

8/25/2009

81-O-09

AN ORDINANCE

**Authorizing the Payment of Redevelopment Project Costs and
Distribution of Excess Monies for the Redevelopment Project Area
of the City of Evanston, Illinois
("Downtown II TIF")**

WHEREAS, pursuant to Resolutions 152-R-84, 153-R-84, and 154-R-84 adopted January 28, 1985, as supplemented and amended, the City of Evanston, Illinois (the "City") adopted a redevelopment plan and a related redevelopment project (the "Redevelopment Plan and Redevelopment Project"), designated a redevelopment project area (the "Redevelopment Project Area") (as described in Exhibit "A" attached to this ordinance), and adopted tax increment finance for the Redevelopment Project Area.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EVANSTON, ILLINOIS, as follows:

SECTION 1: The Mayor and other appropriate Officers of the City are authorized and directed to effect the payment of outstanding redevelopment project costs, the retirement of all obligations, and the distribution of any excess monies, preliminary to the dissolution of the special tax allocation fund for the Redevelopment Project Area as a "redevelopment project area" under the Act.

SECTION 2: Upon effecting Section 1 of this ordinance, on or before November 1 in the calendar year 2009 the City Clerk shall notify affected taxing districts that the City intends to dissolve the special tax allocation fund for the Redevelopment Project Area and to terminate the Redevelopment Project Area by December 31, 2009.

SECTION 3: This Ordinance 81-O-09 shall become effective immediately upon its passage and approval.

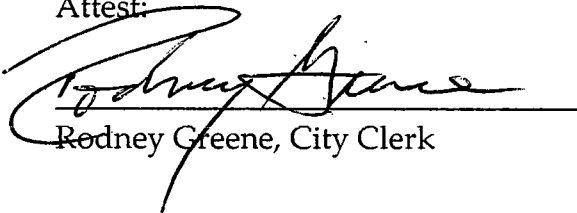
Upon motion by Alderman Jan Bartsch seconded by Alderman L. Dymally
adopted this 12th day of October, 2009, by roll call vote as follows:

Voting "Yes" (names):

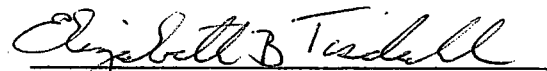
Eric
Debra A. Holmen
Joe Green
Ann Rainey
Colleen Barnes
Mark
W. N.H.
Melissa D. Hyman
Paul Jean - State

Voting "No" (names):

Attest:


 Rodney Greene, City Clerk

Approved: October 26, 2009


 Elizabeth B. Tisdahl, Mayor

STATE OF ILLINOIS)
COUNTY OF COOK) SS.
CITY OF EVANSTON)

CERTIFICATION OF ORDINANCE 81-O-09

I, Rodney Greene, do hereby certify that I am the duly selected, qualified, and acting City Clerk of the City of Evanston, Cook County, Illinois (the "Municipality") and, as such Official, I am the keeper of the records and files of the Municipality and of its City Council (the "Corporate Authorities").

I do further certify that the attached ordinance constitutes a full, true, and correct excerpt from the proceedings of the Municipality's Corporate Authorities held on October 12, 2009, entitled:

**AN ORDINANCE
Authorizing the Payment of Redevelopment Project Costs and Distribution of Excess
Monies for the Redevelopment Project Area of the City of Evanston, Illinois
("Downtown II TIF")**

a true, correct, and complete copy of which ordinance as adopted at such meeting appears in the minutes of such meeting and is hereto attached. Such ordinance was adopted and approved on the date thereon set forth by not less than an affirmative vote of a majority of the Corporate Authorities and approved by the Mayor on the date indicated thereon.

I do further certify that the deliberations of the Corporate Authorities on the adoption of the above ordinance were taken openly, that the vote of the adoption of such ordinance was taken openly and was preceded by a public recital of the nature of the matter being considered and such other information as would inform the public of the business being conducted, that such meeting was held at a specified time and place convenient to the public, that notice of such meeting was duly given to all of the news media requesting such notice, that such meeting was called and held in strict compliance with the provisions of the Illinois Municipal Code, as amended, and that the Corporate Authorities have complied with all of the applicable provisions of such laws and such Code and their procedural rules in the adoption of such ordinance.

IN WITNESS WHEREOF, I hereunto affix my official signature and the seal of the City of Evanston, Illinois, this 12th day of October, 2009.

(SEAL)

By: 
Rodney Greene, City Clerk



Exhibit A

Ordinance 81-O-09 and 82-O-09

CITY OF EVANSTON
DOWNTOWN II TAX INCREMENT
REDEVELOPMENT AREA

REDEVELOPMENT PLAN
AND
PROJECT

September, 1984

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I. INTRODUCTION

Evanston, Illinois, is a diverse first-ring suburb of Chicago with a population of approximately 74,000 persons. Located 12 miles from Chicago's "Loop", Evanston has an established business environment and is among Chicago's most desirable residential communities. The community offers a number of urban amenities including excellent public transportation and is the home of Northwestern University. These attributes are complemented by Evanston's location on Lake Michigan, which provides additional natural and recreational benefits.

The Central Business District (CBD) of Evanston is centrally located in the eastern portion of the city, approximately $\frac{1}{4}$ mile west of the Lake Michigan shoreline. Downtown Evanston is an established office, retail, and residential center with an estimated 8,000 to 10,000 employees working in the downtown and another 2,000 persons living in the area. The economy is dominated by such major corporations as Washington National Insurance Company and American Hospital Supply Corporation, which together employ about 2,000 persons. Northwestern University, bordering the downtown area on the north, employs approximately 3,000 persons including faculty, and contains a student population of about 10,000. Downtown Evanston represents a highly service-oriented environment. Except for the major corporations, a majority of office space in Evanston is occupied by the medical, legal, consulting, design and financial professions.

During the late 1950's, Evanston's downtown contained over 1.5 million square feet of retail space and was the primary retail hub for the North Shore suburbs. With the development of nearby regional shopping centers, downtown Evanston has lost much of its local market share and now only contains slightly over 500,000 square feet of retail space. Although absolute retail sales in Evanston have increased steadily during the past twenty years,

Evanston's share of total metropolitan retail sales has declined from about 1.5 percent in 1963 to 1.2 percent in 1977, the date of the most recent retail census. The market share of shoppers' goods sales, in particular, has eroded. Evanston's share of metropolitan general merchandise sales fell from 1.8 percent in 1963 to only 0.5 percent in 1977; the apparel and accessories market share declined from 1.4 percent to 0.9 percent; furniture, home furnishings, and appliance sales declined from 2.5 percent to about one percent of the market. Today, the CBD functions primarily as a specialty retail center serving local residents, downtown employees and university students.

