

ORDINANCE NO. 3033

**AN ORDINANCE APPROVING THE
CITY OF WARRENVILLE SOUTHWEST/ROUTE 59 CORRIDOR
TAX INCREMENT FINANCING DISTRICT (TIF #4)
REDEVELOPMENT PROJECT AREA
REDEVELOPMENT PLAN AND PROJECT**

WHEREAS, the Mayor and City Council of the City of Warrenville (hereinafter referred to as the “City”) desire to implement tax increment financing pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 *et seq.* (hereinafter referred to as the “TIF Act”) for the proposed Warrenville Southwest/Route 59 Corridor Tax Increment Financing District (hereinafter referred to as “TIF District #4”) redevelopment plan and project (hereinafter referred to as the “TIF Plan”), and designate the tax increment redevelopment project area (hereinafter referred to as the “Redevelopment Project Area”) relative to TIF District #4; and

WHEREAS, the City authorized a study in regard to the designation of the Redevelopment Project Area for TIF District #4 and the adoption of the TIF Plan in relation thereto; and

WHEREAS, on June 6, 2016, the City announced the availability of the TIF Plan, with said TIF Plan containing an eligibility study for TIF District #4 addressing the tax increment financing eligibility of the Redevelopment Project Area (hereinafter referred to as the “Eligibility Study”), and a housing impact study for TIF District #4 (hereinafter referred to as the “Housing Impact Study”); and

WHEREAS, a public hearing was held on September 6, 2016, in regard to the TIF Plan, at which the City noted certain technical changes that needed to be made to the TIF Plan, with said technical changes being formally approved by an Ordinance

approved by the Mayor and City Council of the City on September 19, 2016, resulting in an updated version of the TIF Plan dated September 20, 2016 (hereinafter referred to as the “Final TIF Plan”); and

WHEREAS, the Mayor and City Council of the City desire to implement tax increment financing pursuant to the TIF Act for the Final TIF Plan within the municipal boundaries of the City and within the Redevelopment Project Area described and depicted in EXHIBIT A-1 and EXHIBIT A-2, both being attached hereto and made part hereof; and

WHEREAS, the City has complied with the specific notice, public meeting, joint review board meeting and public hearing requirements provided for in the TIF Act as a prerequisite to approving the Final TIF Plan in relation to TIF District #4, in that the City has taken the following actions:

	<u>ACTION</u>	<u>DATE TAKEN</u>
1.	Approved an Ordinance Authorizing the Eligibility Study, including the Housing Impact Study, and the TIF Plan	August 3, 2015
2.	Mailed notices, by certified mail, return receipt requested, relative to the Ordinance Authorizing the Eligibility Study, including the Housing Impact Study, and the TIF Plan, to all taxing districts that would be affected by the tax increment financing district designation	August 5, 2015
3.	Published the TIF Interested Parties Registry Notice in the newspaper (<i>Daily Herald</i>)	August 19, 2015
4.	Announced the availability of the Eligibility Study, including the Housing Impact Study, and the TIF Plan, at a City Council meeting	June 6, 2016
5.	Mailed notices of a Public/Housing Impact Meeting to all taxing districts and all parties who are registered on the City's TIF Interested Parties Registry (by certified mail, return receipt requested), and all residential addresses within the Redevelopment Project Area and all taxpayers of record within the Redevelopment Project Area (by First Class U.S. Mail)	June 7, 2016
6.	Held the Public/Housing Impact Meeting	June 23, 2016

7.	Approved Ordinance No. 3014 calling for a Joint Review Board meeting and a Public Hearing relative to the proposed approval of the Redevelopment Project Area and the TIF Plan in relation thereto	July 5, 2016
8.	Mailed notices relative to the availability of the Eligibility Study, the Housing Impact Study and TIF Plan to all residential addresses within 750 feet of the boundaries of the Redevelopment Project Area and to all parties who were registered on the City's TIF Interested Parties Registry (by First Class U.S. Mail)	July 8, 2016
9.	Mailed a copy of Ordinance No. 3014, the Eligibility Study, the Housing Impact Study and the TIF Plan, along with a notice of the Joint Review Board meeting and the Public Hearing, to all taxing districts and the Illinois Department of Commerce and Economic Opportunity (by certified mail, return receipt requested)	July 15, 2016
10.	Held Joint Review Board meetings	August 2, 2016 and August 23, 2016
11.	Published notice of the Public Hearing in the newspaper (<i>Daily Herald</i>) twice	August 22, 2016 and August 24, 2016
12.	Mailed notices of the Public Hearing to each residential address (by First Class U.S. Mail) and taxpayer of record (by certified mail, return receipt requested) within the Redevelopment Project Area, and to each person on the City's TIF Interested Parties Registry (by First Class U.S. Mail)	August 24, 2016
13.	Held a Public Hearing (at which proposed technical changes to the TIF Plan were announced)	September 6, 2016
14.	Adopted Ordinance No. 3027, making certain technical changes to the TIF Plan, resulting in the Final TIF Plan	September 19, 2016
15.	Mailed notices of the technical changes to the TIF Plan to all taxing districts impacted by TIF District #4, to the Public Member of the Joint Review Board and to each person on the City's TIF Interested Parties Registry (by First Class U.S. Mail)	September 23, 2016
16.	Published notice of the technical changes to the TIF Plan in the newspaper (<i>Daily Herald</i>)	September 26, 2016

; and

WHEREAS, on August 23, 2016, the Joint Review Board, relative to TIF District #4, recommended the approval of the Redevelopment Project Area and approval of the TIF Plan in relation thereto; and

WHEREAS, pursuant to the TIF Act, the City has waited at least fourteen (14) days, but not more than ninety (90) days, from the Public Hearing date to take action on this Ordinance approving the Final TIF Plan; and

WHEREAS, the Final TIF Plan sets forth the conditions in the Redevelopment Project Area qualifying the Redevelopment Project Area as a “conservation area,” and the Mayor and City Council of the City have reviewed testimony concerning said conditions presented at the Public Hearing and are generally informed of the conditions causing the Redevelopment Project Area to qualify as a “conservation area,” as said term is defined in Section 5/11-74.4-3 of the TIF Act (65 ILCS 5/11-74.4-3); and

WHEREAS, the Mayor and City Council have reviewed the conditions pertaining to the lack of private investment in the Redevelopment Project Area to determine whether private development would take place in the Redevelopment Project Area as a whole without the adoption of the Final TIF Plan; and

WHEREAS, it is the intent of the Mayor and City Council to utilize the tax increment from all sources authorized by law; with such revenues to be exclusively utilized for the development of the Final TIF Plan within the Redevelopment Project Area (except as provided in 65 ILCS 5/11-74.4-4(q), as incorporated into the Final TIF Plan budget of estimated redevelopment project costs); and

WHEREAS, the Redevelopment Project Area would not reasonably be redeveloped without the use of such incremental revenues; and

WHEREAS, the Mayor and City Council have reviewed the conditions pertaining to real property in the Redevelopment Project Area to determine whether contiguous

parcels of real property and improvements thereon in the Redevelopment Project Area would be substantially benefited by the Final TIF Plan improvements;

NOW, THEREFORE, BE IT ORDAINED, by the City Council of the City of Warrenville, DuPage County, Illinois, as follows:

SECTION 1: That the Mayor and City Council hereby make the following findings:

A. The area constituting the Redevelopment Project Area is described and depicted as set forth in the attached EXHIBIT A-1 and EXHIBIT A-2;

B. There exist conditions which cause the area proposed to be designated as the Redevelopment Project Area to be classified as a “conservation area,” as such term is defined in Section 5/11-74.4-3 of the TIF Act (65 ILCS 5/11-74.4-3);

C. The Redevelopment Project Area on the whole has not been subject to growth and redevelopment through investment by private enterprise and would not be reasonably anticipated to be redeveloped without the adoption of the Final TIF Plan;

D. The Redevelopment Project Area would not reasonably be redeveloped without the tax increment derived from real property tax incremental revenues, and the increment from such revenues will be exclusively utilized for the redevelopment as outlined in the Final TIF Plan within the Redevelopment Project Area (except as provided in 65 ILCS 5/11-74.4-4(q), as incorporated into the Final TIF Plan budget of estimated redevelopment project costs);

E. The Final TIF Plan conforms to the City's Comprehensive Plan for the development of the City as a whole;

F. The parcels of real property in the Redevelopment Project Area are contiguous and only those contiguous parcels of real property and improvements thereon which will be substantially benefited by the Final TIF Plan are included in the Redevelopment Project Area;

G. The estimated date for final completion of the Final TIF Plan is December 31st of the year in which the payment to the City Treasurer is made with respect to *ad valorem* taxes levied in the twenty-third (23rd) calendar year after the year in which the ordinance approving the Redevelopment Project Area is adopted, which, as to TIF District #4, is December 31, 2040; and

H. The estimated date for retirement of obligations incurred to finance Final TIF Plan costs is not later than December 31st of the year in which the payment to the City Treasurer is made with respect to *ad valorem* taxes levied in the twenty-third (23rd) calendar year after the year in which the ordinance approving the Redevelopment Project Area is adopted, which, as to TIF District #4, is December 31, 2040.

SECTION 2: That the Final TIF Plan is hereby adopted and approved. A copy of said Final TIF Plan is attached hereto as EXHIBIT B and made a part hereof.

SECTION 3: That this Ordinance shall be in full force and effect from and after its adoption, approval and publication in pamphlet form as provided by law.

SECTION 4: That if any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance.

SECTION 5: That all ordinances or parts of ordinances in conflict herewith are, to the extent of such conflict, hereby repealed.

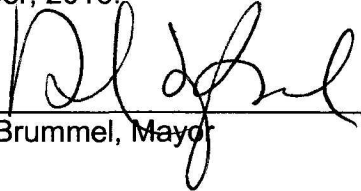
ADOPTED this 3rd day of October, 2016, pursuant to a roll call vote as follows:

AYES: Ald. Barry, Goodman, Weidner, Davolos, Aschauer, and Wilson

NAYS: Ald. Hoffmann

ABSENT: Ald. Bevier

APPROVED by me this 3rd day of October, 2016.



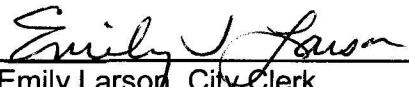
David Brummel, Mayor

ATTEST:



Emily Larson, City Clerk

Published by me in pamphlet form this 4th day of October, 2016.



Emily Larson, City Clerk

EXHIBIT A-1

Warrenville Southwest/Route 59 Corridor Tax Increment Financing District – TIF #4

Legal Description:

That part of the East half of Section 33, and the West half of the Northwest quarter of Section 34, and the Southwest quarter of Section 34, Township 39 North, Range 9 East of the Third Principal Meridian, and also part of the West half of the Northwest quarter of Section 3, and the Northeast quarter of Section 4, Township 38 North, Range 9 East of the Third Principal Meridian, all in DuPage County, Illinois; described as follows:

Beginning at the point of intersection of the Westerly line of Talbot Avenue with the Westerly extension of the Northerly line of Big Woods Warrenville Road as platted in Robert Bartlett's Green Acres, according to the plat thereof recorded October 20, 1943 as document number 454884;

Thence Easterly along said Westerly extension, approximately 40 feet to the Southwest corner of Lot 18 of said Robert Bartlett's Green Acres;

Thence Easterly along the Northerly line of said Big Woods Warrenville Road, a distance of 1,410.26 feet to a point on the Westerly line of Barkley Avenue, said point also being the Southeast corner of Lot 26 of said Robert Bartlett's Green Acres;

Thence Northerly along said Westerly line of Barkley Avenue, a distance of 960.52 feet to an angle point of said Westerly line;

Thence Northeasterly along said Westerly line of Barkley Avenue, a distance of approximately 134 feet to a point that is 63 feet Westerly of the Northwest corner of Lot 887 of Hurlingham Unit Nine, according to the plat thereof recorded April 21, 1978 as document number R78-33313;

Thence Easterly and perpendicular to the last described course, a distance of 63 feet to the Northwest corner of said Lot 887;

Thence Southerly along the Westerly line of said lot 887, also being the easterly line of Barkley Avenue, a distance of 125.96 feet to the Southwest corner of said Lot 887;

Thence Easterly along the Southerly line of Lot 887, a distance of 19.26 feet to an angle point, said point also being on the Northerly line of Lot 33 of said Robert Bartlett's Green Acres;

Thence Southeasterly along the Northerly line of said Lot 33, a distance of 610.52 feet to the Northeast corner of said Lot 33, also being the Northwest corner of Lot 34 of said Robert Bartlett's Green Acres;

Thence continuing Southeasterly along the Northerly line of Said Lot 34, a distance of 649.81 feet to the Northeast corner of said Lot 34, also being the Southeast corner of Hurlingham Unit Eight, according to the plat thereof recorded February 3, 1978 as document number R78-10421;

Thence Northerly along the Easterly line of said Hurlingham Unit Eight, also being the Westerly line of Illinois Route 59, a distance of 559.41 feet to the Northeasterly corner of said Hurlingham Unit 8, also being the Southeast corner of Lot 425 of Hurlingham Unit 5, according to the plat thereof recorded November 7, 1975 as document number R75-61740;

Thence Northerly along the Easterly line of said Hurlingham Unit Five, also being the Westerly line of Illinois Route 59, a distance of 24.89 feet to the Northeast corner of Lot 425 of said Hurlingham Unit Five;

Thence Easterly to the point of intersection of Easterly line of Illinois Route 59 (as taken for road purposes) with the Northerly line of Lot 109 of Taylor & Powers Garden Acres, according to the plat thereof recorded September 19, 1929 as document number 286552, said point being Easterly of and 75 feet perpendicularly distant from the survey line for a highway designated F.A. Route No. 77 (also known as Illinois Route 59) and 21.41 feet, more or less, Easterly of the Northwest corner of said Lot 109;

Thence Easterly along the Northerly line of said Lot 109, a distance of 218.72 feet to the Northeast corner of said Lot 109;

Thence Southerly along the easterly line of Lots 109 through 103 inclusive of said Taylor & Powers Garden Acres, a distance of 420 feet to a point on the North line of Prairie Avenue, said point also being the Southeast corner of said Lot 103;

Thence continuing Southerly, a distance of 66 feet, more or less, to a point on the South line of Prairie Avenue, said point also being the Northeast corner of Lot 102 of said Taylor & Powers Garden Acres;

Thence continuing Southerly along the Easterly line of Lots 102 through 93, inclusive of said Taylor and Powers Garden Acres, a distance of 730 feet, more or less, to the centerline of an alley vacated by document number 730256 and recorded on September 16, 1954;

Thence Easterly along the centerline of said vacated alley to the intersection of said centerline with the Northerly extension of the Easterly line of Lot 85 of said Taylor and Powers Garden Acres;

Thence Southerly along the Easterly line of said lot 85 and the Northerly extension thereof, a distance of 193 feet, more or less, to a point on the Northerly line of Warrenville & Big Woods Road (now Butterfield Road), said point also being the Southeast corner of said Lot 85;

Thence Easterly along said Northerly line, 223 feet, more or less, to the intersection of said Northerly line extended easterly with the centerline of Home Avenue;

Thence Southerly to a point on the Southerly line of Butterfield Road, said point also being the Northeast corner of Lot 57 of Second Addition to Warrenville Estates, according to the plat thereof recorded October 7, 1936 as document number 373758;

Thence Southerly along the Easterly line of said Lot 57 to the Southeast corner thereof;

Thence continuing Southerly along the Easterly line of Lot 64 of said Second Addition to Warrenville Estates, a distance of 400 feet, more or less to a point on the North line of Albright Street, said point also being the Southeast corner of said Lot 64;

Thence continuing Southerly, a distance of 66 feet, more or less to a point on the South line of said Albright Street, said point also being the Northwest corner of Lot 74 of said Second Addition to Warrenville Estates;

Thence Easterly, along said Southerly line, 66.67 feet to the intersection of said Southerly line with the Easterly line of the West 66.67 feet of said Lot 74;

Thence southerly along said Easterly line to the point of intersection of said Easterly line with the Southerly line of said Lot 74, said point also being on the Northerly line of Lot 79 of said Second Addition to Warrenville Estates;

Thence Easterly along said Northerly line to the Northeast corner of said Lot 79 being a point on the Southeasterly line of Webster Street and also on the Northwesterly line of the former Chicago Aurora and Elgin Railroad, said Northwesterly line being 50 feet Northwesterly of and normally distant from the centerline of said railroad described in Parcel 112 of a deed recorded July 21, 1965 as document number R65-26607;

Thence Northeasterly on said Northwesterly line, being a curve to the right and concave Southeast to the point of intersection of said Northwesterly line with a line approximately 75 feet Westerly of and perpendicularly distant from the centerline of Landon Avenue as platted in said Second Addition to Warrenville Estates, said point also being on the Easterly line of tax assessment parcel number 04-34-302-011;

Thence Southerly along the Easterly line of said tax assessment parcel number 04-34-302-011 to the point of intersection of said Easterly line with the Southeasterly line of said former Chicago Aurora and Elgin Railroad, said Southeasterly line also being the Northwesterly line of Aurora Way;

Thence Southwesterly on said Southeasterly line, being a curve to the left 50 feet Southwesterly of and normally distant from the centerline of said former Chicago Aurora and Elgin Railroad to the point of tangency of said curve, said point also being the Southwest corner of Warrenville Estates' Land Division Assessment Plat recorded October 24, 2008 as document number R2008-157758;

Thence Southwesterly on the Southeasterly line of said former Chicago Aurora and Elgin Railroad to the point of intersection of said Southeasterly line with the Easterly line of Illinois Route 59, said Easterly line being approximately 85 feet Easterly of the centerline of said Illinois Route 59 as shown on the Plat of Transit Line recorded June 3, 1971 as document number R71-24124;

Thence Southeasterly to the most Westerly corner of Lot 1 of Monarch Landing, according to the plat thereof recorded May 17, 2005 as document number R2005-102300, said point also being on the Southeasterly line of Aurora way;

Thence Southeasterly along a Westerly line of said Lot 1, a distance of 9.62 feet to the intersection of said Westerly line with the North line of the Northwest Quarter of Section 3, Township 38 North, Range 9 East of the Third Principal Meridian;

Thence Southeasterly along a Westerly line of said Lot 1, a distance of 167.45 feet to an angle point of said Westerly line;

Thence Southerly along said Westerly line, a distance of 164.94 feet to an angle point of said Westerly line, said angle point being 50 feet easterly of and normally distant from said centerline of Illinois Route 59;

Thence Southerly along said Westerly line, being a curve to the right, concave Westerly with a radius of 4,142.56 feet, an arc distance of 663.71 feet to the most Northerly Southwest corner of said Lot 1;

Thence continuing Southerly, 50 feet Easterly of and normally distant from said centerline to the intersection of the last described course with the centerline of Ferry Road as shown on said Plat of Transit Line;

Thence Northwesterly along the centerline of said Ferry Road to the point of intersection with the centerline of said Illinois Route 59, said point being station 1857+25.50 as shown on said Plat of Transit Line;

Thence Northerly along the centerline of said Illinois Route 59 being a curve to the left, concave Westerly with a radius of 4,092.56 feet, an arc distance of 6.40 feet to the point of intersection with another centerline of Ferry Road, said point being station 1857+19.10 as shown on said Plat of Transit Line;

Thence Northwesterly along the centerline of said Ferry Road, said centerline being 40 feet perpendicularly distant from, parallel with and Southwesterly of the Southwesterly line of Lot 1 and Lot 2 of Safranski's Addition to Warrenville, according to the plat thereof recorded September 23, 1983 as document number R83-68897, a distance of 439.80 feet to the point of intersection of said centerline with the Southerly extension of the Westerly line of said Lot 2, said point also being the Southeast Corner of Dieter's Subdivision, according to the plat thereof recorded July 17, 1957 as document number 849530;

Thence continuing Northwesterly along said centerline being 33 feet perpendicularly distant from, parallel with and Southwesterly of the Southerly line of Lot 3 of said Dieter's Subdivision, a distance of 168.7 feet to an angle point of said centerline;

Thence Westerly along said centerline being 33 feet perpendicularly distant from, parallel with and Southerly of the Southerly line of Lot 1 and Lot 2 of said Dieter's Subdivision, a distance of 458.75 feet to the point of intersection of said centerline with the Easterly line of the former Chicago Aurora and Elgin Railroad, said point also being the Southwest corner of said Dieter's Subdivision;

Thence Northeasterly along the Northwesterly line of said Dieter's Subdivision, also being the Southeasterly line of said former Chicago Aurora and Elgin Railroad described as a 66 feet wide strip of land as Parcel 111 of a deed recorded July 21, 1965 as document number R65-26607, to the point of intersection with the East line of the Northeast Quarter of Section 4, Township 38 North, Range 9 East of the Third Principal Meridian;

Thence North along the East line of said Northeast Quarter to the point of intersection with the Northwesterly line of said Parcel 111, said point also being on the Southeasterly line of Rigi

Road as platted on Rose Tortoriello's Division, according to the plat thereof recorded October 28, 1952 as document number 666086;

Thence Southwesterly along the Northwesterly line of said Parcel 111 to a Northeast corner of Naperville and Winfield Townships Supervisors Assessment Plat Number One, according to the plat thereof recorded March 24, 1947 as document number 517758;

Thence continuing Southwesterly along said Northwesterly line, a distance of 757.52 feet to the point of intersection with the centerline of said Ferry Road, said point also being the Southeast corner of said Naperville and Winfield Townships Supervisors Assessment Plat Number One;

Thence continuing Southwesterly along the Northwesterly line of said former Chicago Aurora and Elgin Railroad, a distance of 45.24 feet to the Northeast corner of Lot 1 of Rodgers Assessment Plat, according to the plat thereof recorded November 13, 1969 as document number R69-49249;

