and the lack of 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. Cracks or broken windows
6. Loose gutters or downspouts
7. Loose or missing shingles
8. Damaged building areas in disrepair

B. Front yards, side-years, 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
5. Potholes
6. Standing water
7. Fences in disrepair

8. Lack of mowing and pruning of vegetation

C. Streets, alleys and parking areas:

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

D. Is it unsightly?

E. Is it a health and safety problem?

2. DETERIORATION

Focus on physical deficiencies of 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.

B. 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
- C. General economic considerations
1. Decline in quality of structure due to misuse, lack of maintenance, lack of investment, or age;
 2. Low property values compared with other similar property in the municipality;
 3. Current land value with building is close to or below land value without building.

3. DILAPIDATION

Focus on an "advanced" state of disrepair of buildings or improvements or the neglect of necessary repairs, showing evidence that the building or improvement are falling into a state of decay.

- A. Primary structural components (roof, bearing, walls, floor structure, and foundation).
- B. Building systems (heating, ventilation, lighting, 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.

APPENDIX D

Summary of 1988 Equalized Assessed Values by Parcel

Evanston RPA (April, 1990)

<u>PIN #</u>	1988 Equalized Assessed <u>Valuation</u>
10-24-301-014	198,228
10-24-300-030	18,233
10-24-300-033	138,261
10-24-300-032	61,944
10-24-300-024	167,273
10-24-300-003	140,470
10-24-300-004	46,884
10-24-310-036	8,030
10-24-310-038	79,601
10-24-310-043	117,488
10-24-310-044	<u>55,621</u>
Total	\$1,032,033