Downtown Evanston is well served by the regional public transportation system. The Chicago and North Western Railroad and CTA elevated rapid transit provide excellent north-south service to Chicago and northern suburbs. The CBD is further served by both Chicago Transit Authority buses providing transportation from Chicago and within Evanston, and Regional Transportation Authority buses providing links to north and northwest suburbs.

Automobile access to downtown Evanston is perceived less favorably than access by public transportation. The downtown lies approximately four miles from the nearest freeway, the Edens Expressway (I-94); it is between, but not adjacent to, two major north-south surface streets, Ridge Avenue and Sheridan Road. To enter downtown Evanston from either of these routes, drivers typically use the Davis Street/Church Street one-way pair, which provides east-west access into the downtown. Chicago Avenue is the only major north-south route carrying traffic directly into the downtown.

Downtown Evanston has escaped much of the deterioration and abandonment that have impacted many older urban communities. During the mid-1970's, a Special Service District was created to provide an attractive streetscape for a large part of the CBD. The downtown is generally perceived as attractive and well maintained.

The only major exception to this image is the northwestern portion of the CBD dubbed the "Downtown II" redevelopment area. This portion of the downtown includes about 26 acres of land in an eight-block area bounded by Emerson Street and Elgin Road on the north, Sherman Avenue and Benson Avenue on the east, Davis Street and Clark Street on the south, and the Chicago and North Western Railroad on the west.

Seven of the blocks in the Downtown II area were approved by the City Council in 1980 as "an intensive redevelopment planning area to be approached in a unified manner", and the eighth block was added in 1982. A private development team was selected in 1981 to plan the redevelopment of Downtown II, and certain parcels have been cleared in anticipation of future development. The area contains a wide range of uses including retail, commercial services, auto-oriented commercial, warehousing, office, residential, institutional and cultural services, and large tracts of vacant property used for surface parking. Much of the vacant property was the former site of the City's maintenance facilities. To date, many conditions have mitigated against the feasibility of private redevelopment in this area. As a result, the City has declared its willingness to consider a wide variety of development incentives to stimulate the private redevelopment of the Downtown II area, including the use of tax increment financing.

Illinois Revised Statutes Chapter 24, Section 11-74.4-1, et seq., which sections are known as the "Real Property Tax Increment Allocation Redevelopment Act" was adopted in 1977. The Act focuses on the elimination of blighted or rapidly deteriorating areas within Illinois communities through the implementation of a redevelopment plan. The Act authorizes the use of tax increment revenues derived from the tax rates of all taxing districts in a project area for the payment of redevelopment project costs incurred by the municipality. Since these costs are paid for by tax revenues derived from the increase in value of redevelopment properties, no additional tax burden is placed on any taxpayer other than the owners of redeveloped

properties which have increased in fair market value.

After a blighted or deteriorating area is designated as a "Redevelopment Project Area" and tax increment financing is adopted according to the provisions of the Act, all taxing districts continue to receive the tax revenue they received prior to redevelopment from real property in the area. The new tax revenue generated by the application of tax rates to the increase in assessed values resulting from redevelopment is described as the tax increment. If more tax increment revenue is received than is necessary to pay for redevelopment project costs and principal and interest on obligations issued to pay for such costs, the excess revenue is redistributed to the taxing districts having jurisdiction in the redevelopment project area.

This Downtown II Redevelopment Plan and Redevelopment Project has been formulated in accordance with the provisions of the Act. This plan should be used as a general guide to all proposed public and private actions in Downtown II. It also specifically describes the Downtown II Redevelopment Project Area which meets the eligibility requirements of the Act. A legal description of the area is provided in Section II of this Redevelopment Plan. After approval of the Redevelopment Plan and Project, the Evanston City Council will formally designate this Redevelopment Project Area.

The Downtown II Redevelopment Plan and Project represents Evanston's most ambitious redevelopment efforts to date. It presents many challenges and opportunities for a massive infusion into the local economy. The spread of blighting conditions cannot be arrested without the adoption of such a plan and project entailing the redevelopment program necessary for revitalization of the Downtown II area. The problems of land assembly and the magnitude of the investment needed to install infra-structure of public improvements necessary for redevelopment preclude the possibility of private investors undertaking the entire burden of financing the redevelopment of Downtown II. This Redevelopment

Project Area has not been subject to growth and development by private enterprise, but public investment can create a stable environment that will again attract the private investors.

Public and private investment is possible only if tax increment financing is used pursuant to the terms of the Act. The revenue generated by the development will play a decisive role in encouraging private development. Conditions of blight that have precluded intensive private investment in the past will be eliminated. Through this Redevelopment Plan, the City of Evanston will serve as the central force for attracting the assets and energies of the private sector for a unified cooperative public-private redevelopment effort. Ultimately, implementation of this Redevelopment Plan will benefit the City, its neighborhoods and all the taxing districts which encompass Downtown II in the form of a significantly expanded tax base, employment opportunities and a wide range of other benefits.

II. REDEVELOPMENT PROJECT AREA LEGAL DESCRIPTION

Boundaries of the Downtown II Tax Increment Redevelopment Project Area are shown on the Boundary Map, Exhibit 1. The City of Evanston proposes that this Redevelopment Project Area encompasses the following area within the corporate limits of the City, particularly described, to-wit:

A tract of land consisting of Lots and Blocks or parts thereof and streets and alleys of Blocks 1, 2, and 3 in the West part of the N.W. $\frac{1}{4}$ of Section 18, Blocks 6, 7, 8 and 18 in the East part of the N.W. $\frac{1}{4}$ of Section 18, and Block 66 in the East part of the S.W. $\frac{1}{4}$ of Section 18, all in the Village of Evanston, Section 18, Township 41 North, Range 14, East of the Third Principal Meridian, in the City of Evanston, County of Cook, State of Illinois and bounded as follows:

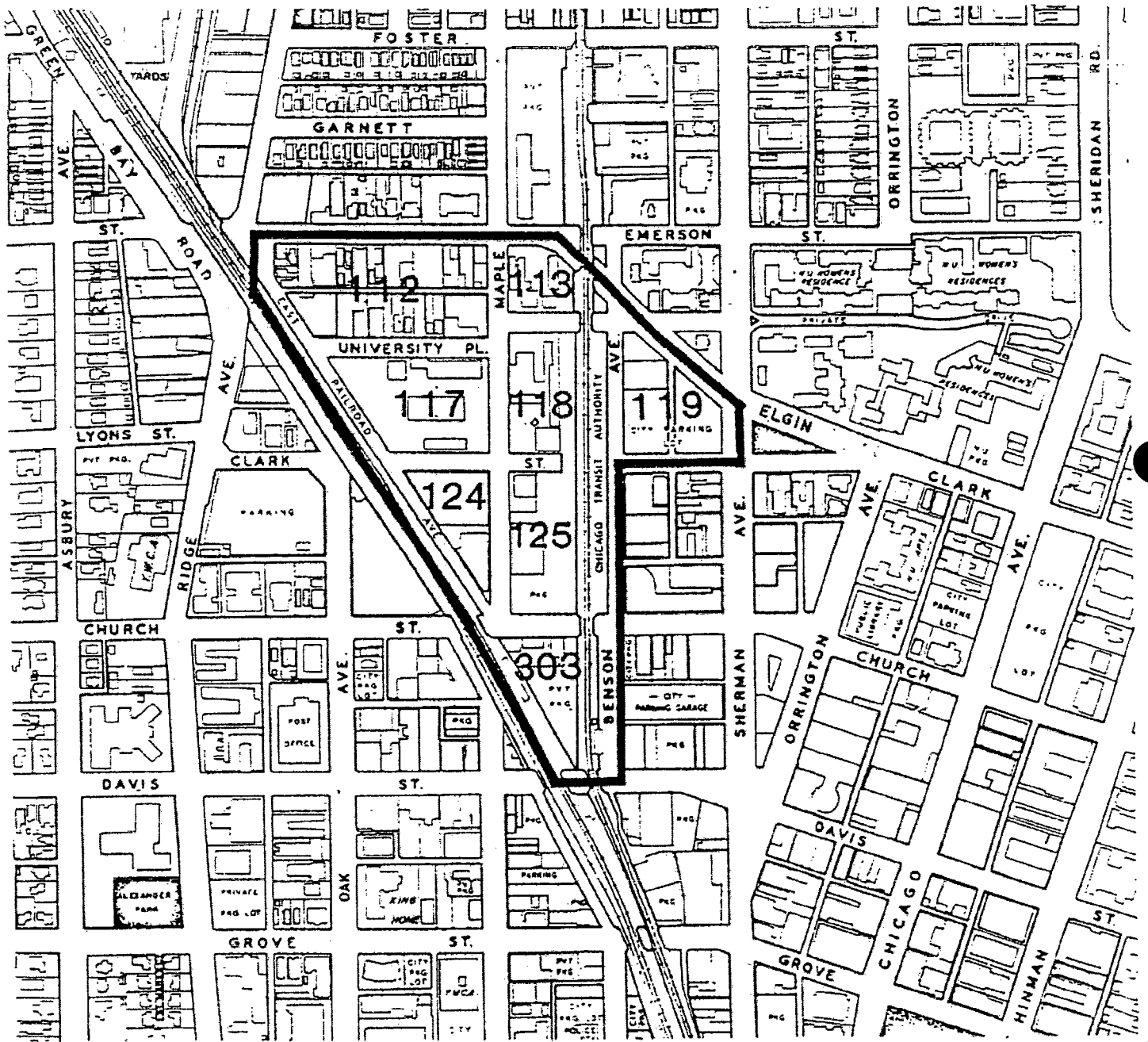
Beginning at a point at the intersection of the center line of Church Street and the East line of Benson Avenue, thence North along the East line of Benson Avenue to the South line of Clark Street, thence East along the South line of Clark Street to the East line of Sherman Avenue, thence North along the East line of Sherman Avenue to the North line of Elgin Road, thence Northwesterly along the North line of Elgin Road to the North line of Emerson Street, thence West along the North line of Emerson Street to the East line of Ridge Avenue, thence South along the East line of Ridge Avenue to the West line of the Chicago and North Western Railroad right-of-way, thence Southeasterly along said West right-of-way line to the South line of Davis Street, thence East along the South line of Davis Street to the East line of Benson Avenue, thence North along the East line of Benson Avenue to the center line of Church Street, said point being the point of beginning, all in the N.W. $\frac{1}{4}$ and the S.W. $\frac{1}{4}$ of Section 18, Township 41 North, Range 14, East of the Third Principal Meridian, in the City of Evanston, County of Cook, State of Illinois.

EXHIBIT 1

Boundary Map

Blocks: 112 118 1
113 119 2
117 124

TAX INCREMENT FINANCING DISTRICT



III. REDEVELOPMENT PROJECT AREA GOALS AND OBJECTIVES

The Downtown II area has been studied as a potential renewal area for more than ten years. It was identified in Evanston's Comprehensive General Plan of 1974 (currently being updated) as a potential redevelopment area for predominantly business and office development. Throughout the 1970s and early 1980s, the Downtown II area has consistently been referred to in various studies as the area of the city with the highest potential for redevelopment.

New private investment in the Downtown II area is essential to the continued vitality of the Evanston CBD. Redevelopment in this project area will strengthen the entire city through environmental improvements, a greater tax base and additional employment opportunities. The joint effort between the City and the private sector to redevelop Downtown II will receive significant support from the financing methods made available in the tax increment financing legislation.

This section of the Redevelopment Plan identifies the goals and objectives of the Redevelopment Project Area. These goals and objectives correlate with the revisions to the Comprehensive General Plan for citywide and CBD business development. Sections V and VI of this Redevelopment Plan identify the more specific programs and activities, and the Redevelopment Project which the City plans to undertake to achieve these goals and objectives.

General Goals

1. To strengthen Evanston's economic position, thus improving both the quality of life provided through services and the personal prosperity of residents.

2. To enhance the economic vitality, physical quality and diversity of services of downtown Evanston so that it will remain an attractive center of activity which serves the needs of Evanston residents, businesses and users from surrounding areas.

General Objectives

1. Attract and retain enterprises which strengthen Evanston's economic base.
2. Preserve existing employment and create additional local job opportunities.
3. Establish and maintain a safe, pleasant, and functional environment in our commercial areas while encouraging new economic development.
4. Encourage diversity of activity and land uses within the Central Business District.
5. Expand the revenue generating potential of downtown Evanston through the selective redevelopment of areas with possibilities for new growth while conserving and upgrading those buildings and features which establish the character of the Central Business District.
6. Maintain and enhance the quality of the physical environment of downtown Evanston

Redevelopment Project Area Specific Objectives

1. Increase the opportunities for evening use of the Central Business District.
2. Encourage development of multiple-use facilities where applicable to conserve and make the most efficient use of high value land.