Thence continuing Southwesterly along said Northwesterly line, a distance of 373.93 feet to the Southwest corner of Lot 1 of said Rodgers Assessment Plat;

Thence continuing Southwesterly along said Northwesterly line to the point of intersection with the Westerly line of Lot 1 of the Plat of Survey of the Alexander Ferguson Farm, according to the plat thereof recorded December 16, 1943 as document number 456920, said point also being the Southeast corner of Lot 1 of Iron Gate Motor Condos, according to the plat thereof recorded March 28, 2014 as document number R2014-025190;

Thence Northerly along the Easterly line of Lot 1 of said Iron Gate Motor Condos, a distance of 854.51 feet to the Northeast corner of Lot 1 of Said Iron Gate Motor Condos;

Thence Westerly along the Northerly line of said Lot 1 to the point of intersection with the Southerly extension of the Westerly line of the Plat of Annexation to the Warrenville Public Library District, according to the plat thereof recorded September 14, 1988 as document number R88-104161;

Thence Northerly along the Southerly extension of said Westerly line to the Southwest corner of said Plat of Annexation to the Warrenville Public Library District;

Thence continuing Northerly along said Westerly line, a distance of 1,141.09 feet to the Northwest Corner of said Plat of Annexation to the Warrenville Public Library District;

Thence Easterly along the Northerly line of said Plat of Annexation to the Warrenville Public Library District, a distance of 1,146.09 feet to the Northeast corner of said Plat of Annexation to the Warrenville Public Library District;

Thence Easterly along the Northerly line of Lot 1 of City of Warrenville Assessment Plat No. 1, according to the plat thereof recorded December 23, 1975 as document number R75-71562, a distance of 119.89 feet to the Northeast corner of said Lot 1;

Thence Southerly along the Easterly line of said Lot 1, a distance of 183.70 feet to the Southeast corner of said Lot 1;

Thence Westerly along the Southerly line of said Lot 1, a distance of 119.83 feet to the point of intersection with the Easterly line of said Plat of Annexation to the Warrenville Public Library District, said point also being the Southwest corner of said Lot 1;

Thence Southerly along said Easterly line, also being a Westerly line of Lot 107 of Butterfield East – Unit Three, according to the plat thereof recorded September 4, 2015 as document number R2015-099332, a distance of 884.14 feet to the point of intersection of the North Line of Ferry Road, said point also being the Southwest corner of said Lot 107;

Thence Easterly along the Southerly line of said Lot 107, a distance of 322.12 feet to the point of intersection with the Westerly line of said Naperville and Winfield Township Supervisors Assessment Plat Number One, said point also being the Southeast corner of said Lot 107;

Thence Northerly along said Westerly line, also being the Easterly line of said Butterfield East – Unit Three, a distance of 2,020.91 feet to the point of intersection with the Southerly line of said Robert Bartlett's Green Acres, said point also being the Northeast corner of Lot 4 of said Butterfield East – Unit Three;

Thence Westerly along said Southerly line, a distance of 456.30 feet, more or less to an angle point of said Southerly line;

Thence Westerly along said Southerly line, a distance of 1,200.89 feet to the Southwest corner of Lot 75 of said Robert Bartlett's Green Acres;

Thence Northerly along the Westerly line of said Robert Bartlett's Green Acres, a distance of 1,376.72 feet to the Northwest corner of Lot 80 of said Robert Bartlett's Green Acres;

Thence Northerly 236.28 feet to the point of beginning, all in DuPage County, Illinois.

Excepting therefrom five parcels of land described as follows:

Exception Parcel 1:

Lot 35 in Robert Bartlett's Green Acres, being a subdivision in the East half of Section 33 and in the West half of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian, according to the plat thereof recorded October 20, 1943 as document 454884, in DuPage County, Illinois.

Exception Parcel 2:

The East half of Lot 59 in the Second Addition to Warrenville Estates, being a subdivision of part of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian and also of Lots 45 to 49 inclusive, of the First Addition to Warrenville Estates, according to the plat recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

Exception Parcel 3:

The West 80 feet of Lot 58 in Second Addition to Warrenville Estates, being a part of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian, and also a resubdivision of Lots 45 to 49 of First Addition to Warrenville Estates, according to the plat thereof recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

Exception Parcel 4:

The West 60 feet of the East 120 feet of Lot 58 in Second Addition to Warrenville Estates, being a part of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian, also a resubdivision of Lots 45 to 49, inclusive, of First Addition to Warrenville Estates, according to the plat of said Second Addition to Warrenville Estates, recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

Exception Parcel 5:

The East 60 feet of Lot 58 in Second Addition to Warrenville Estates, being a part of Section 34, Township 39 North, Range 9 East of the Third Principal Meridian, also a resubdivision of Lots 45 to 49 inclusive, of First Addition to Warrenville Estates, according to the plat of said Second Addition to Warrenville Estates recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

PINs:

04-33-205-001	04-33-403-002	04-34-104-028
04-33-205-002	04-33-403-003	04-34-104-029
04-33-205-003	04-33-403-004	04-34-104-033
04-33-205-004	04-33-403-005	04-34-104-034
04-33-205-005	04-33-404-004	04-34-104-038
04-33-205-006	04-33-404-008	04-34-300-002
04-33-205-008	04-33-405-001	04-34-300-003
04-33-206-001	04-33-405-004	04-34-300-008
04-33-400-002	04-33-405-005	04-34-300-012
04-33-400-003	04-33-405-006	04-34-300-013
04-33-400-004	04-33-405-007	04-34-300-014
04-33-400-005	04-33-405-008	04-34-300-015
04-33-400-007	04-33-405-009	04-34-300-016
04-33-400-008	04-33-405-010	04-34-300-017
04-33-400-009	04-33-405-011	04-34-300-025
04-33-400-010	04-33-405-012	04-34-302-001
04-33-401-004	04-33-405-013	04-34-302-002
04-33-401-005	04-33-405-014	04-34-302-003
04-33-401-006	04-33-405-015	04-34-302-004
04-33-401-007	04-33-405-016	04-34-302-005
04-33-401-008	04-33-405-017	04-34-302-010
04-33-401-009	04-33-405-018	04-34-302-011
04-33-401-015	04-33-405-019	07-03-100-001
04-33-401-016	04-33-405-020	07-03-100-006
04-33-401-017	04-33-405-022	07-03-100-007
04-33-401-018	04-33-405-023	07-03-100-008
04-33-401-020	04-33-405-026	07-03-100-010
04-33-401-021	04-33-405-027	07-04-200-007
04-33-401-022	04-33-405-028	07-04-201-001
04-33-401-023	04-34-100-002	07-04-201-002
04-33-401-024	04-34-102-006	07-04-201-003
04-33-401-025	04-34-102-007	07-04-201-004
04-33-401-026	04-34-102-008	07-04-201-005
04-33-401-027	04-34-102-009	07-04-201-006
04-33-401-028	04-34-102-010	07-04-201-007
04-33-401-029	04-34-102-012	07-04-201-008
04-33-401-030	04-34-102-028	07-04-201-009
04-33-401-031	04-34-104-001	07-04-201-010
04-33-401-032	04-34-104-002	07-04-201-011
04-33-401-033	04-34-104-003	07-04-201-012
04-33-401-034	04-34-104-004	07-04-201-013
04-33-401-035	04-34-104-005	07-04-201-014
04-33-402-001	04-34-104-006	07-04-201-016
04-33-402-002	04-34-104-008	07-04-202-003
04-33-402-003	04-34-104-009	07-04-202-004
04-33-402-004	04-34-104-024	07-04-202-005
04-33-402-005	04-34-104-025	07-04-203-008
04-33-402-006	04-34-104-026	07-04-203-009
04-33-403-001	04-34-104-027	07-04-203-010

Common Boundary Description:

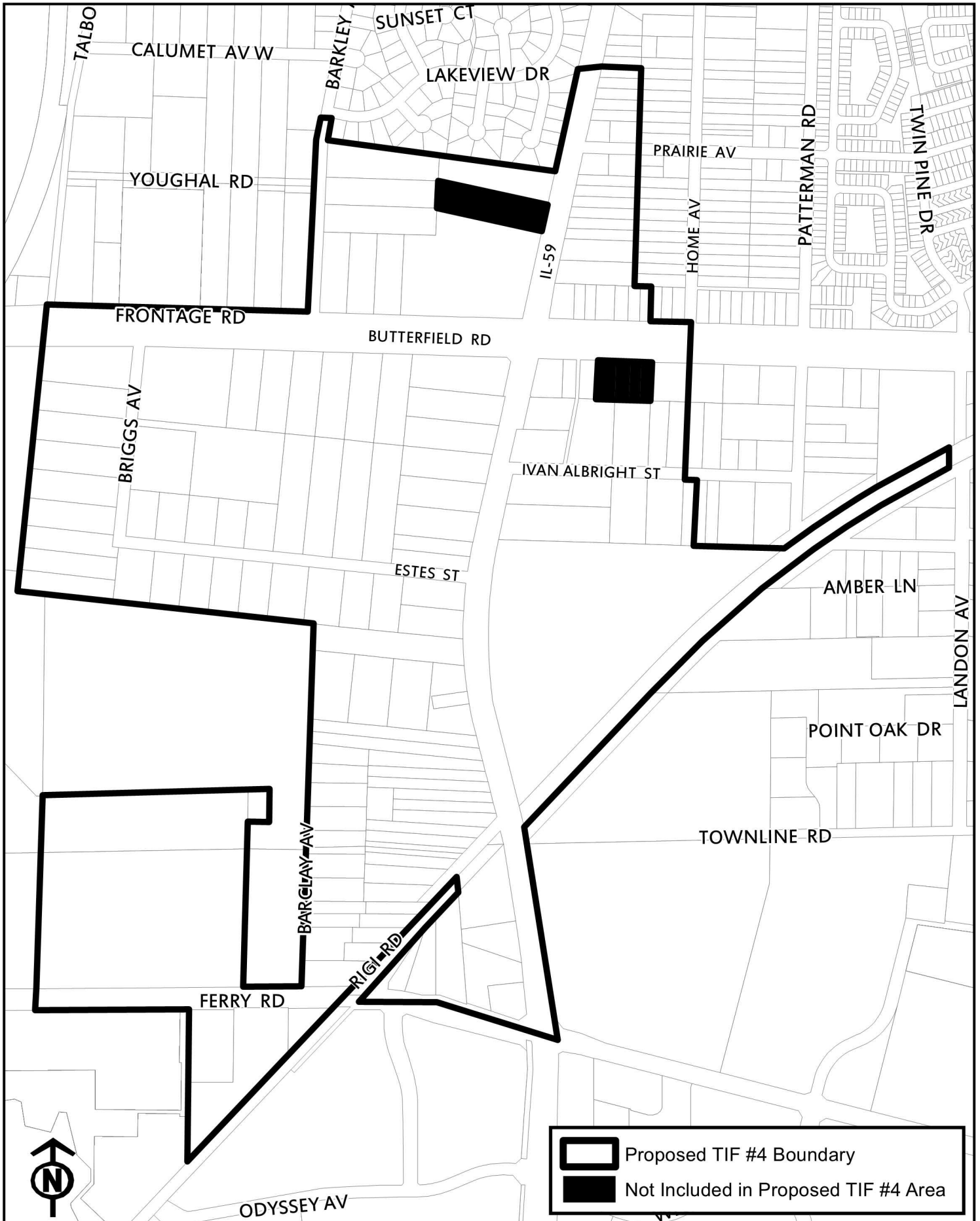
Parcels on the East side of Illinois Route 59, from the Illinois Prairie Path Trail on the South, to a point approximately halfway between Meadow Avenue and Prairie Avenue on the North; Parcels on the West side of Illinois Route 59, from approximately Prairie Avenue on the North, to Ferry Road on the South; Parcels on the North and South sides of Ivan Albright Street, from Illinois Route 59 on the West, to a point approximately halfway between Illinois Route 59 and Patterman Road on the East; The Illinois Prairie Path Trail, from just West of Landon Avenue on the East, to a point just West of Illinois Route 59 on the West; Parcels on the East side of Barkley Avenue, from Illinois Route 56 (Butterfield Road) on the South, to just South of Lakeview Drive on the North; Parcels on the North side of Illinois Route 56 (Butterfield Road), from Barkley Avenue on the West, to just West of Home Avenue on the East; Parcels along the South side of Illinois Route 56 (Butterfield Road), from just West of Briggs Avenue on the West, to approximately Home Avenue on the East; Parcels along the East and West sides of Briggs Avenue, South of Illinois Route 56 (Butterfield Road); Parcels along the North and South sides of Estes Street, from Briggs Avenue on the West, to Illinois Route 59 on the East; Parcels along the North side of Ferry Road, from Illinois Route 59 on the East, to a point approximately 1760 feet West of Rigi Road on the West; Parcels on the South side of Ferry Road, from Rigi Road on the East, to a point approximately 800 feet West of Rigi Road on the West; and Parcels along the East side of Barclay Avenue, North of Ferry Road; all in Warrenville, Illinois.

EXHIBIT A-2

Street Location Map

(see attached)

TIF #4



1 inch = 700 feet

EXHIBIT B

**Redevelopment Plan and Project for the
Warrenville Southwest/Route 59 Corridor
Tax Increment Financing District (TIF #4)**

(see attached)

Southwest/Route 59 Corridor Tax Increment Financing District #4 Redevelopment Plan and Project



City of Warrenville, Illinois
September 20, 2016

Prepared by:



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INTRODUCTION

This report documents the Tax Increment Redevelopment Plan and Project (the “Redevelopment Plan”) for the City of Warrenville Southwest/Route 59 Corridor TIF #4 (TIF #4) Project Area. The Redevelopment Plan has been prepared for the use of the City of Warrenville (the “City”) by Teska Associates, Inc. The proposed Redevelopment Plan seeks to respond to a number of problems and needs within the Project Area (as defined below), and is indicative of a strong commitment and desire on the part of the City to improve and revitalize the Project Area. This document is intended to provide a framework for improvements and reinvestment within the Project Area over the next 23 years.

In the spring of 2016, the City of Warrenville developed and adopted the Southwest District Plan, which examined the area along Illinois Route 59, generally between Meadow Avenue to the north and Ferry Road to the south, and along Illinois Route 56 (Butterfield Road) from the City’s western border to Home Avenue. This Southwest District Plan was adopted as an amendment to the City’s Comprehensive Plan. The plan outlines a series of public improvements and redevelopment projects designed to enhance the vitality of this key economic development corridor. One of the recommended implementation steps to assist with funding of the plan was to create a Tax Increment Financing (TIF) District. The proposed TIF #4 is somewhat smaller than the study area contained in the Southwest District Plan based on TIF eligibility factors and the fact that some properties are not annexed into the City of Warrenville.

Through these planning processes, the City has determined that, without direct municipal involvement and financial assistance, planning objectives for this area cannot be met. To encourage new investment in the Project Area, the City has proposed Tax Increment Financing as a financial tool to facilitate redevelopment.

In 2015, the City retained the planning consulting firm Teska Associates, Inc. (“Teska”) to assist the City in the creation of a TIF district covering the TIF #4 Project Area. Teska conducted field surveys, site evaluations, and identified redevelopment opportunities and necessary public improvements. This Redevelopment Plan and Program summarizes the analyses and findings of the consultant’s work. The City is entitled to rely on the findings and conclusions of this Redevelopment Plan and Program in designating the Project Area as a redevelopment project area under the Act (as defined below). Teska has prepared this Redevelopment Plan and Program, and the related Eligibility Report and Housing Study with the understanding that the City would rely on: (a) the findings and conclusions of the Redevelopment Plan and Program and associated Eligibility Report in proceeding with the designation of the Project Area and the adoption and implementation of the Redevelopment Plan and Program; and (b) the fact that Teska has obtained the necessary information so that the Redevelopment Plan and Program and the related Eligibility Report will comply with the Act.

Tax Increment Financing

Tax increment financing is permitted in Illinois under the "Tax Increment Allocation Redevelopment Act" (65 ILCS 5/11-74.4-1, et seq.), as amended (hereinafter the "Act"). Only areas which meet certain specifications outlined in the Act are eligible to use this financing mechanism. Besides describing the redevelopment objectives, this redevelopment area plan and project report sets forth in general terms the overall program to be undertaken to achieve these objectives.

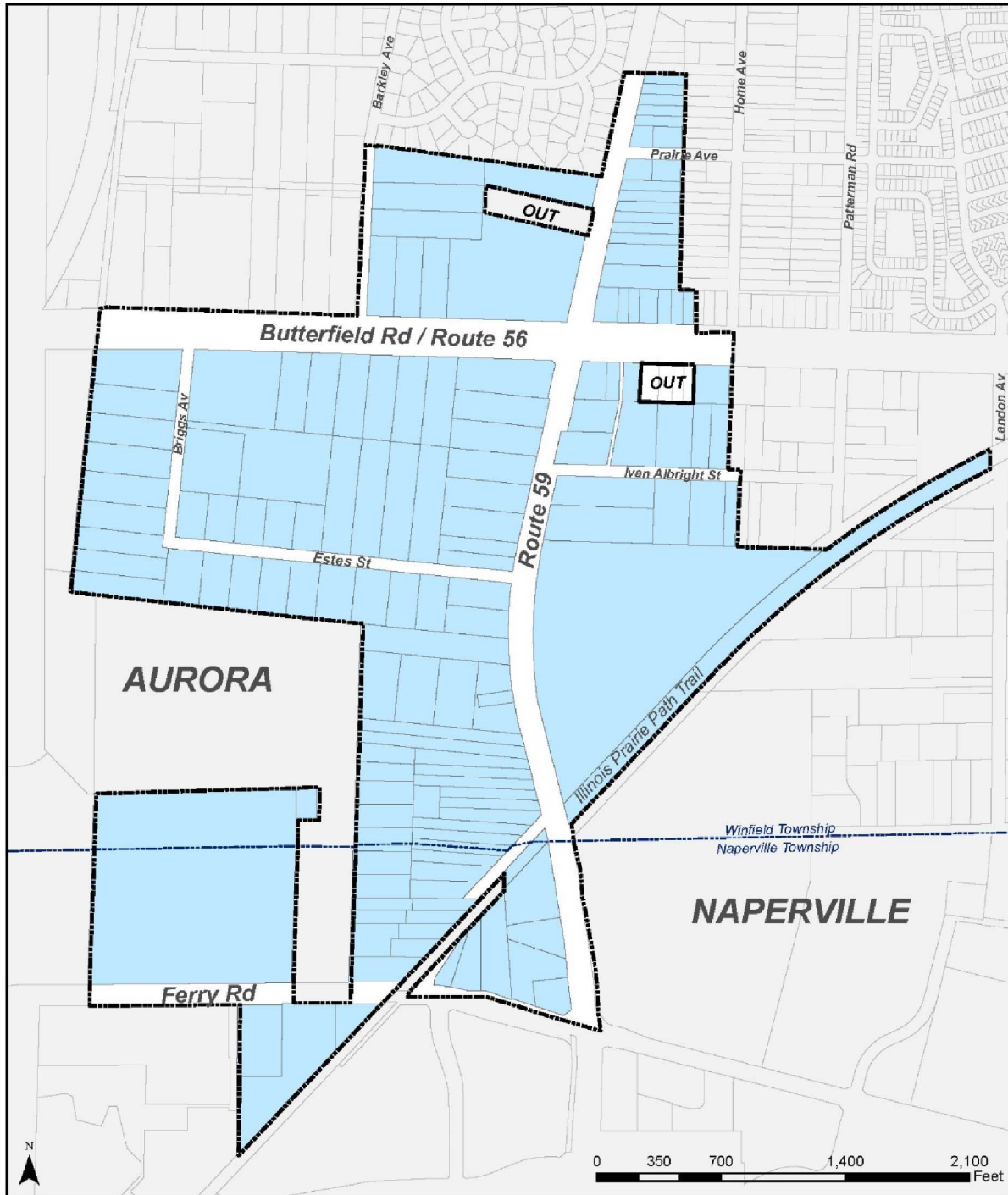
The Act permits municipalities to improve eligible "conservation" or "blighted" areas in accordance with an adopted redevelopment plan over a period not to exceed 23 years. The municipal cost of certain public improvements and programs can be repaid with the revenues generated by increased assessed values of private real estate within a designated project area. The key to this financing tool is that funding does not rely on the taxing power of the municipality alone. The property taxing power of all taxing districts with jurisdiction over the land within the project area (such as the county, school districts, and forest preserve district) can be employed to directly pay for or retire the necessary financial obligations. This taxing power is only applied to the increase in equalized assessed valuation generated within the designated project area during the limited term of the redevelopment plan and project, principally the increased equalized assessed valuation from new private development.

REDEVELOPMENT PROJECT AREA DESCRIPTION

The boundaries of the Warrenville TIF #4 Project Area (the "Project Area") were carefully established in adherence to the eligibility criteria and include those parcels which would benefit by the proposed Redevelopment Plan. The Project Area generally consists of properties along Illinois Route 59 between Ferry Road to the south and just north of Prairie Avenue on the north, including some adjacent parcels both to the east and to the west along Butterfield Road and to the west of Ferry Road. The exact boundaries of the Project Area are illustrated in Figure A: "Project Area Boundary." The Project Area contains 111 structures on 147 parcels. The total Project Area is approximately 300 acres in size (including roadway right-of-way).

The area contains a variety of existing land uses including single family homes, commercial uses, such as a gas station and a small shopping center, and several vacant properties. Existing land uses within the Project Area are illustrated in Figure B: "Existing Land Uses."

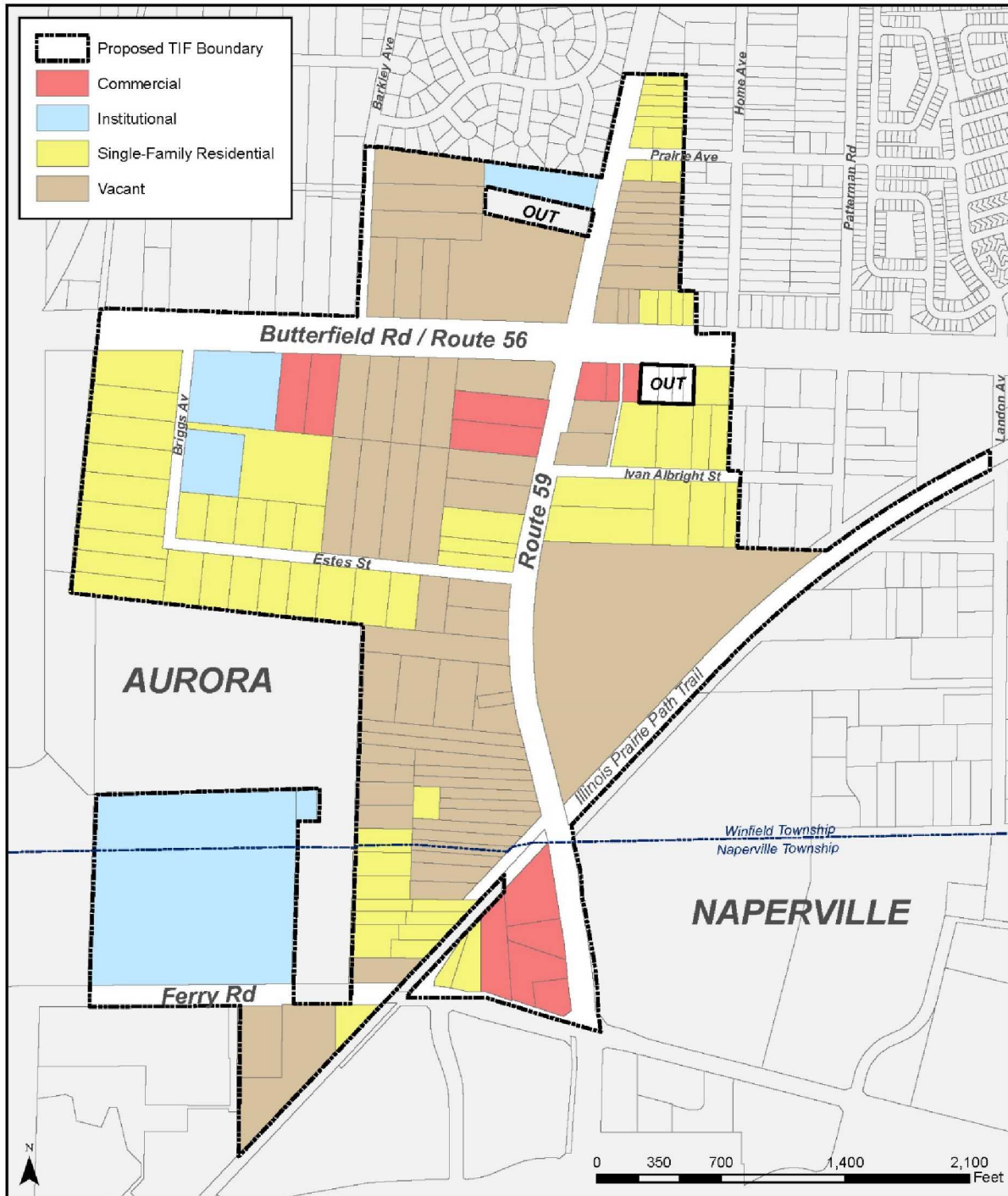
The Project Area contains a total of 56 housing units, all of which are single family homes. As the Redevelopment Plan contemplates the potential displacement of 10 or more inhabited residential units, a housing impact study has been completed and is included as an appendix.



CITY OF WARRENVILLE

FIGURE A: Project Area Boundary





CITY OF WARRENVILLE

FIGURE B: Existing Land Uses



Summary of the Eligibility of the Proposed Project Area TIF District

In August of 2015, a study was undertaken, consistent with the Act and related procedural guidelines, to determine the eligibility of the Project Area. These “Eligibility Findings” indicate that the proposed Project Area meets the statutory requirements of a “conservation area,” and is eligible for designation as a “Tax Increment Finance Redevelopment Project Area.”

As detailed in Appendix A of this Redevelopment Plan, the Project Area is eligible for designation as a “conservation area,” due to the predominance and extent of the following blighting factors:

Factors Found on Vacant Parcels	Factors Found on Improved Parcels
1. Obsolete platting 2. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land 3. Declining total equalized assessed value	1. Age of buildings 2. Deterioration of structures or site improvements 3. Inadequate utilities 4. Lack of community planning 5. Declining total equalized assessed value

REDEVELOPMENT PLAN AND PROJECT

The revitalization of the Project Area is a complex undertaking that presents challenges and opportunities for the City. The success of this effort will depend upon cooperation between private investment and local government. Public and private development efforts have not, as yet, been able to stimulate the comprehensive revitalization of the Project Area. Furthermore, new development and redevelopment in the Project Area has not occurred. The adoption of this Redevelopment Plan will make possible the implementation of the Southwest District Plan to stimulate redevelopment in this area. Through public investment, the area will become attractive to private investment.

The Act describes the Redevelopment Plan as *“the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions, the existence of which qualified the redevelopment project area as a blighted area or conservation area ..., and thereby serves to enhance the tax bases of the taxing districts which extend into the redevelopment project area.”*

The successful implementation of the Redevelopment Plan requires that the City take full advantage of the real estate tax increment attributed to the Project Area as provided for by the Act. The Project Area would not reasonably be developed and improved without the use of such incremental revenues.

Purpose of the Redevelopment Plan

Pursuant to the Act, the purpose of a redevelopment plan and project is to promote the health, safety, morals, and welfare of the general public by:

- < Eradicating blighting conditions and instituting conservation measures;
- < Removing and alleviating adverse conditions by encouraging private investment of underutilized and vacant properties, which will strengthen the economy, tax base, business environment, and living environment;
- < Provide and enhance existing public utilities within the area; and
- < Enhancing the overall quality of the business environment in the City.

Redevelopment Plan Goals and Objectives

The following goals and objectives for the Project Area were identified in the 2015 Warrenville Strategic/Economic Development Plan:

1. Enhance the City's tax base, support the growth of businesses, increase local shopping and dining opportunities, diversify the City's labor market, expand housing options, and create attractive gathering places.
 - a. Proactively plan and prepare for well-designed mixed use development along and contiguous to the Route 59 corridor.
 - b. Support implementation of well-designed development along and contiguous to the Route 59 corridor.
2. Strategically preserve and protect the high quality natural features, diversified natural ecosystems, and path and trail networks that contribute significantly to the City's charm, attractiveness, character, and setting.
3. Repair, maintain, replace, and strategically upgrade and expand the City's physical infrastructure assets in a well-planned, coordinated, and timely manner that is fiscally responsible, enhances public safety, supports increased private property values and enhances quality of life for residents.

As identified in the Southwest District Plan, additional goals for the Project Area include:

1. Provide appropriate public infrastructure (water, sewer, roads) to support both existing and future development within the Southwest District.
2. Address stormwater management to minimize potential flooding.
3. Preserve the natural areas and create environmentally sustainable open spaces.
4. Enhance pedestrian and bicycle access including improved connections to regional trails.
5. Enhance the overall character as an attractive "front door" to the City of Warrenville.
6. Encourage the implementation of sustainable, energy efficient, environmentally responsible development.

Future Land Use Plan

The aim of the Redevelopment Plan and Program is the revitalization of the Project Area as a strong and attractive mixed use corridor, which contributes to the health and vitality of the City. The recommended land uses, redevelopment opportunities, and public improvements are based upon the guidelines and development opportunities presented in the City's Comprehensive Plan, the Bikeway Implementation Plan, the Southwest District Plan, and the Strategic\Economic Development Plan.

The intent of the Future Land Use Plan is to provide a long-range guide for determining the uses to which the land should eventually be put, and to direct subsequent zoning decisions as redevelopment occurs along the corridor. **The designation of an existing use as a redevelopment site is not intended to suggest any immediate requirement for redevelopment.** Rather, these sites are identified as a way of planning for their future redevelopment, if and, when a property owner pursues a development project or an existing business or resident vacates a property.

The Future Land Use Plan (Figure C: Future Land Use) shows anticipated land uses at completion of project activities. The existing land uses of many properties are anticipated to continue. However, on identified redevelopment opportunity sites (described in the next section), proposed changes in land use focus on enhancing the character, appearance, and economic vitality of the Project Area.

General land use descriptions are as follows:

Residential/Low Density. These areas are planned for (and in many cases are already developed for) single-family detached homes.

Residential/Medium Density. These areas are planned for townhomes and similar attached housing products.

Commercial. Retail, restaurants, offices, and similar businesses that can take advantage of the significant volume of traffic passing along the Route 59, Butterfield, and Ferry Road corridors.

Commercial/Mixed Use. Similar to and including the commercial land uses listed above with the potential addition of light industrial/warehouse uses.

Mixed Use. This category includes retail, restaurant, office, townhome, and multi-family residential uses. It may also include religious and other institutional uses.

Business Park. This category includes office and light industrial and manufacturing uses.

Open Space. Parks, wetlands, and storm water management areas are included in this land use category.

Institutional. Religious institutions, infrastructure, and transportation.

Redevelopment Opportunity Sites

Numerous key development and redevelopment opportunity sites have been identified in the Project Area (Figure D: Redevelopment Sites). Recommendations for these sites, including land uses are drawn from the Southwest District Plan. The numbering of sites in this Redevelopment Plan match those contained in the Southwest District Plan.

Table 1 indicates the opportunity sites, Parcel Identification Number (PIN), 2015 equalized assessed value (EAV), acreage and potential future land uses.

The Redevelopment Plan shall serve as a guideline for the Project Area, but is not meant to establish specific requirements. Adjustments may be made in response to market conditions and other key factors as long as they remain faithful to the City's overall goals and objectives contained in this Redevelopment Plan and Program.

The City may determine that other redevelopment opportunities, where consistent with the land use designations on the Future Land Use Plan, are within the intent of this Redevelopment Plan.

In addition to these opportunity sites, the Redevelopment Plan also anticipates activities to be undertaken by the public sector, which are identified in the Public Improvements Section of this report (page 17). All of the redevelopment opportunities and public improvements should be conducted under the guidance of the Southwest District Plan.

Undertaking these redevelopment activities will generate increased tax revenues, create commercial opportunities, upgrade the public improvements such as but not limited to roadways, water storage and distribution, sewer lines and pump stations, street lighting, storm sewers, stormwater management improvements, sidewalks, etc., and provide a stimulus for additional development in surrounding areas.

Table 1: Redevelopment Opportunity Sites

SITE 1A			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0434102006	\$45,350	0.3	Commercial
0434102007	\$7,080	0.3	
0434102008	\$39,370	0.3	
0434102009	\$56,000	0.4	
0434102010	\$47,810	0.4	
0434102012	\$47,970	0.5	
0434102028	\$38,410	0.3	
Total:	\$281,990	2.5	

SITE 1B			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0434104001	\$43,400	0.4	Commercial
0434104002	\$66,610	0.5	
0434104003	\$15,440	0.5	
0434104004	\$15,440	0.5	
0434104005	\$15,710	0.5	
0434104006	\$17,450	0.5	
0434104008	\$15,710	0.5	
0434104009	\$29,260	1.1	
0434104024	-	0.3	

0434104025	\$13,500	0.3
0434104026	\$20,670	0.5
0434104027	\$8,610	0.3
0434104028	\$44,390	0.3
0434104029	\$80,320	0.3
0434104033	\$15,710	0.5
0434104034	\$27,530	1.3
0434104038	-	0.5
Total:	\$429,750	8.8

SITE 2A			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433205001	\$50,720	2.5	Mixed Use/Commercial
0433205002	\$46,780	2.2	
0433205003	\$51,020	2.2	
0433205004	\$34,890	1.5	
0433205005	\$34,890	1.5	
0433205006	\$34,890	1.5	
Total:	\$253,190	11.4	

SITE 2B			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433205008	\$529,070	8.7	Commercial
0434100002	\$128,150	1.9	
Total:	\$657,220	10.6	

SITE 3A			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433206001	\$118,160	2.5	Residential/Townhomes
0433400002	\$85,600	1.9	
0433401034	-	1.6	
Total:	\$203,760	6.0	

SITE 3B			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433401004	\$80,110	1.7	Senior Housing
0433401005	\$80,660	1.7	
Total:	\$160,770	3.4	

SITE 3C			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433401007	\$8,960	1.8	Mixed Use (commercial and open space)
0433401008	\$8,960	1.9	
0433401009	\$9,100	1.9	
0433401020	\$170,340	2	
0433401021	\$217,320	1.9	
0433401035	-	2.4	
0433401006	-	1.8	
Total:	\$414,680	13.7	

SITE 3D			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433402006	\$106,270	1.4	Mixed Use (primarily residential)
0433403001	\$95,220	1.2	
0433403002	\$70,880	1.2	
0433403003	\$37,900	1.2	
0433405015	\$15,960	0.7	
0433405016	\$16,230	0.8	
0433405017	\$18,120	0.9	
Total:	\$360,580	7.4	

SITE 3E			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433401022	\$35,820	1.9	Mixed Use (primarily multi-family residential) and wetland
0433401023	\$667	1.8	
0433401024	\$83,100	1.7	
0433401025	\$13,300	0.8	
0433401026	\$49,130	0.8	
Subtotal		7	
Undevelopable Land		1.1	
Total:	\$182,017	5.9	

SITE 3F			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433403004	\$37,200	1.3	Mixed Use (primarily commercial)
0433403005	\$37,200	1.3	
Total	\$74,400	2.6	

SITE 4A			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0434302001	\$7,997	2.2	Mixed Use (commercial, multi-family, townhomes)
0434302002	\$99,300	2.8	
0434302003	\$78,810	1.7	
0434302004	\$103,580	1.7	
0434302005	\$77,860	0.6	
0434302010	\$51,580	27.9	
0434302003	\$103,580	1.7	
0434302004	\$77,860	1.7	
0434302005	\$51,580	0.5	
Total	\$652,207	40.8	

SITE 4B			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0434300012	\$140	1	Mixed Use (primarily open space)
0434300013	\$8,200	1.3	
Total	\$8,340	2.3	

SITE 5A			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433405023	\$36,600	1.9	Mixed Use Commercial
0433405026	\$36,600	1.9	
0433405027	\$36,600	1.9	
0433405022	\$16,520	0.3	
0433405028	\$29,930	1.6	
0433405004	\$34,370	1.5	
0433405001	\$57,170	2.8	
Total	\$247,790	12.0	

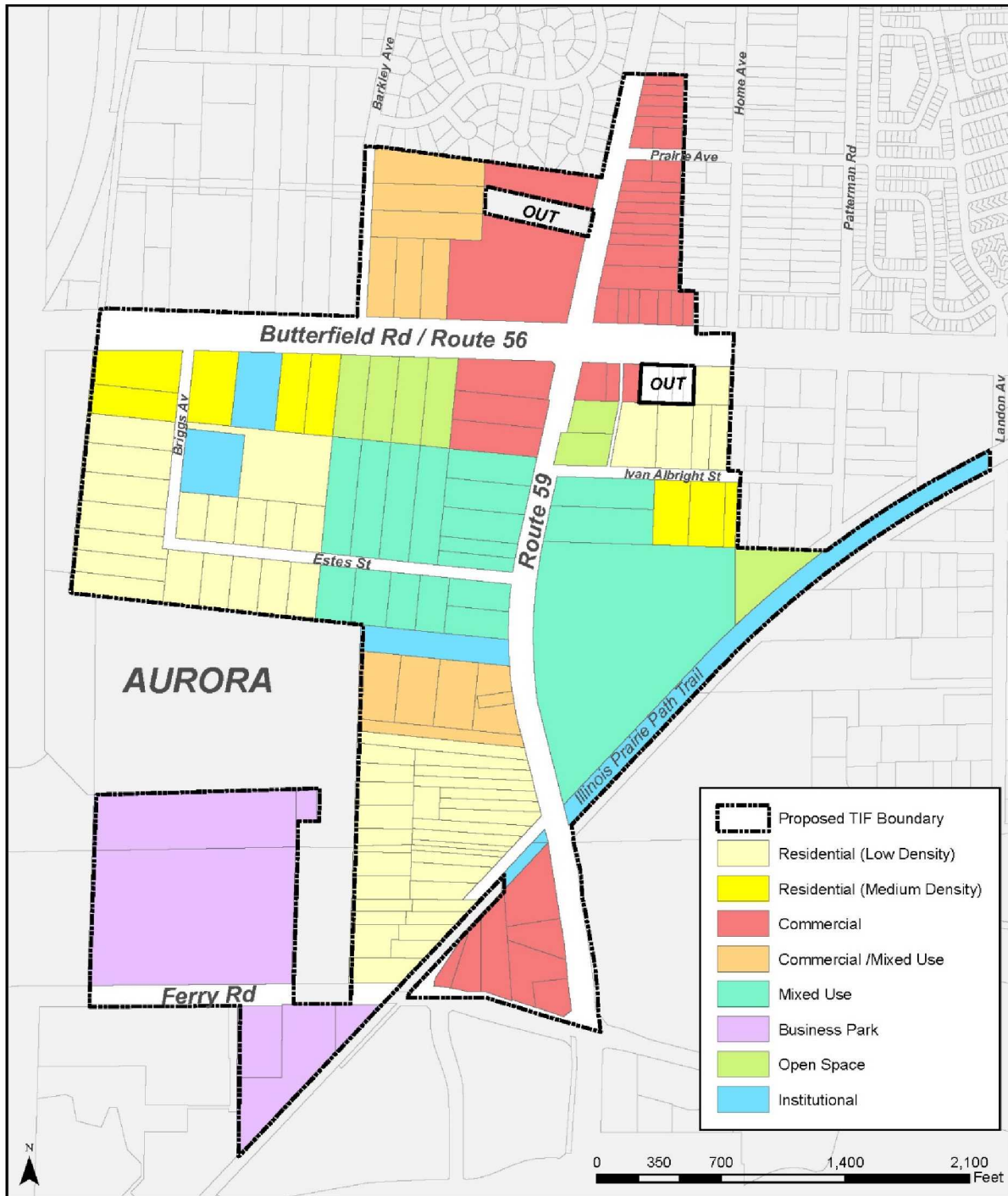
SITE 5B			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433405005	\$24,130	1.5	Residential (single-family) and Open Space
0433405006	\$7,160	0.8	
0433405007	\$12,350	0.8	
0433405008	\$5,100	1	
0433405009	\$5,100	1	
0433405010	\$54,020	0.7	
0433405011	\$20,180	1.1	
0433405012	\$17,250	0.9	
0433405013	\$12,930	0.9	

0433405014	\$55,160	0.6
0433405019	\$16,740	0.8
0433405020	\$4,120	0.4
0704201001	\$1,680	0.3
0704201002	\$9,650	1
0704201003	\$101,000	1
0704201004	\$53,270	0.5
0704201005	\$45,640	0.5
0704201006	\$65,750	1.1
0704201007	\$3,470	0.4
0704201008	\$7,490	0.7
0704201009	\$9,740	1
0704201010	\$7,810	0.8
0704201011	\$5,280	0.5
0704201012	\$37,080	0.5
0704201013	\$96,900	0.5
0704201014	\$39,040	0.5
0704201016	\$15,510	1.2
Total	\$733,550	21

SITE 5C			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0704202003	\$114,650	1.8	Commercial
0704202004	\$57,660	1	
0704202005	-	0.5	
0703100001	-	0.5	
0703100006	\$204,190	2.2	
0703100007	\$273,180	1.1	
0703100008	\$341,330	1.6	
0703100010	\$348,290	0.8	
Total	\$1,339,300	9.5	