3. Maintain the balance of land uses by encouraging activities such as retail, hotel, residential, cultural and service functions that complement the role of the Central Business District as an office center.
4. Encourage the creation of facilities which serve cultural purposes such as theaters, art galleries, restaurants, and musical events.
5. Improve the parking and traffic system, as needed, to respond to new growth and changing system demands.
6. Establish programs to further enhance the scale, design and overall environment in order to create a pleasant pedestrian atmosphere.

IV.

CONSERVATION AREA CONDITIONS EXISTING IN THE
REDEVELOPMENT PROJECT AREA

Based upon various inspections and analyses of the area, and on official building records of the City of Evanston, the Redevelopment Project Area qualifies as a "conservation area" as defined by the Act. The statutory requirement for designation as a conservation area is that 50% of the buildings in the area have an age of 35 years or greater. In addition, the presence of a combination of three or more blighting factors, rendering the area detrimental to the public safety, health and welfare of the citizens of the city qualifies it as a conservation area under the tax increment financing legislation. An analysis was made of each of the eligibility factors listed in the legislation to determine whether each or any are present in the project area, and if so, to what extent and in what locations. A detailed study to determine whether the area qualified as a conservation area was completed in April, 1984, and is on file in the City of Evanston Planning Department. The following is a summary evaluation of each factor from the legislation that was exhibited in the Redevelopment Project Area.

A. Age

Fifty percent or more of the structures in the area must be 35 years of age or older to qualify as a conservation area. Of the 41 primary structures in the Downtown II area, 30 or 73 percent are 35 years old or older based on data derived from the City of Evanston building files. No private commercial construction has occurred in the Downtown II area since 1960.

B. Dilapidation

Building condition evaluations and surveys of property conditions were conducted during the months of July, 1982,

and July, 1983. Dilapidated buildings are characterized by major structural defects that are so serious and extensive as to impair the continued safe use of the buildings. Dilapidated buildings are also classified as structurally substandard. On the basis of the structural surveys, 10 buildings or 24 percent of the total are dilapidated. This factor is considered to be strongly present in the Redevelopment Project Area.

C. Obsolescence

Obsolescence is present in 18 or 44 percent of the structures in the Redevelopment Project Area. These structures are characterized by conditions indicating the structure is incapable of efficient or economic use according to contemporary standards. This factor includes both functional obsolescence, which relates to the physical utility of a structure, and economic obsolescence, which relates to a property's ability to compete in the marketplace:

Functional Obsolescence. Buildings become obsolescent when they contain characteristics or deficiencies which limit the use and marketability of such buildings. The characteristics include loss in value to a property resulting from an inherent deficiency existing from poor design or layout, improper orientation of the building, etc., which detracts from the overall usefulness or desirability of a property.

Economic Obsolescence. Economic obsolescence is normally a result of adverse conditions which cause some degree of market rejection and hence, depreciation in market values. Typically, buildings classified as dilapidated and buildings which contain vacant space are characterized by problem conditions which may not be economically curable resulting in net rental losses and/or depreciation in market value.

D. Deterioration

18 or 44 percent of the structures in the Redevelopment Project Area are deteriorated. Buildings throughout the Downtown

II area are characterized by defects that are causing the general decline of the structures. Deteriorating buildings contain deficiencies in one or more primary structural components or deficiencies in two or more secondary components. Primary components are defined as foundations, exterior walls, and roof and roof structure. Secondary components are defined as elements such as exterior porches and stairs, windows and window units, doors and door units, exterior surfaces, gutters and downspouts, and chimneys.

E. Presence of Structures Below Minimum Code Standards

19 structures or 46 percent of the total are below minimum code standards in the Redevelopment Project Area. Many buildings in the Downtown II area no longer meet contemporary zoning or building codes. Some structures have a long history of code violations. Structures exhibiting any of the following characteristics were considered to be below minimum code standards.

- inadequate sanitary facilities
- substandard mechanical systems
- excessive dwelling unit density
- apparent fire hazards
- inadequate light or ventilation
- uses not conforming to present zoning
- unsanitary conditions
- dilapidation (as defined herein)

F. Vacancies or Abandonment

Four buildings in the Redevelopment Project Area were found to have vacancies. Other structures that had been abandoned were demolished since 1980. Several major parcels remain vacant of any structures.

G. Overcrowding of Structures and Community Facilities

Within certain blocks there are structures which are characterized by over-intensive use. Also, loading and service for some buildings is limited to narrow alleys or to front doors thus requiring access from the public right-of-way. This contributes to problems of traffic congestion and restricts pedestrian usage of sidewalks in some cases.

H. Lack of Ventilation, Light, or Sanitary Facilities

Upon interior inspections of several structures in the Redevelopment Project Area, it was found that certain structures lacked adequate ventilation, lighting or sanitary facilities according to contemporary development and current code standards.

I. Deleterious Land Use or Layout

Deleterious land use or layout is present in 27 or 66 percent of the buildings in the Redevelopment Project Area. Many of the structures in the area are land uses not in conformance with the City's Zoning Ordinance. Other land uses are outmoded, having a harmful effect on the surrounding area and contributing little to the local tax base. Additionally, the layouts of many parcels are obsolete and present a deterrent to the assembly of appropriate sites for contemporary development. This factor is also demonstrated by a wide variety of parcel sizes and shapes. The subdivision of properties is haphazard, resulting in obsolete platting of the area.

J. Depreciation of Physical Maintenance

Depreciation of physical maintenance is also present in 27 or 66 percent of the buildings in the Redevelopment Project Area. Properties in the area evidence a lack of routine

maintenance of building components. Problem conditions include peeling or blistering paint, loose or improperly secured building materials, deteriorating accessory buildings, unkempt storage areas, and the accumulation of debris in parking and yard areas.

K. Lack of Community Planning

The Downtown II area developed before the City's adoption of a comprehensive plan. Much of it was even developed before Evanston's first zoning ordinance was adopted. The platting and development shows little evidence of coordination and planning among buildings and activities. The lack of community planning throughout the development of this area has contributed to the problem conditions previously cited as characteristics of the entire area including obsolescence, overcrowding of structures and facilities, and deleterious land use or layout. Inadequate community planning has resulted in major obstacles to re-development.

V.

DOWNTOWN II REDEVELOPMENT PROJECT

A. Redevelopment Plan and Project Objectives

The City of Evanston proposes to realize its goals and objectives of redevelopment and encouraging private investment in the Downtown II area through public finance techniques including but not limited to tax increment financing:

- (1) By implementing a plan that provides for the assemblage of sites for redevelopment through the application of appropriate land assemblage techniques, including the acquisition and removal of deteriorated and/or obsolete buildings and buildings so situated as to interfere with replatting of the land into parcels suitable for redevelopment and vacating certain public rights-of-way and making them a part of one or more redevelopment sites in accordance with this Redevelopment Plan.
- (2) By assisting in the relocation of residents and business establishments where necessary to achieve the objectives of the Redevelopment Plan.
- (3) By providing for the conservation and preservation of three or more structures in the Redevelopment area.
- (4) By providing public improvements which may include:
(a) off-street parking, (b) railroad viaduct and underpass, (c) new utilities or utility adjustments, (d) transit systems connection facility, (e) public plazas, (f) surface right-of-way improvements, (g) pedestrian walkways.
- (5) By entering redevelopment agreements for the rehabilitation or construction of other improvements in accordance with the Redevelopment Plan.

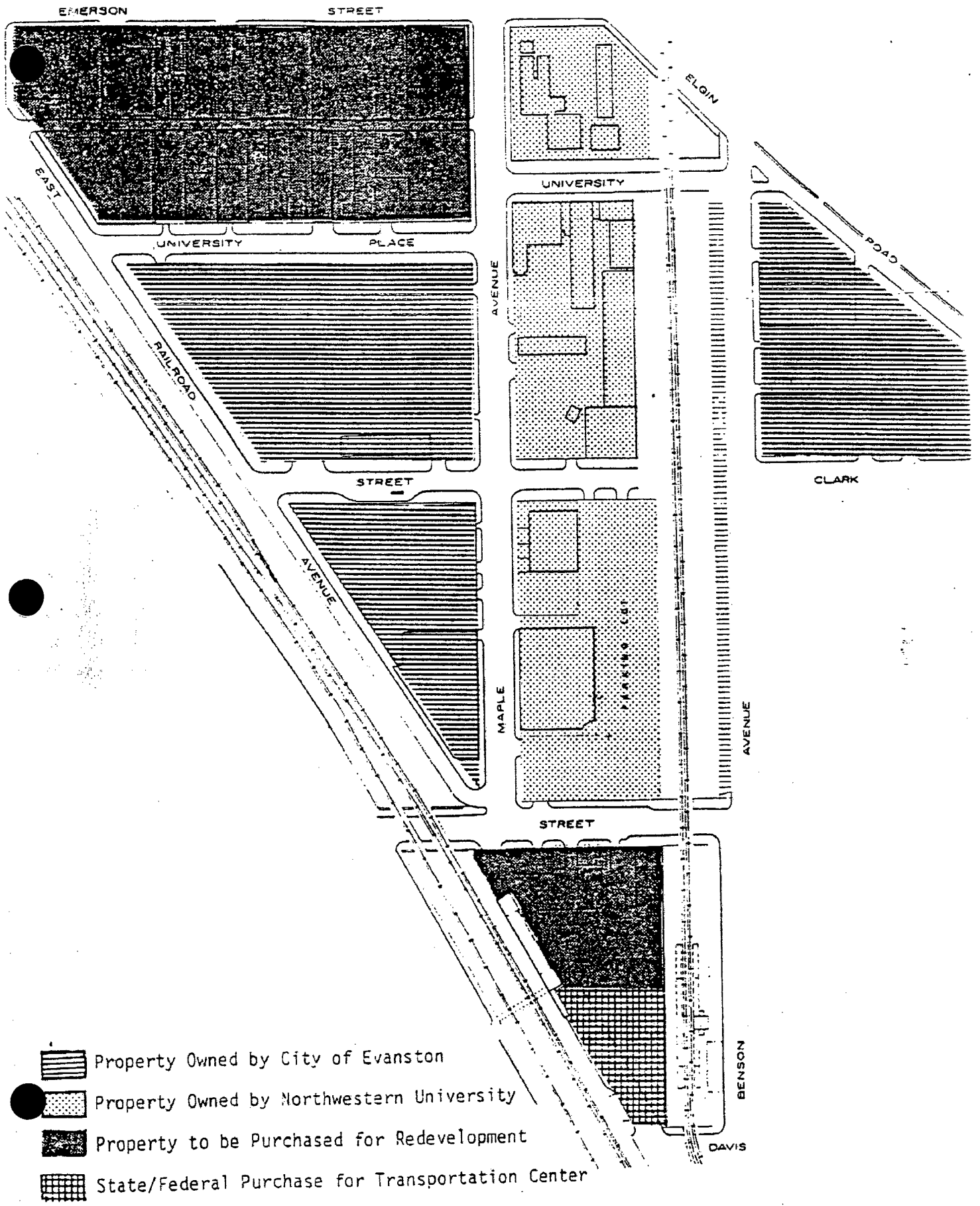
B. Redevelopment Activities

1. Assemblage of Sites

To achieve the renewal of the Downtown II Redevelopment Project Area, property identified in Exhibit 2, Property Ownership and Acquisition Program, may be acquired by the City of Evanston and cleared of all improvements and either (a) sold or leased for private redevelopment, or (b) sold, leased, or dedicated for construction of public improvements or facilities. The City may determine that to meet the renewal objectives of this Redevelopment Plan and Project, other properties in the Redevelopment Project Area not scheduled for acquisition should be acquired, or certain property currently listed for acquisition should not be acquired.

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.

Clearance and demolition activities will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tracts of land do not remain vacant for extended periods of time and so that the adverse effects of clearance activities may be minimized. The City of Evanston may choose to devote property which it has acquired to temporary uses, such as surface parking, prior to such time as property is needed for redevelopment.



Businesses or residences that are acquired by the City may remain as such until redevelopment plans are prepared to be implemented.

2. Relocation

Owners and tenants of businesses or residences that are displaced by the acquisition of property may be provided with relocation assistance and advisory services.

3. Conservation and Preservation

Conservation and preservation are important concepts to be considered in the Downtown II redevelopment. It is contemplated that at least three existing buildings may be retained for preservation of their architectural significance or because they can be readily rehabilitated for reuse. These include: (1) the Commonwealth Edison substation at the southeast corner of Maple Avenue and Clark Street, (2) the brick warehouse at the northeast corner of University Place and East Railroad Avenue, and (3) the Chicago and North Western Davis Street railroad station.

It is possible that certain additional structures will be proposed for retention during the course of redevelopment. The City encourages the productive use or reuse of structures in the Redevelopment Project Area insofar as those structures: (a) are located so as not to impede overall economic development, and (b) are owned by parties with whom the City has a formal agreement committing the owners to making necessary improvements to bring the buildings into accord with this Redevelopment Plan.