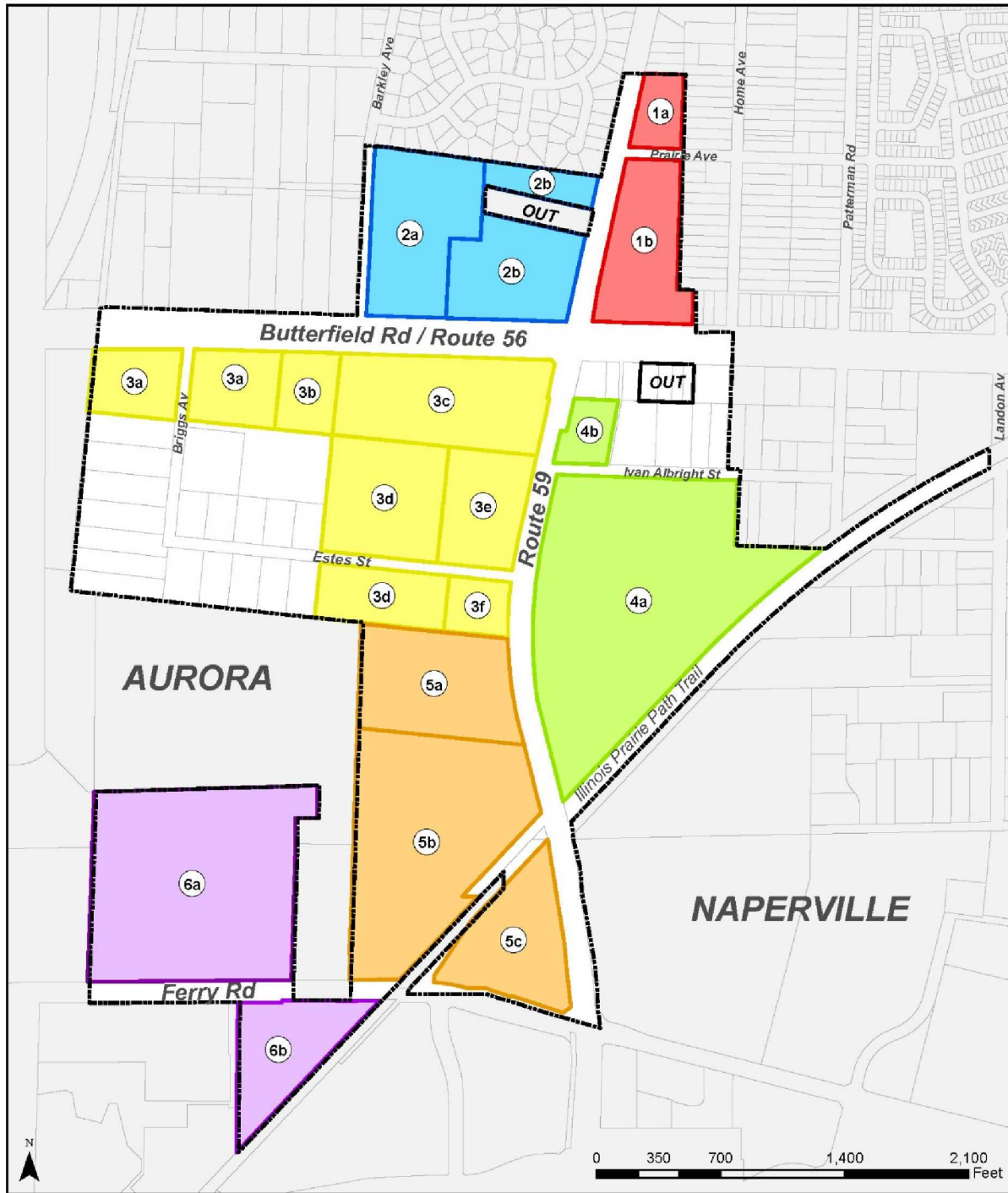
SITE 6A			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0433404004	-	8.4	Business Park
0433404008	-	0.5	
0704200007	\$1	20.1	
Total	\$1	29.1	

SITE 6B			
PIN #	2015 EAV	ACRES	FUTURE LAND USE
0704203008	\$670	2.3	Business Park
0704203009	\$1,340	4.8	
0704203010	\$81,670	0.7	
Total	\$83,680	7.8	



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FIGURE C: Future Land Use





CITY OF WARRENVILLE

FIGURE D: Redevelopment Opportunity Sites



Eligible Project Costs

Redevelopment project costs mean and include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to the Redevelopment Plan and Program. As provided by the Act, such costs may include, without limitation, the following:

- Costs of studies, 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, financial, planning or other services, general overhead or administrative costs.
- The cost of marketing of sites to prospective businesses, developers and investors.
- Property assembly costs, including, but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, site preparation and site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to, parking lots and other concrete or asphalt barriers, and the clearing and grading of land.
- Costs of interior or exterior (facade) rehabilitation, reconstruction, repair, or remodeling of existing public or private buildings, fixtures, and leasehold improvements; and the cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment.
- Costs of the construction of public works or improvements including streets, utilities, sidewalks, lighting, etc.
- Costs of job training and retraining programs, advanced vocational education or career education, and the cost of “welfare to work” programs implemented by businesses located within the Project Area.
- Financing costs, including, but not limited to, all necessary and incidental expenses related to the issuance of obligations, which may include payment of interest on any obligations issued under the Act accruing during the estimated period of construction of any redevelopment project, for which such obligations are issued, and not exceeding 36 months thereafter and including reasonable reserves related thereto.
- All or a portion of a taxing district’s capital costs resulting from the Redevelopment Project necessarily incurred, or to be incurred, within a taxing district in furtherance of the objectives of the redevelopment plan and project, including an elementary, secondary, or unit school district’s increased costs attributable to assisted housing units as provided in the Act, and including a public library’s increased costs attributable to assisted housing units as provided in the Act.
- Relocation costs to the extent that the City determines that relocation costs shall be paid, or the City is required to make payment of relocation costs in accordance with Federal or State law.
- Payments in lieu of taxes.

- Interest cost incurred by a redeveloper related to the construction, renovation, or rehabilitation of a redevelopment project, as provided by the Act.

The cost of construction of new privately-owned buildings shall not be an eligible project cost. No redevelopment project costs shall be eligible if those costs would provide direct financial support to a retail entity initiating operations in the redevelopment project area, while terminating operations at another Illinois location within 10 miles of the redevelopment project area, but outside the boundaries of the redevelopment project area municipality. No cost shall be a redevelopment project cost in a redevelopment project area if used to demolish, remove, or substantially modify an historic resource.

Acquisition, Clearance, and Relocation

In order to facilitate coordinated redevelopment and meet redevelopment objectives, it may be necessary for the City to assemble individual properties into unified sites, which can be developed in their entirety. Any clearance of existing structures will be scheduled to minimize the adverse effects of rehabilitation or clearance activities.

The City may also need to acquire specific individual parcels of property to accommodate the construction of important public infrastructure improvements.

Residential or business relocation may be required to facilitate portions of the plan. If such relocation occurs, the City may provide TIF assistance to aid in the relocation.

Land Disposition

Property, which may be acquired by the City, may be assembled into appropriate redevelopment sites. These properties may be sold or leased by the City to other public bodies or to private developers, in whole or in part. The City may, in the future, modify this disposition plan in accordance with the objectives of this Redevelopment Plan and Program, without amending the Plan. Terms of conveyance may be incorporated into appropriate disposition documents or agreements, and may include more specific restrictions than contained in this Redevelopment Plan or in other municipal codes and ordinances governing the use of the land.

No conveyance, lease, mortgage, disposition of land or other property owned by the City, or agreement relating to the development of property owned by the City, will be made except upon the adoption of an ordinance by the City.

Fair Employment Practices

In carrying out the goals of the Redevelopment Plan, the City commits to following fair employment practices and, if supported by the facts and authorized by applicable law, an affirmative action plan.

Public Improvements

The City will continue to provide and enhance public improvements in the Project Area to stimulate development and redevelopment in a manner consistent with this Redevelopment Plan. Some public improvements may be provided in partnership with the Illinois Department of Transportation, or other governmental agencies as applicable. Public improvements may include, but are not limited to, the following:

- Vacation, removal, resurfacing, widening, construction, reconstruction, and other improvements to rights-of-way, intersections, streets, alleys, bridges, pedestrian ways, and pathways.
- Development of, or improvements to, public open space.
- Construction of off-street parking facilities and structures.
- Improvement of public utilities such as sanitary sewer and water lines, water production and storage, electric lines, sidewalks, bike paths, curbs and gutters, and storm water detention facilities. Such improvement may include relocation and/or burial of existing overhead lines.
- Beautification and safety improvements, including streetscape, lighting, signage, and landscaping.

Public improvements will be focused on addressing the lack of sufficient water and sanitary sewer systems throughout the Project Area as detailed in the Southwest District Plan. In addition, extension of Barkley Avenue and Duke Parkway, and possible signalization of their respective intersections with Butterfield Road and Route 59 are other significant public improvements that are anticipated as a part of this redevelopment effort. Other public streets may also be needed to provide access to properties within the Project Area. Given flooding issues within the area, stormwater management improvements are also anticipated.

The costs associated with the public improvements described in this Redevelopment Plan and Program may be shared by the City, other governmental agencies, and individual developers, pursuant to an agreement between the parties. The City may determine at a later date that certain listed improvements are no longer needed or appropriate and may remove them from the list, or may add new improvements to the list which are consistent with the objectives of this Redevelopment Plan. Such additions shall not require plan amendment provided they are for eligible public improvements and will not require an increase to the total estimated project costs in Table 3.

Phasing of Project

Redevelopment projects anticipated in this Redevelopment Plan may commence immediately upon establishment of the TIF district. Most of the development and redevelopment projects are anticipated to be completed within twenty years. Facade improvements, building rehabilitations, and other activities on individual properties will be encouraged throughout the life of the TIF District. The City may undertake additional public improvements or development projects as appropriate throughout the life of the Redevelopment Plan.

It is anticipated that the first significant redevelopment projects will be on sites 2 and 4 (see Figure D: Redevelopment Opportunity Sites).

Estimated Project Costs

Estimated redevelopment project costs are listed in Table 2. These costs are based on estimates of TIF revenue assuming full development of all parcels within the Project Area. The listed total estimated project cost establishes a cap (subject to inflation), but in no way obligates the City to expend funds. These costs are based on 2016 dollars and are therefore subject to inflation. Increases in estimated Total Redevelopment Project Costs of more than five percent, after adjustment for inflation from the date of the Redevelopment Plan adoption, are subject to amendment procedures as provided under the Act. These total estimated project costs noted in Table 2 set an upper limit of TIF expenditures. Actual spending decisions will be made incrementally by the City Council during the life of the TIF District as new tax generating development occurs.

Table 2: Estimated Redevelopment Project Costs

CATEGORY	COST
Studies, surveys, development of plans and specifications, implementation and administration of the Redevelopment Plan, including staff and professional service costs for architectural, engineering, legal, financial, planning or other services	\$8,575,000
Marketing sites to prospective businesses, developers and investors	\$4,900,000
Property assembly costs, including demolition and site preparation, and site improvements that serve as an engineered barrier addressing environmental contamination	\$19,600,000
Rehabilitation, reconstruction, repair, or remodeling of existing public or private buildings, fixtures, and leasehold improvements	\$5,714,000
Construction of public works or improvements	\$60,034,000
Job training and retaining projects	\$245,000
Financing Costs	\$6,125,000
Taxing District's capital costs and eligible reimbursements for TIF assisted housing units	\$8,932,000
Relocation costs	\$2,100,000
Payment in lieu of taxes	\$162,000
Interest Costs incurred by a redeveloper	\$6,126,000
Total Estimated Project Costs (1) (2)	\$122,513,000

- (1) Actual costs for each category identified above may vary provided that the total estimated project costs may not be exceeded without amendment to this Redevelopment Plan.
- (2) The City may utilize net incremental property taxes to pay eligible redevelopment project costs in other contiguous redevelopment project areas that may be established in the future and are contiguous to TIF #4, and vice versa, provided that the Total Estimated Project Costs are not exceeded.

Sources of Funds

The Act provides a way for municipalities to finance public redevelopment costs with incremental real estate tax revenues. Incremental tax revenue is derived from the increase in the current equalized assessed valuation (EAV) of real property within the Project Area over and above the certified initial EAV of the real property. Any increase in EAV is then multiplied by the current tax rate, resulting in the tax increment revenue.

Funds necessary to pay redevelopment project costs may also be derived from a number of authorized sources. These may include, but are not limited to, the following:

- Real property tax increment revenues from the Project Area.
- Tax revenues resulting from the establishment of any Special Service Area districts within the Project Area.
- Interest earned on temporary investments.
- Gifts, grants, and contributions.
- Sale or lease of land proceeds.
- User fees.
- Municipal sales taxes including local food and beverage taxes.
- Hotel and motel taxes.
- The City's general revenue fund.
- Utility taxes.
- Transfer from a contiguous redevelopment project area created under the Act.

The principal source of funds to undertake redevelopment activities will be the incremental increase in real property taxes attributable to the increase in the equalized assessed value of each taxable lot, block, tract or parcel of real property in the Project Area over the initial equalized assessed value of each such lot, block, tract or parcel. There may also be other eligible local sources of revenue, such as the sale or lease of City owned property, that the City determines are appropriate to allocate to the payment of redevelopment project costs.

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

Nature and Term of Obligations to be Issued

The financial plan of this Redevelopment Plan is intended to establish a conservative public expenditure approach. Revenues will be accumulated in the special tax allocation fund to pay for public purpose expenditures identified in this Redevelopment Plan, and whenever practical, expenditures will be made on a cash basis. The City may enter into redevelopment agreements to reimburse a developer for TIF eligible expenses.

Certain redevelopment projects may be of such a scale or on such a time-table as to preclude financing on a cash basis. These projects may be funded by the use of tax increment revenue obligations issued pursuant to the Act for a term not to exceed 20 years. Consistent with the conservative nature of the financial plan, **the highest priority for the issuance of tax increment revenue obligations shall occur when the commitment is in place for private sector investment necessary to fund the amortization of such obligations.**

All obligations are to be covered after issuance by projected and actual tax increment revenues and by such debt service reserved and sinking funds as may be provided by ordinance. Revenues not required for the retirement of obligations providing for reserves, sinking funds, and anticipated redevelopment project costs may be declared surplus by the City Council and become available for distribution annually to the taxing districts in the Project Area.

One or more issues of obligations may be sold at one or more times in order to implement this Redevelopment Plan, as now or hereafter amended, in accordance with law.

The City may, by ordinance, in addition to obligations secured by the special tax allocation fund provided by law, pledge for a period not greater than the term of the obligations, any part or any combination of the following:

- Net revenues of all or part of a redevelopment project.
- Taxes levied and collected on any or all property in the municipality.
- The full faith and credit of the municipality.
- A mortgage on part or all of a redevelopment project.
- Any other taxes or anticipated receipts that the municipality may lawfully pledge.

Initial Equalized Assessed Valuation

Table 3 lists the equalized assessed valuation of properties in the Project Area. The total 2015 equalized assessed valuation of the Project Area is **\$8,637,351.**

Table 3: 2015 Project Area Equalized Assessed Valuation

PIN	2015 EAV	PIN	2015 EAV	PIN	2015 EAV
0433206001	\$118,160	0434104029	\$80,320	0433401018	\$760
0433400002	\$85,600	0434300002	\$68,430	0433401022	\$35,820
0433400003	\$69,300	0434300003	\$150,960	0433401023	\$667
0433400004	\$98,220	0434300008	\$99,760	0433401035	\$0
0433400005	\$65,150	0434300014	\$84,830	0433403003	\$37,900
0433400007	\$94,650	0434300015	\$172,040	0433403004	\$37,220
0433400008	\$92,930	0434300016	\$77,010	0433403005	\$37,220
0433400009	\$110,500	0434300017	\$120,760	0433405001	\$57,170
0433400010	\$107,290	0434300025	\$366,250	0433405004	\$34,370
0433401004	\$80,110	0434302001	\$99,300	0433405005	\$24,130
0433401005	\$80,660	0434302002	\$78,810	0433405006	\$7,160
0433401020	\$170,340	0434302003	\$103,580	0433405007	\$12,350
0433401021	\$217,320	0434302004	\$77,860	0433405008	\$5,100
0433401024	\$83,100	0434302005	\$51,580	0433405009	\$5,100
0433401025	\$13,300	0434302011	\$0	0433405011	\$20,180
0433401026	\$49,130	0703100001	\$0	0433405012	\$17,250
0433401027	\$0	0703100006	\$204,190	0433405013	\$12,930
0433401028	\$0	0703100007	\$273,180	0433405015	\$15,960
0433401029	\$126,160	0703100008	\$341,330	0433405016	\$16,230
0433401030	\$106,120	0703100010	\$348,290	0433405017	\$18,120
0433401031	\$105,750	0704200007	\$1	0433405018	\$18,880
0433401032	\$135,670	0704201001	\$1,680	0433405019	\$16,740
0433401033	\$110,590	0704201002	\$9,650	0433405020	\$4,120
0433401034	\$0	0704201003	\$101,000	0433405022	\$16,520
0433402001	\$90,110	0704201004	\$53,270	0433405023	\$36,600
0433402002	\$72,490	0704201005	\$45,640	0433405026	\$36,600
0433402003	\$78,020	0704201006	\$65,750	0433405027	\$36,600
0433402004	\$84,520	0704201011	\$5,280	0433405028	\$29,930
0433402005	\$78,030	0704201012	\$37,080	0434104003	\$15,440
0433402006	\$106,270	0704201013	\$96,900	0434104004	\$15,440
0433403001	\$95,220	0704201014	\$39,040	0434104005	\$15,710
0433403002	\$70,880	0704202003	\$114,650	0434104006	\$17,450
0433404004	\$0	0704202004	\$57,660	0434104008	\$15,710
0433404008	\$0	0704202005	\$0	0434104009	\$29,260
0433405010	\$54,020	0704203010	\$81,670	0434104024	\$0
0433405014	\$55,160	0433205001	\$50,720	0434104025	\$13,500
0434100002	\$128,150	0433205002	\$46,780	0434104033	\$15,710
0434102006	\$45,350	0433205003	\$51,020	0434104034	\$27,530
0434102007	\$7,080	0433205004	\$34,890	0434104038	\$0
0434102008	\$39,370	0433205005	\$34,890	0434300012	\$140
0434102009	\$56,000	0433205006	\$34,890	0434300013	\$8,200
0434102010	\$47,810	0433205008	\$529,070	0434302010	\$7,997
0434102012	\$47,970	0433401006	\$0	0704201007	\$3,470
0434102028	\$38,410	0433401007	\$8,960	0704201008	\$7,490
0434104001	\$43,400	0433401008	\$8,960	0704201009	\$9,740
0434104002	\$66,610	0433401009	\$9,100	0704201010	\$7,810
0434104026	\$20,670	0433401015	\$620	0704201016	\$15,510
0434104027	\$8,610	0433401016	\$674	0704203008	\$670
0434104028	\$44,390	0433401017	\$692	0704203009	\$1,340
				TOTAL:	\$8,637,351

Anticipated Equalized Assessed Valuation

Upon the completion of anticipated redevelopment projects, the estimated equalized assessed valuation of real property within the Project Area will be in excess of **\$98,000,000**. This represents an eleven times increase of eleven times the total base equalized assessed valuation. This figure is based upon estimates of value for the anticipated redevelopment projects described in this Redevelopment Plan.

Payment in Lieu of Taxes

While no payments in lieu of taxes are anticipated as part of the Redevelopment Plan at this time, it is possible that such activity may occur within the 23-year life of the TIF and some funds have been allocated accordingly in the estimated project costs.

Provision for Amending the Redevelopment Plan and Program

The Redevelopment Plan may be amended pursuant to provisions of the Act.

FINANCIAL IMPACT OF REDEVELOPMENT

Without the adoption of the Redevelopment Plan and Program, development and redevelopment projects within the Project Area are not reasonably expected to be undertaken by private enterprise. There has been virtually no new development in the Project Area in the past three decades. In the absence of City-sponsored redevelopment, there is a prospect that blighting factors will continue to exist and spread, and the Project Area on the whole, and adjacent properties, will become less attractive for the maintenance and improvement of existing buildings and sites. Erosion of the assessed valuation of property in the Project Area has already occurred, and could lead to further reductions of real estate tax revenue to all taxing districts.

Implementation of the Redevelopment Plan is expected to have significant short and long-term positive financial impacts on the taxing districts affected by this Redevelopment Plan. In the short term, the City's effective use of tax increment financing can be expected to arrest the ongoing decline of existing assessed values in the Project Area, thereby stabilizing the existing tax base for local taxing agencies. In the long term, after the completion of all redevelopment improvements and activities, and the payment of all redevelopment project costs and municipal obligations, the taxing districts will benefit from the enhanced tax base, as a result of the increase in equalized assessed valuation caused by the Redevelopment Plan.

The boundary between Winfield and Naperville Townships cuts through TIF #4. This Township line also serves as the boundary between Unit School District 204 (Indian Prairie) and Unit School District 200 (Wheaton and Warrenville). The following taxing districts cover all or a portion of the Project Area:

Naperville Township Taxing Bodies	Winfield Township Taxing Bodies
City of Warrenville	City of Warrenville
Warrenville Fire Protection District	Warrenville Fire Protection District
Warrenville Library District	Warrenville Library District
Unit School District 204	Unit School District 200
College of DuPage	College of DuPage
County of DuPage	County of DuPage
Forest Preserve District of DuPage	Forest Preserve District of DuPage
Naperville Township	Winfield Township
Naperville Township Road District	Winfield Township Road District
DuPage Airport Authority	DuPage Airport Authority
DuPage Water Commission	Warrenville Park District
DuPage County Health Department	DuPage Water Commission
	Fox Metro Water Reclamation District
	DuPage County Health Department

This Redevelopment Plan contemplates redevelopment of specific opportunity sites primarily with multi-use commercial, retail, and multi-family uses.

The Redevelopment Plan highlights the potential to develop approximately 948 additional residential units. It is estimated this would produce an additional 2,090 residents, including approximately 134 new students (based on formulas created by the Illinois School Consulting Service/Ehlers).

Impact on Winfield and Naperville Townships

Both Winfield and Naperville Townships provide a variety of services, including social services, road maintenance (separate tax rate) and property assessments. The replacement of underutilized property with new development and redevelopment may cause minor increased demand for the services and programs provided by both Townships, although the impact is not anticipated to be significant. All public roads within the Project Area are controlled by either the City or the State of Illinois. (No program to address financial impact on the Townships is set forth in this Redevelopment Plan)

Impact on Indian Prairie Unit School District 204

School District 204 is a Unit District, providing services from pre-school through 12th grade. The District is the fourth largest in the State of Illinois, with a total enrollment of approximately 28,500 students (as posted on the District web site on 3/3/2016). The District covers 46 square miles, including portions of Naperville, Aurora, Bolingbrook, Plainfield, and a small portion of Warrenville. Students living in the Project Area attend Brookdale Elementary, Hill Middle School, and Matea Valley High School (as of the 2015-2016 school year). Most of the development proposed within District 204 is either commercial or business park use, which will not generate any additional students. However, the southern portion of Site 5b is planned for single family development (eight homes already exist in this area). A maximum of 12 new homes are anticipated in this area, potentially producing an additional 13 students (This calculation is based on the formulas created by the Illinois School Consulting Service/Ehlers from 1996 that is commonly used within the region). No specific program to address financial impact of increased enrollment is set forth in this Redevelopment Plan, however, the Act defines a clear formula for repayment of fees to District 204 for students directly generated by TIF-supported projects. The City's Subdivision Ordinance also requires school land donations (or cash in lieu of land) to help offset the impact of new students.