4. Provision of Public Improvements and Facilities

Adequate public improvements and facilities will be provided to service the entire Redevelopment Project Area. Public improvements and facilities may include, but are not limited to:

- a. Development of off-street parking facilities including above and below-grade structures.
- b. Construction of a viaduct and underpass at Clark Street for the Chicago Transit Authority rapid transit line allowing for improved east-west access to and from the Downtown II area.
- c. Adjustments to or new construction of sewer and water lines and the relocation of other utility lines as may be necessary to serve and facilitate redevelopment.
- d. Construction of a permanent connecting concourse between the Davis Street CTA station and the Chicago and North Western Railroad station as part of the downtown transportation center. (To be undertaken jointly with private development and the Illinois Department of Transportation.)
- e. Development of public plazas equipped with fountains, benches, landscaping, and other site amenities.
- f. The vacation, removal, resurfacing, widening, reconstruction and other improvements of streets and alleys.
- g. Construction of pedestrian walkway improvements.
- h. Construction of a facility for civic uses.

5. 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.

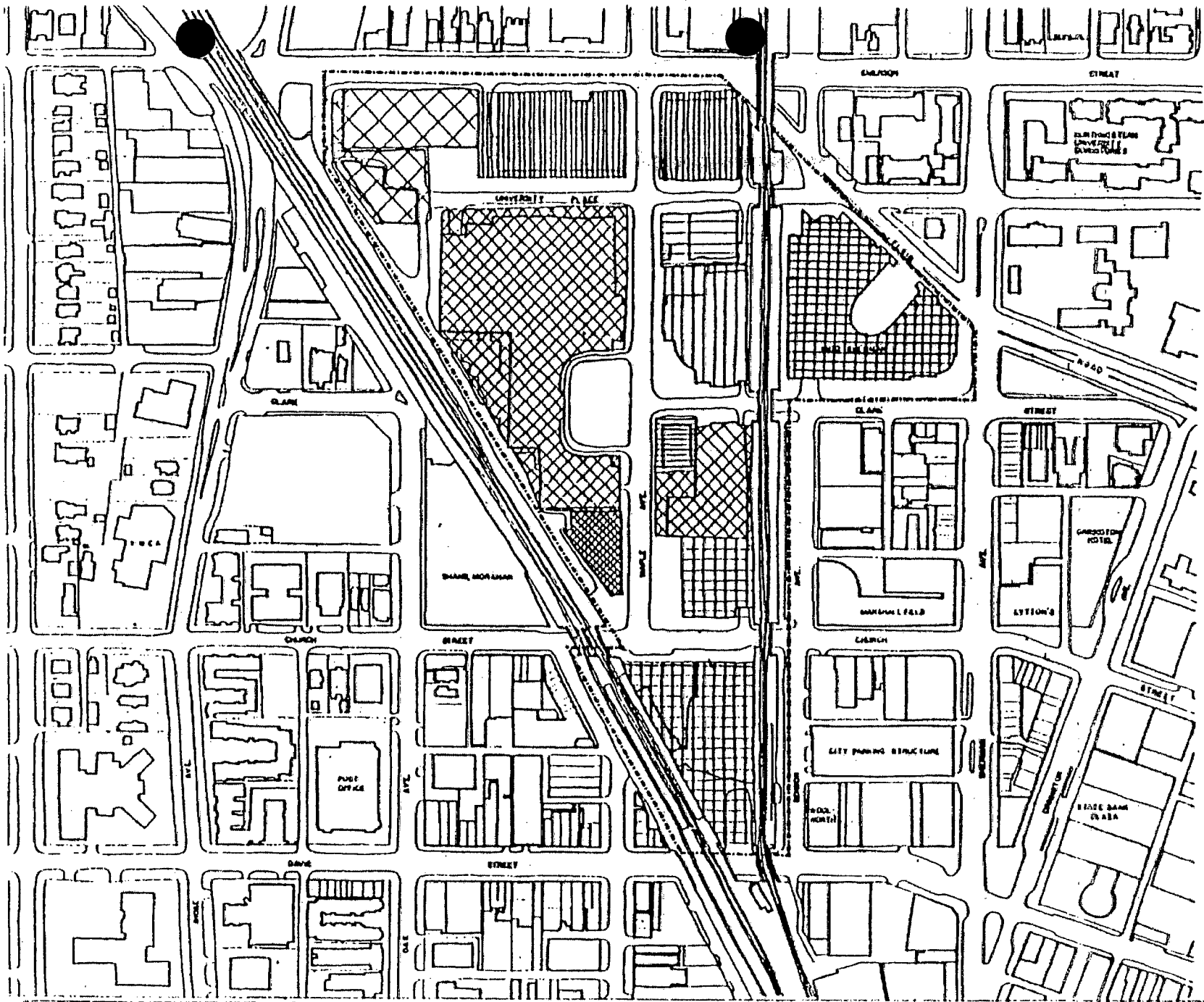
C. General Land Use Plan









Redevelopment in the Downtown II area will occur for the most part on the existing pattern of the grid framework. Possible exceptions to this may include the closing of parts of East Railroad Avenue, the closing of one block of Benson Avenue, and the relocation of one block of University Place. Land uses in the redevelopment area will be significantly changed from the present. The Land Use Plan, Exhibit 3, identifies the proposed uses for the blocks comprising the Downtown II Redevelopment Project Area. Locations are shown to indicate the preferred distribution and mix within the Redevelopment Project Area. However, without amendment to this plan, minor modifications may be necessary and beneficial to the redevelopment of this area.

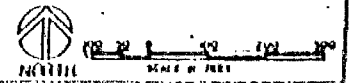
The proposed land uses conform to the Comprehensive General Plan for the City of Evanston. Rezoning of two blocks will eventually be necessary for conformance with the Evanston Zoning Ordinance. The following land use provisions are established for the Redevelopment Project Area.

1. Retail Uses

Large-scale retail with a regional focus is not feasible for the Downtown II area. However, conve-



- SYMBOLS**
-  OFFICE/RESEARCH
 -  MIXED USE OFFICE
 -  NORTHWESTERN FACILITY
 -  GOVERNMENT FACILITY
 -  PREDOMINATELY HOUSING
 -  RETAIL (CONVENIENCE)
 -  CIVIC
 -  COM ED. FACILITY



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CITY OF
EVANSTON
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EVANSTON-DOWNTOWN II

PROPOSED SCHEME EXHIBIT 3 UNIVERSITY PLACE
LAND USE PLAN

AAR KIRNEY ASSOC. PC
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114 DAVID STREET
EVANSTON, IL 60201
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DATE	NO.
08-07-01	0001
DATE	NO.

nience and specialty retail opportunities of a moderate size do exist. Convenience retail space servicing both residential and office/research development could include: an expanded and relocated grocery store, restaurants and food shops, retail establishments catering to noon-hour shopping requirements, and household-related retail facilities. Specialty retail would include the types of apparel, gift and novelty stores that downtown Evanston is still noted for. All retail development in the Redevelopment Project Area would be carefully integrated and construction would be phased with office, research and residential development. Ground-floor retail in office and research facilities will be encouraged.