Impact on Wheaton/Warrenville Unit District 200

School District 200 is also a Unit District, providing services from K-12th grade. The District primarily services Warrenville and Wheaton, and has approximately 13,400 students (as posted on the District web site on 3/3/2016). Students living within the project area attend Johnson Elementary School if they live west of Route 59, and Bower Elementary School if they live east of Route 59. All students in the Project Area attend Hubble Middle School and Wheaton-Warrenville South High School (as of the 2015-2016 school year). A total of 121 additional students are anticipated within the portion of the Project Area that is within District 200 (This calculation is based on the formulas created by the Illinois School Consulting Service/Ehlers from 1996 that is commonly used within the region). No specific program to address financial impact of increased enrollment is set forth in this Redevelopment Plan, however, the Act defines a clear formula for repayment of fees to District 200 for students directly generated by TIF-supported projects. The City's Subdivision Ordinance also requires school land donations (or cash in lieu of land) to help offset the impact of new students.

Impact on City of Warrenville

The City provides a variety of services, including police protection, snow removal, road maintenance, water and sewer utility services, and building and zoning services. The replacement of underutilized property with new development and redevelopment may cause an increase in demand for the services and programs provided by the City. In addition, the City will need to coordinate the installation of significant new infrastructure to support new high quality, coordinated, tax generating developments in this area. As provided in the Act, a portion of Redevelopment Project Costs may be allocated toward capital costs incurred by the City, which are made necessary by development as described in this Redevelopment Plan. The Public Improvements Section of this Redevelopment Plan (page 17) and Eligibility Report (Appendix A) highlight some of the anticipated capital costs.

Warrenville Park District

The Warrenville Park District provides parks and recreation programs and services for most of the City of Warrenville, and covers approximately 14 square miles. A portion of the cities of West Chicago and Aurora are also within the Warrenville Park District. All parcels within Winfield Township in the Project Area are within the Warrenville Park District. The replacement of underutilized property with new residential development may cause an increase in demand for Park District services and programs. As many as 2,090 additional residents could be added if all new housing included in the Redevelopment Plan is constructed. No specific program is set forth in this Redevelopment Plan to address the financial impact of new residents. The City's Subdivision Control Ordinance requires land (or cash in-lieu of land) donations to help offset the impact of new residents.

Warrenville Fire Protection District

The Warrenville Fire Protection District provides fire and rescue services to all of the City, plus some areas outside the City, and includes approximately 18 square miles in total. The replacement of underutilized property with new development and redevelopment may cause increased demand for the services and programs provided by the Warrenville Fire Protection District. As provided in the Act, a portion of Redevelopment Project Costs may be allocated toward capital costs incurred by Warrenville Fire Protection District which are made necessary by development as described in this Redevelopment Plan.

Impact on Warrenville Library District

The Warrenville Library District provides library services for the residents of the City (and a small area north of the current City Limits). An increase in demand for library services is possible based on the proposed additional residential units. As many as 2,090 additional residents could be added if all new housing included in the redevelopment plan is constructed. No specific program is set forth in this Redevelopment Plan to address the financial impact of new residents. The City's Subdivision Control Ordinance requires land (or cash in-lieu of land) donations to help offset the impact of new residents to the Library District. In addition, the Act defines a clear formula for reimbursement to the Library District for additional persons eligible to receive a library card directly generated by TIF supported projects.

Impact on the College of DuPage District 502

The College of DuPage (C.O.D.) provides education and training services to District residents. The replacement of underutilized property with new development and redevelopment may cause a minimal increased demand for the services and programs provided by C.O.D., including potential training programs to serve new businesses and educational services for new residents. However, the impact is anticipated to be insignificant given the potential population increase from development in the Project Area (2,090 new residents) in proportion to the size of the community college district (District population is estimated at approximately 1,000,000 people). Therefore, no specific program to address financial impact on C.O.D. is set forth in this Redevelopment Plan.

Impact on DuPage County

DuPage County provides a variety of services, including the County court system, public safety, housing, some social services, roads, and much more. The replacement of underutilized property with new development and redevelopment may cause a minimal increase in demand for the services and programs provided by the County. Services provided to residents will likely not be affected, and the impact is anticipated to be insignificant given the overall population of DuPage County (2013 DuPage County population of 932,126). No program is set forth in this Redevelopment Plan to address financial impact on DuPage County.

Impact on the Forest Preserve District of DuPage County

The Forest Preserve District of DuPage County operates an extensive County-wide open space system that provides excellent access to outdoor recreational opportunities throughout the County. The replacement of underutilized property with new development and redevelopment may cause a minimal increase in demand for the services and programs provided by the Forest Preserve District. Services provided to residents will likely not be affected, and the impact is anticipated to be insignificant given the overall size and scale of the District. Therefore, no program is set forth in this Redevelopment Plan to address financial impacts on the Forest Preserve District of DuPage County.

DuPage Water Commission

The DuPage Water Commission provides Lake Michigan water service for communities of DuPage County, Illinois, including the City of Warrenville. The replacement of underutilized property with new development and redevelopment may cause a minimal percentage increase in water demand. However, in relationship to the total water demand served by the Water Commission this increase is expecting to be minimal. Therefore, no specific program to address the financial impact of increased water demand on the DuPage Water Commission.

DuPage County Health Department

The DuPage County Health Department (DCHD) promotes physical and emotional health and strives to assure the provision of accessible, quality service. The additional population growth anticipated by development/redevelopment within the Project Area may create an increase in demand for services of the DCHD. However, this increase is expected to be minimal as the DCHD currently serves an overall population of 932,126 (2013 DuPage County population) and the population of the Project Area is projected to increase by approximately 2,090 residents (0.2%). Therefore, no specific program to address the financial impact of increased demand for the services of the DCHD is set forth in this Redevelopment Plan.

Fox Metro Water Reclamation District

The Fox Metro Water Reclamation District (FMWRD) provides wastewater treatment services to the City of Aurora and several nearby municipalities, including several parcels within the Project Area in Winfield Township (Tax Code 4152). FMWRD serves over 300,000 residents. The area within the Project Area that is served by the FMWRD is primarily Redevelopment Opportunity Site 5A, which is proposed for mixed use commercial use. This site is approximately nine acres in size. While there will certainly be some increase in wastewater treatment demand when this property is developed, the impact is expected to be relatively insignificant given the overall size of FMWRD. Therefore, no specific program to address the financial impact of increased demand for the services of the FMWRD is set forth in this Redevelopment Plan.

FINDINGS OF NEED FOR TAX INCREMENT FINANCING

On the basis of the Southwest/Route 59 Corridor TIF District #4 Redevelopment Plan and Program, Eligibility Report, the Mayor and City Council of Warrenville, Illinois, adopt the following findings pursuant to Section 11-74.4-3(n) of the Act.

Project Area Not Subject to Growth

The Project Area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without adoption of this Redevelopment Plan and Program. Virtually no new private development or investment has occurred in the Project Area in the past three decades. Substantial evidence supports this conclusion.

First, the City finds that the Project Area, on the whole, has not been subject to growth and redevelopment through investment by private enterprise, based on the physical condition, the lag in growth in property values, and the lack of building permit activity, as follows:

- As described in the Eligibility Report, the physical condition of the Project Area testifies to the lack of maintenance and improvement activities. In particular, the Eligibility Report identifies a prevalence of deterioration of both buildings and surface improvements. Such deterioration shows a clear lack of investment in the Project Area. While each individual property may not be deteriorated, the Project Area as a whole is characterized by a reasonable extent and meaningful distribution of this lack of investment.
- The equalized assessed value for all the parcels in the Project Area has decreased in four of the previous five levy years (2010, 2011, 2012, and 2013). The Project Area has also increased at a lesser rate than the consumer price index for all urban consumers in four of the previous five years (2010, 2011, 2012, and 2013).

Second, the City finds that the Project Area would not reasonably be anticipated to be developed without adoption of this Redevelopment Plan. This conclusion is based upon the findings in the Southwest District Plan, including:

- The market study supports redevelopment, including a wide mixture of uses such as residential, commercial, and business park.
- The Southwest District Plan includes a detailed market analysis, which indicates a clear financing gap. This analysis highlights the need for the type of public financial partnership that this TIF will help to foster.
- The lack of public infrastructure in this area has significantly hindered development in the past. Potential funding from TIF #4 can help to alleviate this major development hurdle.
- The implementation section of the Southwest District Plan highlights TIF as a potential funding source to further community objectives for the Southwest portion of the City. It also highlights the need for public-private partnerships to spur redevelopment. Such partnerships can be added by the funding assistance provided through a TIF district.

Therefore, the City finds that the Project Area is not subject to appropriate growth and development, and is not anticipated to be developed without adoption of this Redevelopment Plan.

Conformance with Comprehensive Plan

This Redevelopment Plan conforms to and is based upon the recommendations of the City's 1984 Comprehensive Plan and the more detailed and current Southwest District Plan, and the 2015 Strategic and Economic Development Plan.

Date of Completion

The Redevelopment Project shall be completed, and all obligations issued to finance redevelopment costs shall be retired, no later than December 31st of the year in which the payment to the municipal treasurer as provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving this Project Area is adopted, which as to TIF #4, is December 31, 2040.

APPENDIX A

SOUTHWEST/ROUTE 59 CORRIDOR TIF DISTRICT #4 ELIGIBILITY STUDY



SOUTHWEST/ROUTE 59 CORRIDOR TIF DISTRICT #4

ELIGIBILITY REPORT

WARRENVILLE, ILLINOIS

September 20, 2016

Prepared by:
Teska Associates, Inc.

INTRODUCTION

The City of Warrenville is seeking to establish a new Tax Increment Financing District (TIF) in the southwestern portion of the City near Illinois Route 59 and Butterfield Road. This area of the City has seen a variety of proposed developments not come to fruition and has been identified as an area with significant economic development potential. This Eligibility Study compares the characteristics of the study area to criteria outlined in state statutes for creation of a TIF District.

As shown in *Exhibit A – Project Area Boundary*, the Project Area is positioned around the Route 59 and Butterfield Road/Route 56 intersection. The general boundary of the Project Area includes parcels on the East side of Illinois Route 59, from the Illinois Prairie Path Trail on the South, to a point approximately halfway between Meadow Avenue and Prairie Avenue on the North; Parcels on the West side of Illinois Route 59, from approximately Prairie Avenue on the North, to Ferry Road on the South; Parcels on the North and South sides of Ivan Albright Street, from Illinois Route 59 on the West, to a point approximately halfway between Illinois Route 59 and Patterman Road on the East; The Illinois Prairie Path Trail, from just West of Landon Avenue on the East, to a point just West of Illinois Route 59 on the West; Parcels on the East side of Barkley Avenue, from Illinois Route 56 (Butterfield Road) on the South, to just South of Lakeview Drive on the North; Parcels on the North side of Illinois Route 56 (Butterfield Road), from Barkley Avenue on the West, to just West of Home Avenue on the East; Parcels along the South side of Illinois Route 56 (Butterfield Road), from just West of Briggs Avenue on the West, to approximately Home Avenue on the East; Parcels along the East and West sides of Briggs Avenue, South of Illinois Route 56 (Butterfield Road); Parcels along the North and South sides of Estes Street, from Briggs Avenue on the West, to Illinois Route 59 on the East; Parcels along the North side of Ferry Road, from Illinois Route 59 on the East, to a point approximately 1760 feet West of Rigi Road on the West; Parcels on the South side of Ferry Road, from Rigi Road on the East, to a point approximately 800 feet West of Rigi Road on the West; and Parcels along the East side of Barclay Avenue, North of Ferry Road; all in Warrenville, Illinois.

The Project Area consists of 147 parcels containing 121 structures. The total area of the Project Area (including right-of-way) is approximately three hundred (300) acres. The report that follows is an assessment of the eligibility of the Southwest/Route 59 Corridor TIF District #4 (TIF District #4) Study Area.

TAX INCREMENT FINANCING

The Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11 - 74.4 - 1, et seq., as amended (the "Act"), stipulates specific procedures, which must be adhered to in designating a Redevelopment Project Area and amendments thereto. A Redevelopment Project Area is defined as:

"...an area designated by the municipality, which is not less in the aggregate than 1 ½ acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as an industrial park conservation area, or a blighted area or a conservation area, or a combination of both blighted areas and conservation areas" (65 ILCS 5/11-74.4-3(p)).

Section 5/11-74.4-3(a) defines a "conservation area" as:

"...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; presence of structures below minimum code standards; illegal use of individual structures; excessive vacancies; lack of ventilation, light, or sanitary facilities; inadequate utilities; excessive land coverage and overcrowding of structures and community facilities; deleterious land use or layout; lack of community planning; environmental remediation costs impede development; decline or minimal marginal increase in equalized assessed valuation; is detrimental to the public safety, health, morals, or welfare and such an area may become a blighted area."

Additionally, with respect to vacant land:

... the sound growth of the redevelopment project area is impaired by a combination of 2 or more of the following factors, each of which is (i) present, with that presence documented, to a meaningful extent so that a municipality may reasonably find that the factor is clearly present within the intent of the Act and (ii) reasonably distributed throughout the vacant part of the redevelopment project area to which it pertains: obsolete platting; diversity of ownership; tax and special assessment delinquencies; deterioration of neighboring structures or sites; environmental remediation costs impede development; and decline or minimal marginal increase in equalized assessed valuation.

This report summarizes the analyses and findings of the City's planning consultants, Teska Associates, Inc. ("Teska"). Teska has prepared this report with the understanding that the City would rely on: (1) the findings and conclusions of this report in proceeding with the designation of the Study Area as a Redevelopment Project Area under the Act; and (2) the fact that Teska has obtained the necessary information to conclude that the Study Area can be designated as a Redevelopment Project Area in compliance with the Act.

The Southwest/Route 59 Corridor TIF District #4 Project Area (the "Project Area") is eligible for designation as a conservation area based on the presence of vacant parcels that exhibit: (1) obsolete platting; (2) deterioration of structures or site improvements in neighboring areas adjacent to the vacant land; (3) declining total equalized assessed value, as well as the presence of improved parcels that exhibit: (1) age of buildings; (2) deterioration; (3) inadequate utilities; (4) lack of community planning; (5) declining total equalized assessed value, as defined by the Act.

The present condition of the Project Area inhibits development potential. This report elaborates further on the specific conditions, which have contributed to this decline.

ELIGIBILITY FINDINGS

Teska conducted a field survey of every property within the Project Area. Based on an inspection of the exteriors of buildings and grounds, field notes were taken to record the condition for each parcel. This survey occurred on August 7, 2015, with a follow-up inspection on August 28, 2016. Photographs further document the observed conditions. Field observations were supplemented with information provided by City officials.

The Act indicates different qualifying criteria for vacant land and improved land. As seen in *Exhibit B – Vacant and Improved Land* the Project Area contains a mix of vacant and improved land uses. To ensure proper designation, the vacant parcels and improved parcels were evaluated according to the criteria for each respective land use.

VACANT LAND

In order to be designated as a conservation area, a combination of at least two (2) of the qualifying factors outlined in the Act must be present to a meaningful extent and reasonably distributed throughout the Project Area (or in this case, reasonably distributed throughout the vacant portion of the Project Area). Exhibit B illustrates the vacant properties in the Project Area (63 parcels).

OBSOLETE PLATTING

Obsolete platting refers to vacant land that results in parcels of limited or narrow size or configurations of parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements, or platting that failed to create right-of-ways for streets or alleys or that created inadequate right-of-way widths for streets, alleys, or other public right-of-way or that omitted easements for public utilities.

The layout, shape, and size of parcels located throughout the Project Area demonstrate obsolete platting (*Exhibit C – Obsolete Platting*). There are many long and thin parcels which cannot be developed without replatting and there are parcels without access by road or driveway. A total of 39 vacant parcels are deemed obsolete and all of these misshaped parcels will need to be redefined if development is to occur. Due to the presence and distribution of parcels exhibiting obsolete platting, this factor contributes to the designation of the Project Area as a conservation area.

DIVERSITY OF OWNERSHIP

Diversity of ownership of parcels of vacant land sufficient in number to retard or impede the ability to assemble the land for development. While there are several different owners of the vacant land within the Project Area, it is not considered a major impediment to development. Therefore, diversity of ownership does not contribute to the Project Area as a conservation area.

TAX AND SPECIAL ASSESSMENT DELINQUENCIES

Tax and special assessment delinquencies exist if the property has been the subject of tax sales under the Property Tax Code within the last 5 years. There are not significant known tax or special assessment delinquencies present on the vacant parcels within the Project Area, and therefore, tax delinquency does not contribute to the Project Area as a conservation area.

DETERIORATION OF NEIGHBORING STRUCTURES OR SITES

Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land refers to physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. Examples of

deterioration of buildings and surface improvements on improved parcels within the Project Area are outlined in the following section, "Improved Land." Due to the presence of structures and site improvements demonstrating deterioration in neighboring areas adjacent to vacant parcels within the Project Area, deterioration is a contributing factor towards designation of the Project Area as a conservation area (see Improved Land discussion below).

ENVIRONMENTAL REMEDIATION

This factor is relevant when the area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for, the clean-up of hazardous waste, hazardous substances, or underground storage tanks required by State or federal law, provided that the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.

There is a single vacant parcel within the Project Area which has been identified by the Illinois Environmental Protection Agency as requiring environmental remediation. The distribution and quantity of environmental remediation sites is small, and therefore, this factor does not contribute to the designation of the Project Area as a conservation area.

DECLINE OR MINIMAL MARGINAL INCREASE IN THE EQUALIZED ASSESSED VALUE

This factor can be cited if the total equalized assessed value of the proposed redevelopment project area has declined for three of the last five calendar years for which information is available; or is increasing at an annual rate that is less than the balance of the municipality for three of the last five calendar years, for which information is available; or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three of the last five calendar years, for which information is available.

Levy Year	2010	2011	2012	2013	2014	2015*
Project Area Parcels (EAV)	\$1,817,971	\$1,568,940	\$1,423,876	\$1,317,159	\$1,274,126	\$1,660,290
Percent Change		-13.70%	-9.25%	-7.49%	-3.27%	+30.31%

* Equalized assessed value not certified by DuPage County; value shown may change depending on potential appeals

The equalized assessed value for all the vacant parcels in the Project Area has decreased four out of the past five years.

Decline in the Equalized Assessed Value contributes toward the designation of the Project Area as a conservation area based on decline in EAV of the Project Area over the previous five years.

IMPROVED LAND

In order to be designated as a conservation area, at least 50% of the structures must be 35 years or more in age. Additionally, a combination of at least three of the other qualifying factors outlined in the Act must be present to a meaningful extent and reasonably distributed throughout the Project Area. There are a total of 84 improved lots within the Project Area.

AGE OF BUILDINGS

Based on field analysis and data collected from Naperville and Winfield Townships, a total of 103 out of 121 (85%) structures within the Project Area were built more than 35 years ago (1985) (*Exhibit D – Age of Buildings*).

This exceeds the statutory requirement that at least 50% of the buildings in the conservation area be 35 years of age or older.

DILAPIDATION

Dilapidation refers to an advanced state of disrepair or neglect of necessary repairs to the primary structural components of buildings or improvements in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.

Two structures out of 121 (1.6%) in the Project Area displays this extreme physical state of disrepair. Therefore, dilapidation does not significantly contribute towards the designation of the Project Area as a conservation area.

OBSOLESCENCE

Obsolescence is the condition or process of falling into disuse. Obsolete structures have become ill-suited for the original use. With respect to properties and buildings, the nature of obsolescence may be functional or economic, or a combination of both. Generally, functional obsolescence relates to the physical utility of a property or structure, and economic obsolescence relates to the ability of a property or building to compete in the market place.

A. Functional Obsolescence

The design and spatial layout of buildings and site improvements and their geographical location respond to market needs for specific uses at the time those buildings and improvements are constructed. Additionally, buildings and improvements are designed within the technological constraints of the time. Design and spatial layout characteristics of buildings and site improvements include, but are not limited to, floor area, height, column spacing, loading and service areas, building orientation, on-site parking and storage areas, and vehicular circulation.

Over time, geographical and structural changes occur within industries and real estate markets causing properties to become ill suited for their original use, resulting in deficiencies in those buildings that limit their ability to function for their original purpose. This loss in functionality and overall usefulness or desirability of a property, diminishes the value of the property and the building.

B. Economic Obsolescence

Economic obsolescence is generally a result of building or site improvements that cause some degree of market rejection, resulting in a diminished market value of the property for its original intended use. Symptoms of economic obsolescence include excessive vacancies, lack of maintenance, deterioration, and dilapidation of buildings and site improvements.

Site improvements, including sewer and water lines, public utility lines (gas, electric, and telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, lighting, etc., may also evidence obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors of this type of obsolescence may include inadequate utility capacities, outdated designs, etc.

Typically, buildings with excessive vacancies or those classified as deteriorating or dilapidated contain undesirable building or site improvement conditions that may be infeasible to cure, resulting in an accelerated decline in market value. When not corrected, these building and site improvement deficiencies adversely impact neighboring areas, thereby detracting from the physical, functional, and economic vitality of the overall area.

Obsolescence, both functional and economic, is not widely present within the Project Area. There are a few commercial buildings with excessive vacancies, but these properties represent a small fraction of the total number of structures. Therefore, the presence of both functional and economic obsolescence of buildings and site improvements does not significantly contribute towards the designation of the Project Area as a conservation area.

DETERIORATION

With respect to buildings, deterioration refers to defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. The field survey found that 50 out of 121 buildings (41.3%) exhibit these types of deteriorating characteristics. These deteriorating effects include cracks in masonry walls and foundations, aging windows and doors, deteriorating columns, and roofs and gutters in need of repair. These issues are widely distributed throughout the Project Area.

With respect to surface improvements, the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas may evidence deterioration, including, but not limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces. Deterioration of surface improvements was found on 67 out of 147 parcels (45.6%) in the Project Area. Poor condition of streets, sidewalks, paved parking areas, driveways, and curbs were the most common examples.

The distribution of deterioration, both of buildings and surface improvements, is widely distributed throughout the Project Area (*Exhibit E – Deterioration*). The presence of deterioration of buildings and surface improvements is a contributing factor towards the designation of the Project Area as a conservation area.

EXAMPLES OF DETERIORATION



ILLEGAL USE OF INDIVIDUAL STRUCTURES

Illegal use of individual structures refers to the use of structures in violation of applicable federal, State, or local laws, exclusive of those applicable to the presence of structures below minimum code standards.

The exterior field survey conducted by Teska found no obvious instances of illegal use of structures within the Project Area. Therefore, illegal use of individual structures does not contribute to the designation of the Project Area as a conservation area.

PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Structures below minimum code standards include all structures that do not meet the standards of zoning, subdivision, building, fire, and other governmental codes applicable to property, but not including housing and property maintenance codes.

There are currently no major or obvious code violations occurring within the Project Area. Therefore, this factor does not contribute to the Project Area as a conservation area.

EXCESSIVE VACANCIES

Excessive vacancies refer to the presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent, or duration of the vacancies.

Six of the 121 buildings are vacant or partially vacant throughout the Project Area (4.9%). Vacancies occur in commercial areas primarily at the intersection of Ferry Road and Route 59 as well as along Butterfield Road. Although vacancies are present within the Project Area, they are concentrated, not evenly distributed throughout the Project Area, and not numerous enough in quantity to be considered excessive. Therefore, excessive vacancies do not contribute towards designation of the Project Area as a conservation area.

LACK OF VENTILATION, LIGHT, OR SANITARY FACILITIES

Inadequate ventilation is characterized by the absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke, or other noxious airborne materials. Inadequate natural light and ventilation means the absence or inadequacy of skylights or windows for interior spaces or rooms and improper window sizes and amounts by room area to window area ratios. Inadequate sanitary facilities refer to the absence or inadequacy of garbage storage and enclosure, bathroom facilities, hot water and kitchens, and structural inadequacies preventing ingress and egress to and from all rooms and units within a building.

None of the buildings in the Project Area are known to exhibit this characteristic of lack of ventilation, light or sanitary facilities. Therefore, lack of ventilation, light, or sanitary facilities does not contribute to the designation of the Project Area as a conservation area.

INADEQUATE UTILITIES

This factor relates to all underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone, and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the redevelopment project area, (ii) deteriorated, antiquated, obsolete, or in disrepair, or (iii) lacking within the redevelopment project area.

There is a lack of sufficient water and sanitary sewer systems throughout the entire Project Area (*Exhibit F – Inadequate Utilities*). There is a long dead-end watermain, which runs along the east side of Route 59 from Route

56 south to the Illinois Prairie Path, under Route 59 and then south to Ferry Road and west to the State of Illinois Youth Center. This watermain connects to another watermain which runs east to west along the north side of Butterfield Road to serve both the Warrenville Industrial Park located north of Route 56 and Blanchard Alliance Church on the south side at Route 56. None of these watermains serve nor connect to any of the residential homes along Estes Street, Briggs Avenue, or to any of the homes north of Butterfield Road. These lots receive their water through individual private wells.

The lack of sanitary sewer lines within the Project Area is an even larger issue. There is one sewer main, which runs along the south side of Butterfield Road from the east to west and stops at the Route 59 intersection. This sewer main services the few commercial properties on the southern corners of the intersection and the parcels along Butterfield Road. There is a sewer main along Ferry Road, which services the Illinois Youth Center and the commercial properties in the southern portion of the Project Area. Other than these two lines, there are no municipal sanitary services provided within the Project Area. The remaining properties use septic systems to handle their sanitary needs.

For any development to occur in the area, significant new municipal water and sanitary sewer infrastructure must be constructed. The lack of sufficient infrastructure is detrimental to the long term development of the Project Area. Therefore, inadequate utilities does contribute to the designation of the Project Area as a conservation area.

EXCESSIVE LAND COVERAGE AND OVERCROWDING OF STRUCTURES

This factor relates to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as exhibiting excessive land coverage are: the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape, in relation to present-day standards of development for health and safety, and the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking, or inadequate provision for loading and service.

While some buildings are close to each other and may not conform to present standards, no structures harm public safety or cause a nuisance to surrounding users. Therefore, excessive land coverage and overcrowding of structures and community facilities does not contribute to the designation of the Project Area as a conservation area.

DELETERIOUS LAND USE OR LAYOUT

Deleterious land uses include the existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses considered to be noxious, offensive, or unsuitable for the surrounding area.

The Project Area contains a mix of commercial, office, residential, industrial, institutional, and agricultural uses. In the southern region of the Project Area a majority of the uses do not transition from one use to the next and there are several incompatible land uses next to each other. For instance, there are several single-family homes along Barclay Drive facing the Illinois Youth Center, which is across Ferry Road from a car collectors garage (Iron Gate Motor Condos). These uses are west of Naperville's Top Golf facility, which is adjacent to a mix of single family homes, commercial strip centers and industrial storage. While there is some presence of deleterious land use, it is mainly located in the southern portion of the Project Area and is not persistent throughout the entire area. Therefore, Deleterious Land Use or Layout does contribute to the designation of the Project Area as a conservation district.

LACK OF COMMUNITY PLANNING

Lack of community planning occurs when the proposed redevelopment project area was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community plan or that the plan was not followed at the time of the area's development. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary development standards, or other evidence demonstrating an absence of effective community planning.

The City of Warrenville adopted its first Comprehensive Plan in 1984. A majority of the parcels and structures within the Project Area were platted and constructed before the City had a plan for the area's development. Additionally, many of the structures were built before Warrenville was incorporated as a City in 1967. This illustrates a lack of community planning throughout the entire Project Area.

Lack of community planning is prevalent throughout the Project Area, and therefore, qualifies as a factor towards designation of a conservation area.

ENVIRONMENTAL REMEDIATION

This factor is relevant when the area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for, the clean-up of hazardous waste, hazardous substances, or underground storage tanks required by State or federal law, provided that the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.

There are no documented improved parcels within the Project Area as requiring environmental remediation. Therefore, this factor does not contribute to the designation of the Project Area as a conservation area.

DECLINE OR MINIMAL MARGINAL INCREASE IN THE EQUALIZED ASSESSED VALUE

This factor can be cited if the total equalized assessed value of the proposed redevelopment project area has declined for three of the last five calendar years, for which information is available; or is increasing at an annual rate that is less than the balance of the municipality for three of the last five calendar years, for which information is available; or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three of the last five calendar years, for which information is available.

Levy Year	2010	2011	2012	2013	2014	2015
Project Area Parcels (EAV)	\$8,309,021	\$8,134,981	\$7,426,371	\$6,834,261	\$6,643,259	\$6,925,011
Percent Change		-2.09%	-8.71%	-7.97%	-2.79%	+4.24%

The equalized assessed value for all the parcels in the Project Area has decreased four out of the past five levy years.

Decline in the equalized assessed value (EAV) contributes toward the designation of the Project Area as a conservation area based on decline in EAV of the Project Area over the previous five years.

CONCLUSION

Based on the findings contained herein, the Project Area qualifies as a conservation area according to the criteria established by the Act, based on the predominance and extent of parcels exhibiting the following primary characteristics:

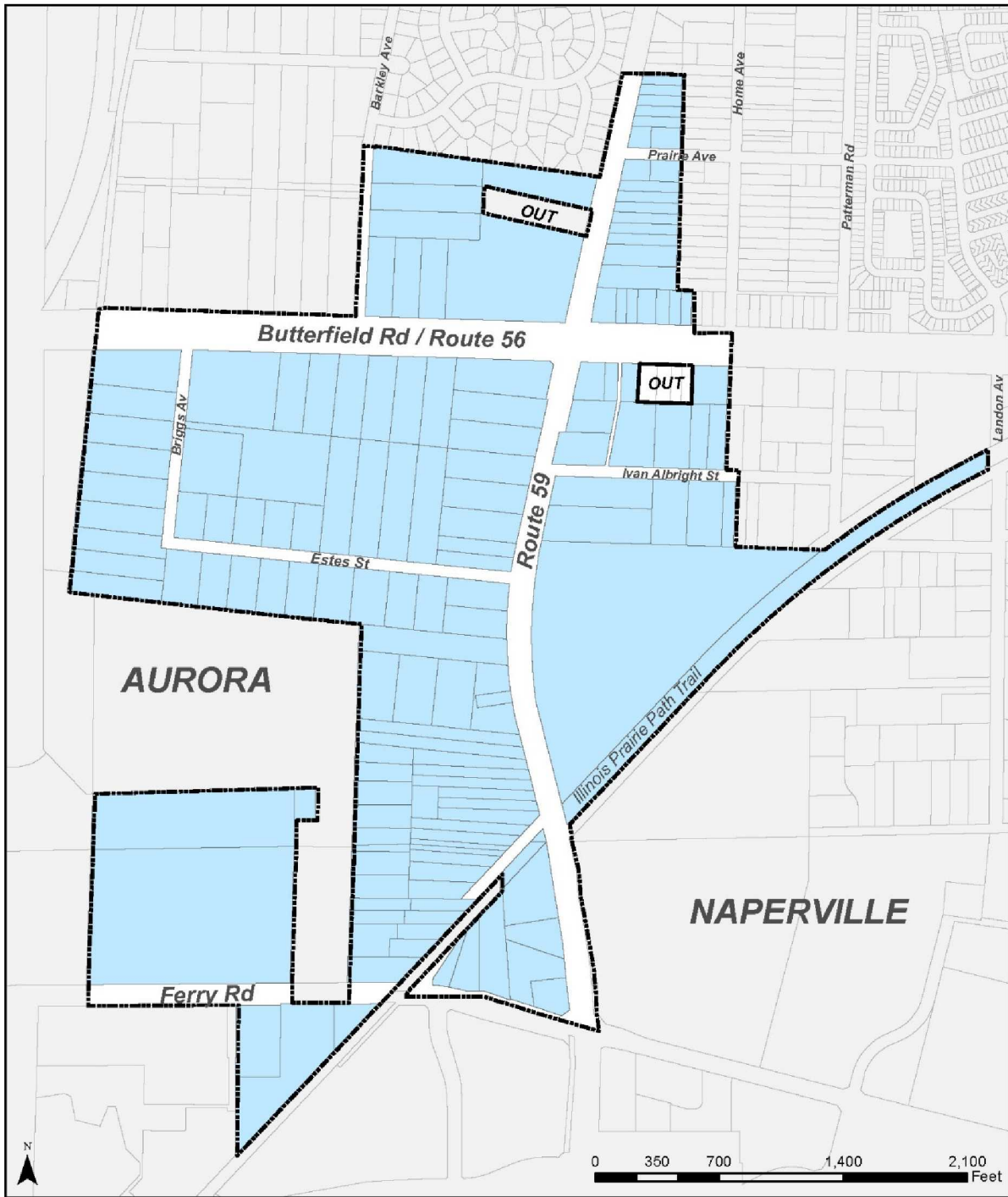
VACANT LAND

- Obsolete Platting.
- Deterioration of neighboring structures and sites.
- Decline of Equalized Assessed Values.

IMPROVED LAND

- Age of Buildings.
- Deterioration.
- Inadequate Utilities.
- Lack of Community Planning.
- Decline of Equalized Assess Values.

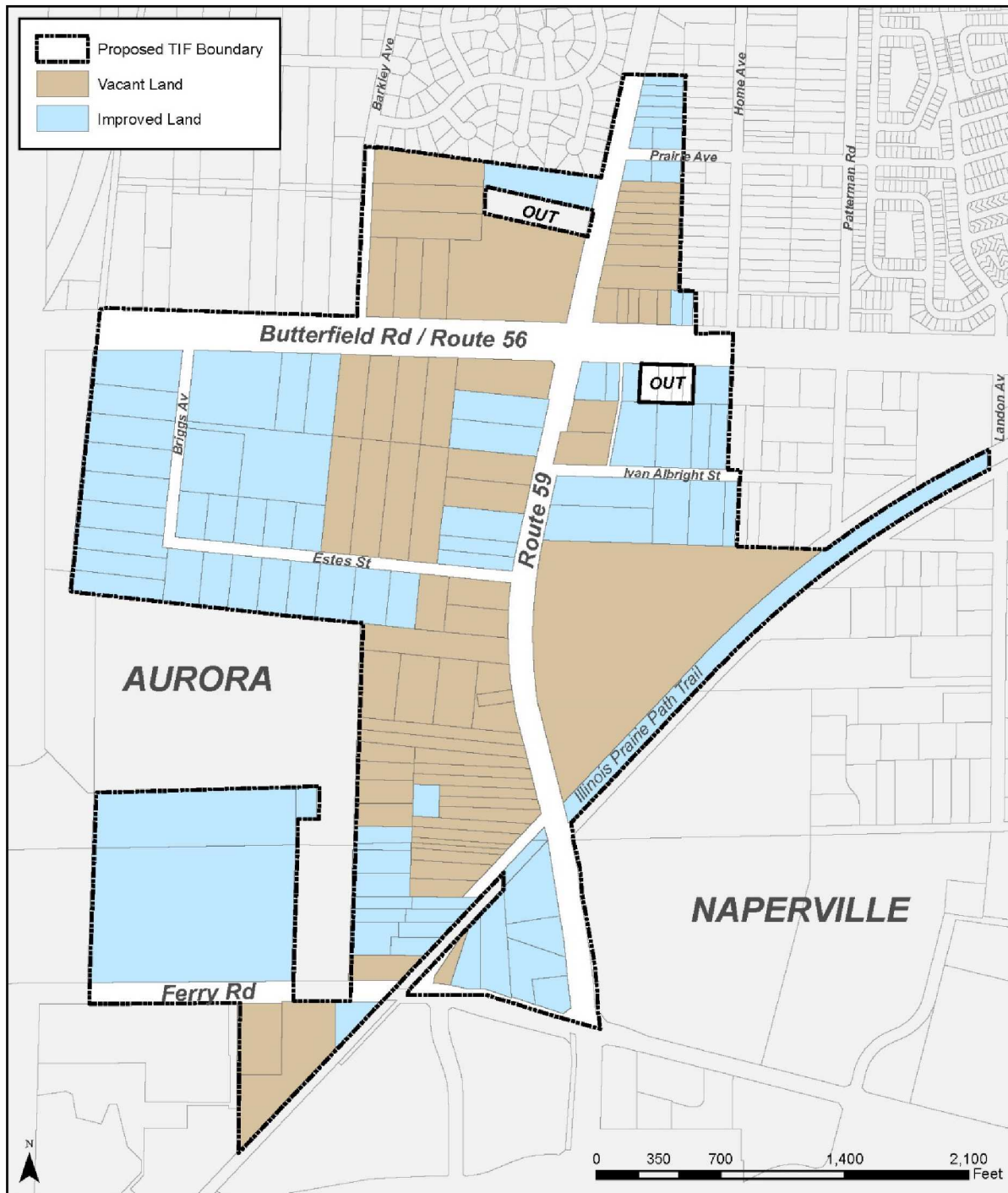
Each of these factors contributes significantly to the eligibility of the Project Area as a conservation area. All of these characteristics point to the need for designation of the Project Area as a conservation area, to be followed by public intervention in order that redevelopment might occur.