2. Office Uses

Office development will make up a major portion of the Downtown II redevelopment. Market surveys have indicated that the majority of Evanston's office market demand would be derived from existing local service-oriented businesses. New office space users would be attracted to downtown Evanston's lower leasing costs and less traffic congestion when compared to Chicago's Loop, and cultural, entertainment and shopping amenities. Office development is expected to be the major focus of the eastern and southernmost blocks of the Redevelopment Project Area with smaller concentrations possible in other blocks of the Downtown II area.

3. Residential Uses

The potential exists for significant housing development in the Redevelopment Project Area. However,

a highly successful research center may limit the opportunities for residential development in Downtown II. Housing development could occur in the northernmost blocks of the Downtown II area because they border on existing residential areas. The principal strengths supporting housing development in the Downtown II area are its proximity to major employment and retailing concentrations in the CBD. Further, its proximity to mass transit connections and Northwestern University make this redevelopment area a desirable residential site for urban-oriented home buyers and renters.

4. Research Facilities

A significant opportunity exists to develop a research park within the Redevelopment Project Area. Directly adjacent to Northwestern University, a research park would offer corporations the opportunity to develop integral office and research laboratory facilities with a direct relationship to the major academic strengths of the university. This Evanston/University Research Park would be unique among such developments because it would focus upon the advanced technology needs of basic industries as well as high-technology firms. For smaller firms, an incubator facility is planned to provide low-cost opportunities for research and product development.

5. Transportation Center and Other Amenities

A public transportation center is planned for the southernmost block of the Redevelopment Project Area. This center will improve train and bus access and significantly upgrade the physical surroundings of the various transportation modes. Other similar and

compatible downtown facilities such as a major health club, a conference center, retention of the Levy Senior Citizen Center, a cultural arts center and public library may also be considered as part of the Downtown II redevelopment.

6. Alternate Use

In the event that the Transportation Center office facility or a portion of the research center is not feasible or desirable at the time of construction, an alternate use of a hotel facility may be considered.

D. Additional Controls and Design Criteria

The following controls and criteria shall apply to redevelopment in the Redevelopment Project Area:

1. General

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

2. Pedestrian Access

Design layout shall facilitate internal pedestrian circulation and movement between major traffic generators and parking facilities.

3. Massing of Buildings

The Redevelopment Project Area will be designed as a dense, high-intensity employment and residential center. However, building mass should

be limited to the extent that it is economically feasible to do so. Design importance will be stressed in the treatment of streetscapes, first floor activities, and the relationships of building facades.

4. Open Spaces

Small plazas and open spaces are encouraged to provide vistas and attractive areas for pedestrians. Such areas can often be created from limited building setbacks. Enclosed atria are also encouraged, especially at nodes where pedestrian routes meet or cross.

5. Parking

Development should provide for an adequate supply of appropriately located short-term patron and long-term employee 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

All utility lines should be located underground. The Commonwealth Edison substation located in the center of the redevelopment site should be

aesthetically improved so as not to detract from the attractiveness of the redevelopment.

Additional planning and design controls may be included in each land disposition agreement 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, and any such costs incidental to this Redevelopment Plan and a Redevelopment Project. The state legislation states that such costs may include, without limitation, the following:

1. Costs of studies and surveys, plans, and specifications; professional service costs including but not limited to architectural, engineering, legal, marketing, financial, planning or special services;
2. Property assembly costs, including but not limited to acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing buildings and fixtures;
4. Costs of the construction of public works or improvements;
5. 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 hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 18 months thereafter and including reasonable reserves related thereto;
6. All or a portion of a taxing district's capital costs resulting from the redevelopment project

necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the municipality by written agreement accepts and approves such costs;

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

8. Payment in lieu of taxes.

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

(1) 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.

(2) 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 Table 1. To the extent that the City of Evanston has incurred redevelopment project costs prior to, but in anticipation of, the adoption of tax increment financing, the City may be reimbursed for such costs. Adjustments to the cost items listed in Table 1 are anticipated without amendment to this Redevelopment Plan.

F. Sources of Funds to Pay Redevelopment Project Costs

Funds necessary to pay for redevelopment project costs are to be derived principally from tax increment revenues and proceeds from municipal obligations which have as their revenue source tax increment revenue.

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

TABLE I
 DOWNTOWN II REDEVELOPMENT PROJECT
 ESTIMATED PROJECT COSTS*

<u>Program Action/Improvement</u>	<u>Estimated Cost</u>
Acquisition and relocation for Blocks 112 and 303 and a portion of 125	\$ 4,500,000
Demolition and Clearance	400,000
Transportation Center Plaza	300,000
Transportation Center Concourse	500,000
Clark Street Viaduct and Underpass	1,500,000
Sherman Place Parking Garage	5,900,000
Civic Facility Improvements	4,000,000
Surface Right-of-Way Improvements and Utility Adjustments	4,000,000
Planning, Legal, Studies, etc.	500,000
Contingencies (10%)	<u>2,160,000</u>
GROSS PROJECT COST	\$ 23,760,000

* All cost estimates are in 1984 dollars. In addition to the above stated costs, each tax increment bond issue may have additional costs for capitalized interest and customary reasonable charges associated with the issuance of such obligations. Adjustments to the estimated line item costs above are expected. Each individual project cost will be reevaluated in light of projected private development and resulting property tax revenues as it is considered for public financing under the provisions of the Act.

In the event that adequate funds are not available from the aforementioned sources, the City may use its general funds and utilize its taxing power to sustain the projects and repay obligations issued in connection with the Redevelopment Project, to be reimbursed, if possible, from tax increment financing.

G. Nature and Term of Obligations to be Issued

The City may issue obligations secured by the tax increment special tax allocation fund pursuant to Section 11-74.4-7 of the Act. Such obligations can either take the form of general obligations bonds, issued by utilizing the home rule powers of the City, or tax increment revenue bonds issued pursuant to the Act.

All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired not more than twenty-three (23) years from the adoption of the ordinance approving the Redevelopment Project Area. However, the final maturity date of each individual obligation issued pursuant to the Act may not be later than twenty (20) years from its respective date of issuance. One or more series of obligations may be sold at one or more times in order to implement this Redevelopment Plan. The amounts payable in any year as principal of and interest on all obligations issued by the City pursuant to the Redevelopment Plan and the Act shall not exceed the amounts available, or projected to be available, from tax increment revenues and from such bond sinking funds, capitalized interest funds, debt service reserve funds and other sources of funds as may be provided by ordinance.

Revenues shall be used for the scheduled and/or early retirement of obligations, and for reserves, sinking funds and redevelopment project costs, and, to the extent

not used for such purposes, may be declared surplus and shall then become available for distribution annually to taxing districts in the Redevelopment Project Area in the manner provided by the Act.

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

Table 2 lists the most recent (1983) equalized assessed valuations of properties in the Redevelopment Project Area by block. The total estimated equalized assessed valuation for the Redevelopment Project Area is \$1,836,024. The Boundary Map, Exhibit 1, shows the locations of the eight blocks comprising the Downtown II area.

I. Anticipated Assessed Valuation

Upon completion of the anticipated private development by the year 1997 and assuming a constant Cook County equalization multiplier of 1.9122, it is estimated that the equalized assessed valuation of real property within the Downtown II Redevelopment Project Area will be approximately \$122,000,000.

TABLE 2
BLOCK SUMMARY OF 1983 EQUALIZED ASSESSED VALUES*

<u>Block No.</u>	<u>Assessed Valuation</u>	<u>Equalized Valuation</u>
112	\$ 587,648	\$ 1,123,700
113	2,200	4,207
117	-0-	-0-
118	-0-	-0-
119	890	1,702
124	-0-	-0-
125	149,990	286,811
303	219,435	419,604
TOTAL	\$ 960,163	\$ 1,836,024

* Figures are subject to final verification. Initial equalized assessed valuation is \$1,836,024 based on a Cook County equalization multiplier of 1.9122. After verification, the correct figure shall be certified by the County Clerk of Cook County.

VI. PHASING AND SCHEDULING OF REDEVELOPMENT PROJECT

In order to maximize program efficiency to take advantage of previous and current redevelopment actions and with full consideration of the availability of both public and private funding, a phased implementation strategy will be employed. The phasing of the different components of this Redevelopment Project may overlap due to the uncertainties of market absorption patterns, availability of state and federal financial assistance, difficulty of land acquisition, and feasibility of private sector financing. The representations as to the amounts of space required for usage herein are necessarily approximate and may be revised pursuant to negotiations between the City of Evanston and developers.

A. Initial Phase (Phase 1, 1984-1988)

The first phase of the Redevelopment Project will require an estimated four years to complete and will involve expenditures from the first tax increment bond issue.

Block 119 The entire block has been acquired and cleared by the City in anticipation of a two-phased office and retail complex development. The property will be leased to a private developer with an option to purchase for construction of approximately 318,000 gross square feet of office space and 56,000 gross square feet of retail space. Construction will begin on the first building in 1984 and will include approximately 130,000 gross square feet of office space and 18,000 gross square feet of retail space in a nine-story glass and granite structure with surface parking. The second building and connecting retail arcade will contain the balance of office and retail space and are scheduled for construction in 1986. The City will finance the construction of a viaduct and underpass at Clark Street through the CTA transit line em-

bankment and a parking garage (simultaneous with the second office building) in conjunction with this development.

Block 303 A public transportation center will be constructed in 1986-87 following engineering design work and property acquisition. This center will physically connect the various modes of transportation that converge on this block including the CTA rapid transit line, Chicago and North Western commuter railroad, CTA buses and suburban buses. The entire area will be physically improved and upgraded to provide a more aesthetically pleasing site for public transportation patrons. The City commitment to this project will include a portion of the initial land acquisition and possibly the local matching share of construction funding.

Other
Blocks

Certain utility lines may need to be reconstructed or adjusted in anticipation of development to take place in the second phase of this Redevelopment Project.

B. Second Phase (Phase 2, 1986-1996)

The second phase of the Redevelopment Project is expected to begin in 1986 and involve various separate but integrated developments until the completion of the entire project, projected for 1996. Phase 2 will consist of the creation of a major research and development center offering corporations the opportunity to develop office and research facilities in a setting designed exclusively for such activities. This Evanston/University Research Park will focus on the advanced technology needs of basic industry as well as high-technology firms. For large companies, the Research

Park will offer a first-rate research environment and special access to Northwestern University programs that facilitate university-industry interaction. For new or existing smaller companies, the Research Park's planned incubator facilities and services will provide opportunities for research, development, and prototype manufacturing that might not otherwise be readily undertaken.

Blocks 118
and 125

Currently owned by Northwestern University, these blocks will be cleared and redeveloped primarily for office/research land uses. Anchor developments for Block 118 are projected to include a Basic Industry Research Laboratory and a small business incubator facility. Development in Block 125 is projected to include a private research facility and a mixed-use office and specialty retail project. Also, the Commonwealth Edison substation would be retained and parking would be provided throughout these developments.

Blocks 117
and 124

Currently owned by the City of Evanston, these blocks have been mostly cleared in anticipation of future development and are currently used for surface parking. Projected development is to include the construction of several office/research facilities with ground-floor specialty retail, a possible addition to the Levy Center, or new civic facility, and parking for the entire development.

C. Third Phase (Phase 3, 1988-1996)

The final phase of the Redevelopment Project will

include various commercial and residential development in Blocks 112 and 113 and a private office development in Block 303. Development of Phase 3 is not projected to begin until 1988 and may continue until the entire Redevelopment Project is completed in 1996.

Block 112 Designated property in this block will be acquired, cleared and disposed of to a private developer. Possible land uses include a grocery store, health club, convenience retail, and mid-rise housing. Actual development will depend on the market demand for such uses and the success of the research center. Public financing will necessarily include land acquisition, demolition, relocation assistance, and various infrastructure improvements.

Block 113 This block is currently owned by Northwestern University and will be cleared for redevelopment. Housing or the continuation of the research center is projected for this block.

Block 303 Designated property within this block will be acquired, cleared, and disposed of to a private developer for construction of a major office building with possible convenience or specialty retail on the ground level. This office project will be unique in that it can be physically connected to the concourse of the transportation center. Public financing will be necessary for land acquisition, clearance, relocation assistance, a

public plaza for the transportation center, and a portion of the cost of a permanent connecting concourse between the CTA and C&NW stations.

D. 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 it will be completed sooner than the 23 year maximum timeframe of the legislation, depending on the incremental tax yield. Actual construction activities are anticipated to be completed within twelve years.

VII. PROVISIONS FOR AMENDING THE TAX INCREMENT PLAN

This Redevelopment Plan and Project for Downtown II may be amended pursuant to the provisions of the Real Property Tax Increment Allocation Redevelopment Act.