CITY OF WARRENVILLE

Exhibit A: Project Area Boundary

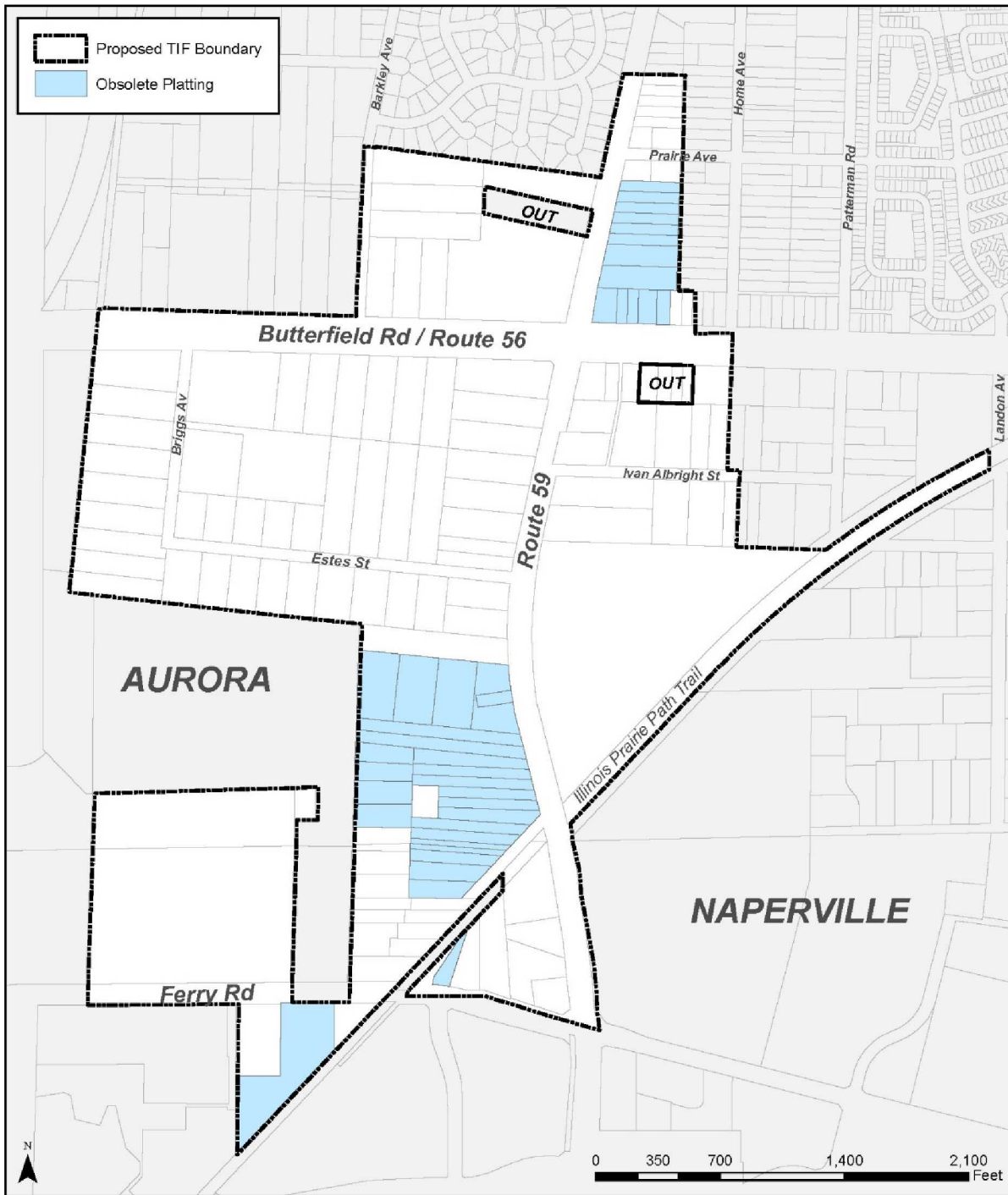




CITY OF WARRENVILLE

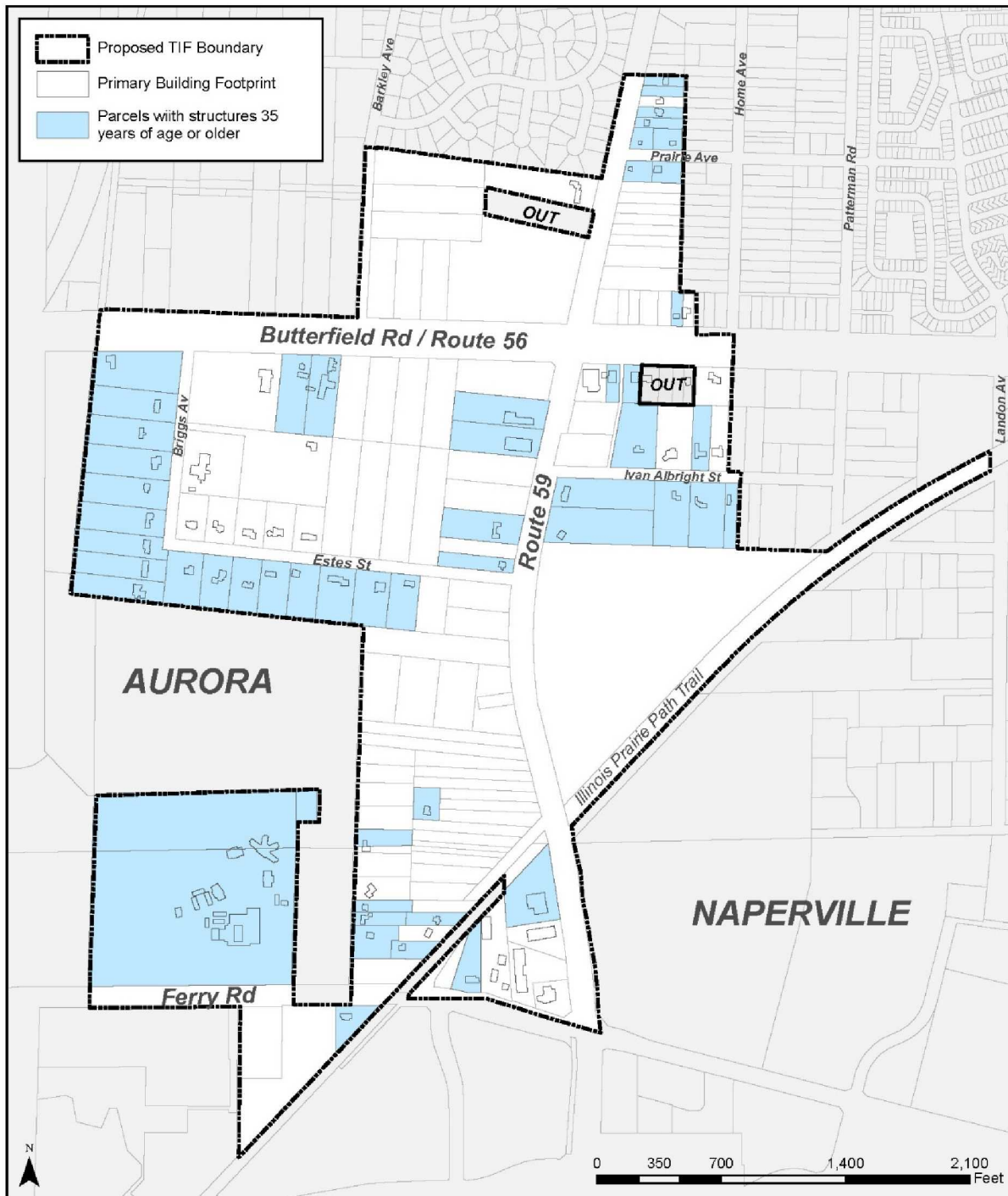
Exhibit B: Vacant and Improved Land





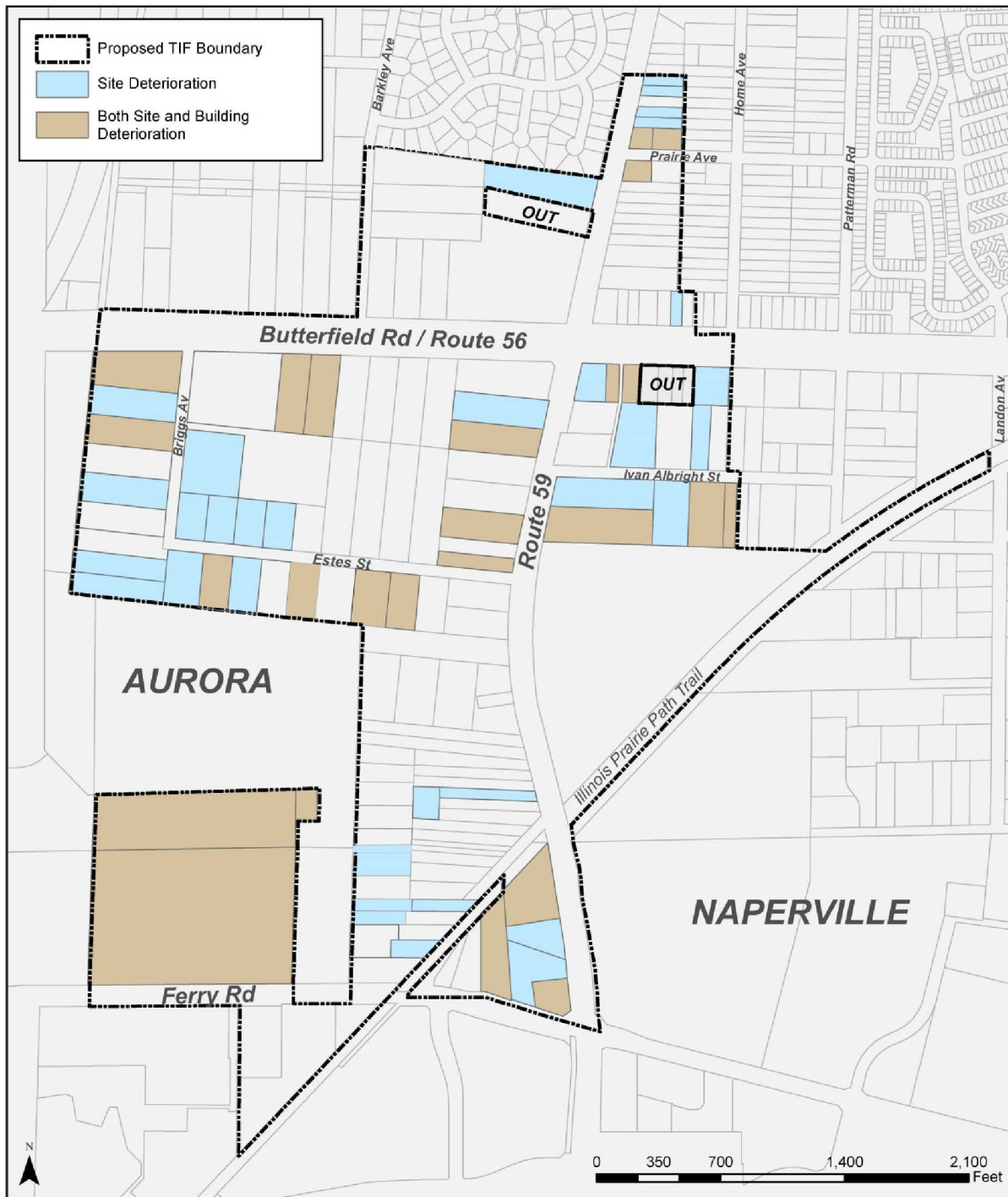
CITY OF WARRENVILLE
Exhibit C: Obsolete Platting





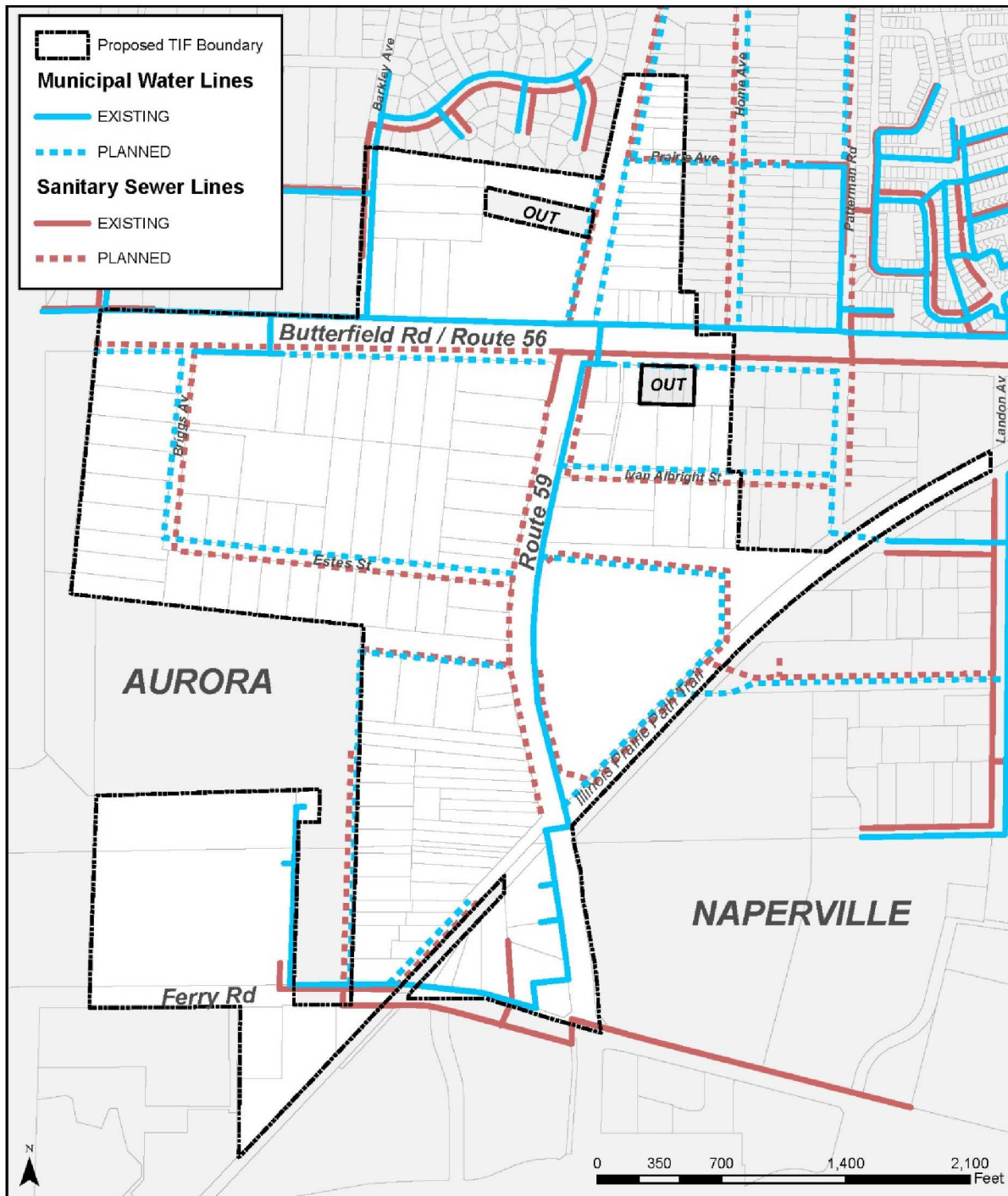
CITY OF WARRENVILLE
Exhibit D: Age of Buidlings





CITY OF WARRENVILLE
Exhibit E: Deterioration





CITY OF WARRENVILLE
Exhibit F: Inadequate Utilities



APPENDIX B

SOUTHWEST/ROUTE 59 CORRIDOR TIF DISTRICT #4 HOUSING IMPACT STUDY



SOUTHWEST/ROUTE 59 CORRIDOR TIF DISTRICT #4

HOUSING IMPACT STUDY

WARRENVILLE, ILLINOIS

September 20, 2016

Prepared by:
Teska Associates, Inc.

INTRODUCTION

For the Southwest/Route 59 Corridor TIF District #4 (TIF District #4), officials of the City of Warrenville have determined that, without direct municipal involvement and financial assistance, planning objectives for the Southwest District cannot be met. To encourage new investment in the Warrenville TIF District #4, the City has decided to utilize Tax Increment Financing (TIF) as one of several potential financial tools to facilitate redevelopment.

As a part of the feasibility study for a proposed TIF district, the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11 - 74.4 - 1, et seq.) (the Act) stipulates that a Housing Impact Study must be prepared when:

"...the redevelopment plan would result in the displacement of residents from 10 or more inhabited residential units, or if the redevelopment project area contains 75 or more inhabited residential units and no certification is made [that the redevelopment plan will not result in displacement of residents]... (Section 11-74.4-3(n)(5))"

The implementation of the TIF District #4 Redevelopment Plan may result in the displacement of as many as 20 residential units. Since this total potentially exceeds the displacement of 10 or more inhabited residential unit's threshold, completion of this Housing Impact Study is required. This estimate is based on a field inventory completed as a part of the TIF Eligibility Study, conducted on August 7, 2015. The City has prepared a long term plan for the area (the Southwest District Plan), which recommends future land uses within the proposed Warrenville TIF District #4. Some of the existing residential units have been projected to be displaced in order to facilitate redevelopment opportunities. Therefore, the City of Warrenville has prepared this report to satisfy the requirements of Section 11-74.4-3(n)(5).

The number and type of residential buildings in the Project Area potentially affected by the Redevelopment Plan were identified during the building condition and land use survey conducted as part of the eligibility analysis for the Project Area. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited, and whether the inhabitants were low-income or very low-income households were based on a number of research and analytical tools including physical building surveys, data received from the City of Warrenville, 2010 U.S. Census Bureau, and the 2014 American Community Survey (ACS).



Existing Single-Family Home within the Project Area

PART I: HOUSING INVENTORY

The Act stipulates specific information that must be provided in a Housing Impact Study. According to the Act, Part I of the Housing Impact Study shall include:

(i) data as to whether the residential units are single family or multi-family units, (ii) the number and type of rooms within the units, if that information is available, (iii) whether the units are inhabited or uninhabited, as determined not less than 45 days before the date that the ordinance or resolution required by subsection (a) of Section 11-74.4-5 is passed, and (iv) data as to the racial and ethnic composition of the residents in the inhabited residential units. The data requirement as to the racial and ethnic composition of the residents in the inhabited residential units shall be deemed to be fully satisfied by data from the most recent federal census.

TYPE OF RESIDENTIAL USES

Table 1 describes the Southwest/Route 59 Corridor TIF #4 residential units by type.

TABLE 1: Dwelling Units by Type

Housing Type	# of Housing Units	% of Housing Units	Source
Single-Family	56	100%	Field Count
Multi-Family	0	0	Field Count
	56	100%	

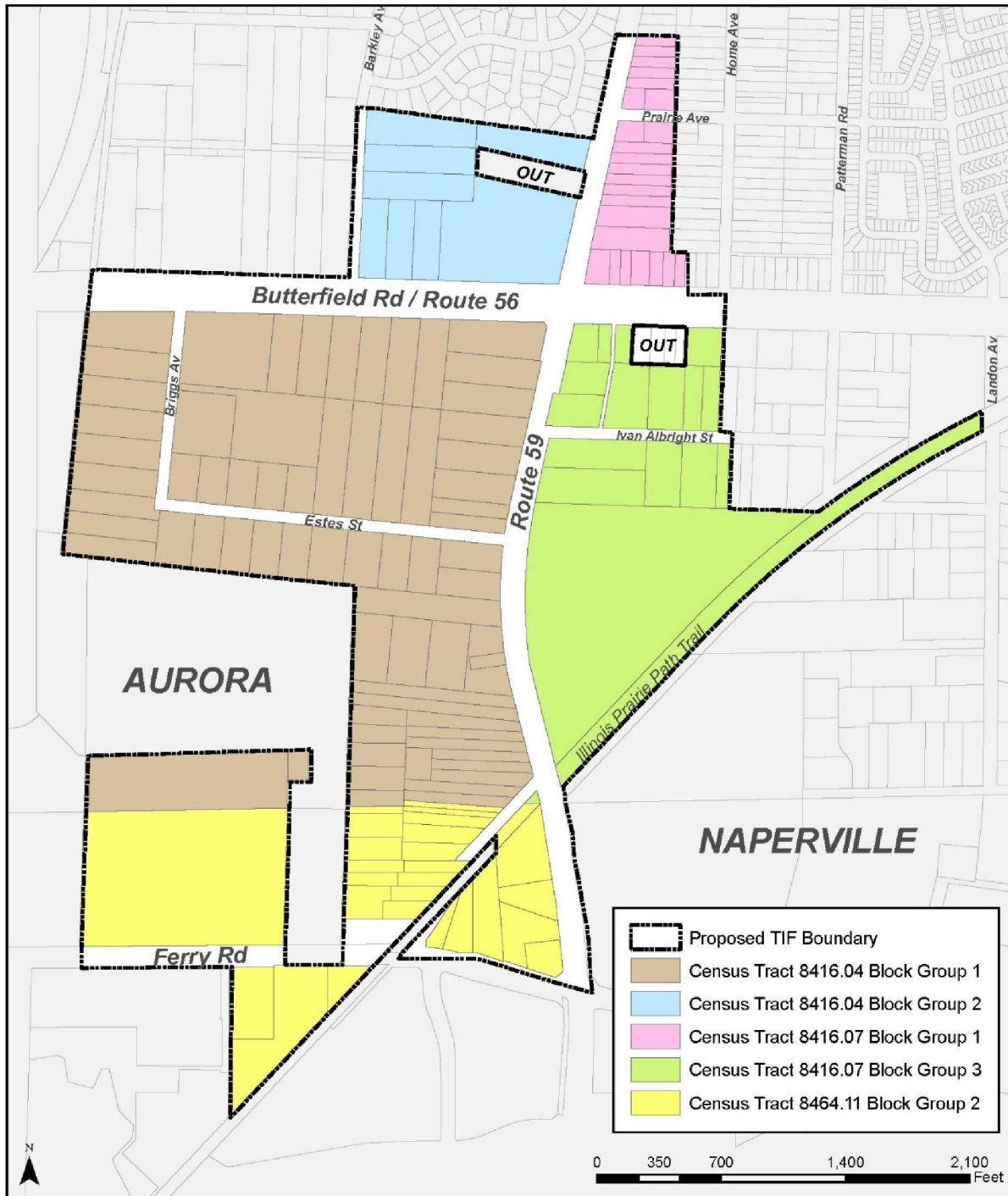
NUMBER OF RESIDENTS

For purposes of this study, data has been gathered from the 2010 United States Census and represented in the form of Block Groups. A Block Group is a combination of census blocks. The Block Group is the lowest level of geography for which the Census Bureau has tabulated data. In this study, Teska has relied on the 2010 United States Census because it is the best available information regarding the structures and residents of the Southwest/Route 59 Corridor TIF District #4. The Project Area contains portions of the following census tracts and block groups (*see Exhibit A on following page for the location of each census tract and block*). In total, there are 56 housing units and approximately 142 residents within the Project Area.

TABLE 2: Housing Units and Population

Census Tract	Block Group	Single-Family Household Size	Single-Family Housing Units	Estimated Number of Residents
8416.04				
	1	2.39	27	65
8416.07				
	1	2.83	10	28
	3	2.77	10	28
8464.11				
	2	2.31	9	21
			56	142

Source: 2010 U.S. Census; Field Count



CITY OF WARRENVILLE

Exhibit A: Census Tracts and Block Groups



NUMBER OF BEDROOMS

Table 3 shows the estimated number of bedrooms in residential units in TIF District #4. As defined by the Census Bureau, number of bedrooms includes all rooms intended for use as bedrooms even if they are currently used for some other purpose. A residential unit consisting of only one room, such as a one-room efficiency apartment, is classified by definition as having no bedroom.

TABLE 3: Estimated Number of Bedrooms per Dwelling Unit

Percentage of Bedrooms per Dwelling Unit by Block Group				
	Census Tract, Block Group Number			
Number of Bedrooms	8416.04, BG1	8416.07, BG 1	8416.07, BG 3	8464.11, BG 2
0 bedrooms	0.0%	0.0%	0.0%	0.0%
1 bedroom	19.7%	0.0%	8.3%	18.4%
2 bedrooms	23.2%	18.4%	20.6%	5.9%
3 bedrooms	27.1%	76.4%	36.6%	61.8%
4 or more bedrooms	30.0%	5.2%	34.5%	13.9%
	100.0%	100.0%	100.0%	100.0%

Estimated Number of Bedrooms per Dwelling Unit by Block Group					
Number of Bedrooms	Dwelling Units in 8416.04, BG1	Dwelling Units in 8416.07, BG 1	Dwelling Units in 8416.07, BG 3	Dwelling Units in 8464.11, BG 2	Total
0 bedrooms	0	0	0	0	0
1 bedroom	5	0	1	2	8
2 bedrooms	7	2	2	1	12
3 bedrooms	7	7	4	5	23
4 or more bedrooms	8	1	3	1	13
TOTAL	27	10	10	9	56

Source: 2014 American Community Survey 5-Year Estimates; Field Count

UNITS WITH KITCHEN AND PLUMBING FACILITIES

Table 4 shows the estimated number of conventional residential units in the TIF District #4 with kitchen and plumbing facilities. As defined by the Census Bureau, a unit has complete kitchen facilities when it has all of the following: (1) an installed sink with piped water; (2) a range, cook top and convection or microwave oven, or cook stove; and (3) a refrigerator. All kitchen facilities must be located in the structure. They need not be in the same room. Portable cooking equipment is not considered a range or cook stove. An ice box is not considered to be a refrigerator. As defined by the Census Bureau, complete plumbing facilities include hot and cold piped water, a flush toilet, and a bathtub or shower. All three facilities must be located inside the house, apartment, or mobile home, but not necessarily in the same room. Housing facilities are classified as lacking complete plumbing facilities when any of the three facilities are not present.

TABLE 4: Estimated Number of Units with Kitchen and Plumbing Facilities

Facility	Number of Units with Facility	% of Units	Number of Units without Facility	% of Units
Kitchen	56	100%	0	0%
Plumbing	56	100%	0	0%

Source: 2014 American Community Survey 5-Year Estimates

INHABITED UNITS

The occupancy status of the residential units in the Project Area must be determined not less than 45 days prior to the adoption of an ordinance or resolution fixing the time and place for public hearing. The City of Warrenville adopted an ordinance fixing the time and place for public hearing on March 21, 2016, and the occupancy status of the residential units was verified on March 7, 2016. As of that date, as determined initially by a building-by-building field survey, an estimated 2% of units in the Southwest/Route 59 Corridor TIF District #4 were determined to be uninhabited (1 Dwelling Unit). Therefore, 55 residential units in the Project Area are assumed to be inhabited.

RACIAL AND ETHNIC COMPOSITION

As required by the Act, the racial and ethnic composition of the residents in the inhabited residential units is determined according to the most recent Federal census data. As noted, there are an estimated 142 residents in TIF District #4. Racial and ethnic composition is available from the 2010 United States Census. Table 5 identifies residents by their racial and ethnic composition, and estimates the racial and ethnic composition of the estimated 142 residents of the Southwest/Route 59 Corridor TIF District #4.

TABLE 5: Estimated Racial and Ethnic Composition of Residents

RACE	8416.04, BG 1	8416.07, BG 1	8416.07, BG 3	8464.11, BG 2	Total	% of Population	Estimated in Project Area
White Only	1,589	1,082	1,681	734	5,086	82.4%	117
Black or African American Only	80	103	2	109	294	4.8%	7
American Indian and Alaskan Native Only	6	3	3	7	19	0.2%	0
Asian Only	160	64	21	101	346	5.6%	8
Native Hawaiian and Other Pacific Islander Only	1	0	0	0	1	0.0%	0
Other Single Race	88	134	12	37	271	4.4%	6
Two or More Races	55	59	16	29	159	2.6%	7
TOTAL	1,979	1,445	1,735	1,017	6,176	100.0%	142

Source: 2010 U.S. Census

ECONOMIC COMPOSITION

The distribution of household income for residents within the Project Area is based on 2014 American Community Survey data. In order to estimate the number of moderate, low, very low, and extremely low-income households in the Project Area, Census Tract household incomes from the 2014 American Community Survey were used. As determined by the US Department of Housing and Urban Development ("HUD"), the definitions of the income categories, adjusted for household size, are as follows:

- i. An extremely low-income household has an adjusted income of not more than 30% of the area median income.
- ii. A very low-income household has an adjusted income of more than 30% and not more than 50% of the area median income.
- iii. A low-income household has an adjusted income of more than 50% and not more than 80% of the area median.
- iv. A moderate-income household has an adjusted income of more than 80% and not more than 120% of the area median.

The median household income for the City of Warrenville is \$74,716, based on data from the 2014 American Community Survey. The estimates of households at or below the moderate-income level collectively represent approximately 59% of the total inhabited residential units in the Project Area. As a result, the City will implement the Redevelopment Plan (including the requirements applicable to composition of the joint review board under

Section 11-74.4-5(b) of the Act) as if more than 50 percent of the residential units are occupied by extremely low, very low, low, or moderate income households.

TABLE 6: Study Area Extremely Low, Very Low, Low, and Moderate Household Income Level

Median Household Income Level	Income Categories Based on Median Household Income Level	% of Households within Study Area (5)
Extremely Low Income (1)	\$22,415	5.4%
Very Low Income (2)	\$37,358	8.9%
Low Income (3)	\$59,772	21.4%
Moderate Income (4)	\$89,659	23.2%
		58.9%

- (1) *Definition of Extremely Low Income Household as defined by the Illinois Affordable Housing Act: "Extremely low-income household" means a single person, family or unrelated persons living together whose adjusted income is not more than 30% of the median income of the area of residence.*
- (2) *Definition of Very Low Income Household as defined by the Illinois Affordable Housing Act: "Very low-income household" means a single person, family or unrelated persons living together whose adjusted income is not more than 50% of the median income of the area of residence.*
- (3) *Definition of Low Income Household as defined by the Illinois Affordable Housing Act: "Low-income household" means a single person, family or unrelated persons living together whose adjusted income is more than 50% but less than 80% of the median income of the area of residence.*
- (4) *"Moderate income household" means a single person, family or unrelated persons living together whose adjusted income is more than 80% but less than 120% of the median income of the area of residence.*
- (5) *The percentages of the study area households that qualify as extremely low, very low, low, and moderate income were determined at the block group level, as per 2014 American Community Survey data.*

PART II: RELOCATION PLANS

The Act specifies that the second part of a Housing Impact Study must:

...identify the inhabited residential units in the proposed redevelopment project area that are to be or may be removed. If inhabited residential units are to be removed, then the housing impact study shall identify (i) the number and location of those units that will or may be removed, (ii) the municipality's plans for relocation assistance for those residents in the proposed redevelopment project area whose residences are to be removed, (iii) the availability of replacement housing for those residents whose residences are to be removed, and shall identify the type, location, and cost of the housing, and (iv) the type and extent of relocation assistance to be provided.

RESIDENTIAL UNITS WHICH MAY BE DISPLACED

The Redevelopment Plan indicates that inhabited residential units may be redeveloped during the 23-year lifetime of the TIF. Residential units may be displaced from TIF District #4 in order to facilitate potential future development opportunities. The potential removal of any buildings containing residential units and any displacement of residents of inhabited units will be done within the intent of TIF District #4 Redevelopment Plan. These units, if displaced, are likely to be displaced over time throughout the life of the Redevelopment Plan.

AVAILABILITY OF REPLACEMENT HOUSING

According to data in the 2014 American Community Survey, approximately 68% of housing units in TIF District #4 are owner occupied. Conversely, approximately 30% of housing units in TIF District #4 are estimated to be renter occupied. The remaining 2% of residential units are vacant. Therefore, both for-sale and for-rent units are considered for potential replacement housing.

TABLE 7: Owner vs. Renter Occupancy

	Number	Percentage
Owner Occupied	38	68%
Renter Occupied	17	30%
Vacant	1	2%
Total	56	100%

In order to determine appropriate replacement housing, real estate listings were examined in areas in close proximity to the Southwest/Route 59 Corridor TIF District #4. According to the 2014 American Community Survey, the median home value in Warrenville is \$194,900, and the median rent per month for a single family home is \$1,645 (www.trulia.com). Listings were obtained for homes with list prices approximately equivalent to the market values of homes which may be displaced (\$195,000 and below). The location, type, and cost of a sample of possible replacement housing units in these areas are shown in Table 10 and 11. The information presented is based on classified advertisements from multiple sources, including Redfin.com, Trulia.com, Zillow.com and Apartments.com during March 2016. If relocation for displaced residents of the Southwest/Route 59 Corridor TIF District #4 is required, there are similar priced single-family homes and rental units available both within the City of Warrenville and in the immediate vicinity.

TABLE 8: Real Estate for Sale near Southwest/Route 59 Corridor TIF District #4

Housing Type	Location	Price
Townhome Unit, 2 Bedroom	29w440 Emerald Green Dr, Unit 25C, Warrenville	\$109,900
Townhome Unit, 2 Bedroom	884 Quin Ct, Unit 101, Naperville	\$149,900
Townhome Unit, 3 Bedroom	35234 Birchwood Drive, Warrenville	\$147,900
Single-Family Home, 3 Bedroom	29W718 Stevens Court, Warrenville	\$159,900
Single-Family Home, 4 Bedroom	309W091 Greenbrook Ct, Warrenville	\$159,900
Single-Family Home, 3 Bedroom	2S410 Route 59, Warrenville	\$150,000
Single-Family Home, 3 Bedroom	1104 Allen Ave, West Chicago	\$154,000

Table 9: Real Estate for Rent near Southwest/Route 59 Corridor TIF District #4

Housing Type	Location	Rent
2 Bedroom Apartment	Sunny Apartments, Warrenville	\$1,100
2 Bedroom Apartment	Preserve at Cantera, Warrenville	\$1,200 - \$1,527
2 Bedroom Apartment	1484 Stonebridge Cir, Wheaton	\$1,150
2 Bedroom Apartment	1228 Whispering Hills Ct, Naperville	\$1,170
1 Bedroom Apartment	Riverwoods Apartments, West Chicago	\$825
1-2 Bedroom Apartments	Autumn Run Apartments, Naperville	\$950 - \$1,350
1-2 Bedroom Apartments	Railway Plaza, Naperville	\$1,315 - \$1,585

CITY'S PLANS FOR RELOCATION ASSISTANCE AND TYPE AND EXTENT OF RELOCATION ASSISTANCE

The TIF Act allows the City of Warrenville to provide relocation assistance to residents displaced by this Redevelopment Plan. The City plans on providing relocation assistance to those individuals who qualify under the TIF Act. As stated, the City will utilize guidelines from the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) and other federal guidelines as the basis for its relocation assistance where appropriate.

In addition, to the extent that any removal or displacement will affect households of low-income and very low-income persons, the City will provide affordable housing and relocation assistance not less than that which would be provided under the URA and the regulations thereunder, including the eligibility criteria. Affordable housing may either be existing or newly constructed housing and the City shall make a good faith effort to ensure that the affordable housing is located in or near the Project Area. For the purposes of this Housing Impact Study, "low-income households", "very low-income households", and "affordable housing" shall have the meanings set forth in the Illinois Affordable Housing Act.

As of the date of this Redevelopment Plan, these statutory terms have the following meaning: (i) "low-income household" means a single person, family or unrelated persons living together whose adjusted income is more than 50 percent but less than 80 percent of the median income of the area of residence, adjusted for family size, as such adjusted income and median income are determined from time to time by the United States Department of Housing and Urban Development ("HUD") for purposes of Section 8 of the United States Housing Act of 1937 ("Section 8"); (ii) "very low-income household" means a single person, family, or unrelated persons living together whose adjusted income is not more than 50 percent of the median income of the area of residence, adjusted for family size, as so determined by HUD for the purposes of Section 8 of the United States Housing Act of 1937; and (iii) "affordable housing" means residential housing that, so long as the same is occupied by low-income households or very low-income households, requires payment of monthly housing costs, including utilities other than telephone, of no more than 30 percent of the maximum allowable income for such households, as applicable.

APPENDIX C

LEGAL DESCRIPTION

Warrenville TIF District #4

Legal Description:

That part of the East half of Section 33, and the West half of the Northwest quarter of Section 34, and the Southwest quarter of Section 34, Township 39 North, Range 9 East of the Third Principal Meridian, and also part of the West half of the Northwest quarter of Section 3, and the Northeast quarter of Section 4, Township 38 North, Range 9 East of the Third Principal Meridian, all in DuPage County, Illinois; described as follows:

Beginning at the point of intersection of the Westerly line of Talbot Avenue with the Westerly extension of the Northerly line of Big Woods Warrenville Road as platted in Robert Bartlett's Green Acres, according to the plat thereof recorded October 20, 1943 as document number 454884;

Thence Easterly along said Westerly extension, approximately 40 feet to the Southwest corner of Lot 18 of said Robert Bartlett's Green Acres;

Thence Easterly along the Northerly line of said Big Woods Warrenville Road, a distance of 1,410.26 feet to a point on the Westerly line of Barkley Avenue, said point also being the Southeast corner of Lot 26 of said Robert Bartlett's Green Acres;

Thence Northerly along said Westerly line of Barkley Avenue, a distance of 960.52 feet to an angle point of said Westerly line;

Thence Northeasterly along said Westerly line of Barkley Avenue, a distance of approximately 134 feet to a point that is 63 feet Westerly of the Northwest corner of Lot 887 of Hurlingham Unit Nine, according to the plat thereof recorded April 21, 1978 as document number R78-33313;

Thence Easterly and perpendicular to the last described course, a distance of 63 feet to the Northwest corner of said Lot 887;

Thence Southerly along the Westerly line of said lot 887, also being the easterly line of Barkley Avenue, a distance of 125.96 feet to the Southwest corner of said Lot 887;

Thence Easterly along the Southerly line of Lot 887, a distance of 19.26 feet to an angle point, said point also being on the Northerly line of Lot 33 of said Robert Bartlett's Green Acres;

Thence Southeasterly along the Northerly line of said Lot 33, a distance of 610.52 feet to the Northeast corner of said Lot 33, also being the Northwest corner of Lot 34 of said Robert Bartlett's Green Acres;

Thence continuing Southeasterly along the Northerly line of Said Lot 34, a distance of 649.81 feet to the Northeast corner of said Lot 34, also being the Southeast corner of Hurlingham Unit Eight, according to the plat thereof recorded February 3, 1978 as document number R78-10421;

Thence Northerly along the Easterly line of said Hurlingham Unit Eight, also being the Westerly line of Illinois Route 59, a distance of 559.41 feet to the Northeasterly corner of said Hurlingham Unit 8, also being the Southeast corner of Lot 425 of Hurlingham Unit 5, according to the plat thereof recorded November 7, 1975 as document number R75-61740;

Thence Northerly along the Easterly line of said Hurlingham Unit Five, also being the Westerly line of Illinois Route 59, a distance of 24.89 feet to the Northeast corner of Lot 425 of said Hurlingham Unit Five;

Thence Easterly to the point of intersection of Easterly line of Illinois Route 59 (as taken for road purposes) with the Northerly line of Lot 109 of Taylor & Powers Garden Acres, according to the plat thereof recorded September 19, 1929 as document number 286552, said point being Easterly of and 75 feet perpendicularly distant from the survey line for a highway designated F.A. Route No. 77 (also known as Illinois Route 59) and 21.41 feet, more or less, Easterly of the Northwest corner of said Lot 109;

Thence Easterly along the Northerly line of said Lot 109, a distance of 218.72 feet to the Northeast corner of said Lot 109;

Thence Southerly along the easterly line of Lots 109 through 103 inclusive of said Taylor & Powers Garden Acres, a distance of 420 feet to a point on the North line of Prairie Avenue, said point also being the Southeast corner of said Lot 103;

Thence continuing Southerly, a distance of 66 feet, more or less, to a point on the South line of Prairie Avenue, said point also being the Northeast corner of Lot 102 of said Taylor & Powers Garden Acres;

Thence continuing Southerly along the Easterly line of Lots 102 through 93, inclusive of said Taylor and Powers Garden Acres, a distance of 730 feet , more or less, to the centerline of an alley vacated by document number 730256 and recorded on September 16, 1954;

Thence Easterly along the centerline of said vacated alley to the intersection of said centerline with the Northerly extension of the Easterly line of Lot 85 of said Taylor and Powers Garden Acres;

Thence Southerly along the Easterly line of said lot 85 and the Northerly extension thereof, a distance of 193 feet, more or less, to a point on the Northerly line of Warrenville & Big Woods Road (now Butterfield Road), said point also being the Southeast corner of said Lot 85;

Thence Easterly along said Northerly line, 223 feet, more or less, to the intersection of said Northerly line extended easterly with the centerline of Home Avenue;

Thence Southerly to a point on the Southerly line of Butterfield Road, said point also being the Northeast corner of Lot 57 of Second Addition to Warrenville Estates, according to the plat thereof recorded October 7, 1936 as document number 373758;

Thence Southerly along the Easterly line of said Lot 57 to the Southeast corner thereof;

Thence continuing Southerly along the Easterly line of Lot 64 of said Second Addition to Warrenville Estates, a distance of 400 feet, more or less to a point on the North line of Albright Street, said point also being the Southeast corner of said Lot 64;

Thence continuing Southerly, a distance of 66 feet, more or less to a point on the South line of said Albright Street, said point also being the Northwest corner of Lot 74 of said Second Addition to Warrenville Estates;

Thence Easterly, along said Southerly line, 66.67 feet to the intersection of said Southerly line with the Easterly line of the West 66.67 feet of said Lot 74;

Thence southerly along said Easterly line to the point of intersection of said Easterly line with the Southerly line of said Lot 74, said point also being on the Northerly line of Lot 79 of said Second Addition to Warrenville Estates;

Thence Easterly along said Northerly line to the Northeast corner of said Lot 79 being a point on the Southeasterly line of Webster Street and also on the Northwesternly line of the former Chicago Aurora and Elgin Railroad, said Northwesternly line being 50 feet Northwesternly of and normally distant from the centerline of said railroad described in Parcel 112 of a deed recorded July 21, 1965 as document number R65-26607;

Thence Northeasterly on said Northwesternly line, being a curve to the right and concave Southeast to the point of intersection of said Northwesternly line with a line approximately 75 feet Westerly of and perpendicularly distant from the centerline of Landon Avenue as platted in said Second Addition to Warrenville Estates, said point also being on the Easterly line of tax assessment parcel number 04-34-302-011;

Thence Southerly along the Easterly line of said tax assessment parcel number 04-34-302-011 to the point of intersection of said Easterly line with the Southeasterly line of said former Chicago Aurora and Elgin Railroad, said Southeasterly line also being the Northwesternly line of Aurora Way;

Thence Southwesterly on said Southeasterly line, being a curve to the left 50 feet Southwesterly of and normally distant from the centerline of said former Chicago Aurora and Elgin Railroad to the point of tangency of said curve, said point also being the Southwest corner of Warrenville Estates' Land Division Assessment Plat recorded October 24, 2008 as document number R2008-157758;

Thence Southwesterly on the Southeasterly line of said former Chicago Aurora and Elgin Railroad to the point of intersection of said Southeasterly line with the Easterly line of Illinois Route 59, said Easterly line being approximately 85 feet Easterly of the centerline of said Illinois Route 59 as shown on the Plat of Transit Line recorded June 3, 1971 as document number R71-24124;

Thence Southeasterly to the most Westerly corner of Lot 1 of Monarch Landing, according to the plat thereof recorded May 17, 2005 as document number R2005-102300, said point also being on the Southeasterly line of Aurora way;

Thence Southeasterly along a Westerly line of said Lot 1, a distance of 9.62 feet to the intersection of said Westerly line with the North line of the Northwest Quarter of Section 3, Township 38 North, Range 9 East of the Third Principal Meridian;

Thence Southeasterly along a Westerly line of said Lot 1, a distance of 167.45 feet to an angle point of said Westerly line;

Thence Southerly along said Westerly line, a distance of 164.94 feet to an angle point of said Westerly line, said angle point being 50 feet easterly of and normally distant from said centerline of Illinois Route 59;

Thence Southerly along said Westerly line, being a curve to the right, concave Westerly with a radius of 4,142.56 feet, an arc distance of 663.71 feet to the most Northerly Southwest corner of said Lot 1;

Thence continuing Southerly, 50 feet Easterly of and normally distant from said centerline to the intersection of the last described course with the centerline of Ferry Road as shown on said Plat of Transit Line;

Thence Northwesterly along the centerline of said Ferry Road to the point of intersection with the centerline of said Illinois Route 59, said point being station 1857+25.50 as shown on said Plat of Transit Line;

Thence Northerly along the centerline of said Illinois Route 59 being a curve to the left, concave Westerly with a radius of 4,092.56 feet, an arc distance of 6.40 feet to the point of intersection with another centerline of Ferry Road, said point being station 1857+19.10 as shown on said Plat of Transit Line;

Thence Northwesterly along the centerline of said Ferry Road, said centerline being 40 feet perpendicularly distant from, parallel with and Southwesterly of the Southwesterly line of Lot 1 and Lot 2 of Safranski's Addition to Warrenville, according to the plat thereof recorded September 23, 1983 as document number R83-68897, a distance of 439.80 feet to the point of intersection of said centerline with the Southerly extension of the Westerly line of said Lot 2, said point also being the Southeast Corner of Dieter's Subdivision, according to the plat thereof recorded July 17, 1957 as document number 849530;

Thence continuing Northwesterly along said centerline being 33 feet perpendicularly distant from, parallel with and Southwesterly of the Southerly line of Lot 3 of said Dieter's Subdivision, a distance of 168.7 feet to an angle point of said centerline;

Thence Westerly along said centerline being 33 feet perpendicularly distant from, parallel with and Southerly of the Southerly line of Lot 1 and Lot 2 of said Dieter's Subdivision, a distance of 458.75 feet to the point of intersection of said centerline with the Easterly line of the former Chicago Aurora and Elgin Railroad, said point also being the Southwest corner of said Dieter's Subdivision;

Thence Northeasterly along the Northwesterly line of said Dieter's Subdivision, also being the Southeasterly line of said former Chicago Aurora and Elgin Railroad described as a 66 feet wide strip of land as Parcel 111 of a deed recorded July 21, 1965 as document number R65-26607, to the point of intersection with the East line of the Northeast Quarter of Section 4, Township 38 North, Range 9 East of the Third Principal Meridian;

Thence North along the East line of said Northeast Quarter to the point of intersection with the Northwesterly line of said Parcel 111, said point also being on the Southeasterly line of Rigi Road as platted on Rose Tortoriello's Division, according to the plat thereof recorded October 28, 1952 as document number 666086;

Thence Southwesterly along the Northwesterly line of said Parcel 111 to a Northeast corner of Naperville and Winfield Townships Supervisors Assessment Plat Number One, according to the plat thereof recorded March 24, 1947 as document number 517758;

Thence continuing Southwesterly along said Northwesterly line, a distance of 757.52 feet to the point of intersection with the centerline of said Ferry Road, said point also being the Southeast corner of said Naperville and Winfield Townships Supervisors Assessment Plat Number One;

Thence continuing Southwesterly along the Northwesterly line of said former Chicago Aurora and Elgin Railroad, a distance of 45.24 feet to the Northeast corner of Lot 1 of Rodgers Assessment Plat, according to the plat thereof recorded November 13, 1969 as document number R69-49249;

Thence continuing Southwesterly along said Northwesterly line, a distance of 373.93 feet to the Southwest corner of Lot 1 of said Rodgers Assessment Plat;

Thence continuing Southwesterly along said Northwesterly line to the point of intersection with the Westerly line of Lot 1 of the Plat of Survey of the Alexander Ferguson Farm, according to the plat thereof recorded December 16, 1943 as document number 456920, said point also being the Southeast corner of Lot 1 of Iron Gate Motor Condos, according to the plat thereof recorded March 28, 2014 as document number R2014-025190;

Thence Northerly along the Easterly line of Lot 1 of said Iron Gate Motor Condos, a distance of 854.51 feet to the Northeast corner of Lot 1 of Said Iron Gate Motor Condos;

Thence Westerly along the Northerly line of said Lot 1 to the point of intersection with the Southerly extension of the Westerly line of the Plat of Annexation to the Warrenville Public Library District, according to the plat thereof recorded September 14, 1988 as document number R88-104161;

Thence Northerly along the Southerly extension of said Westerly line to the Southwest corner of said Plat of Annexation to the Warrenville Public Library District;

Thence continuing Northerly along said Westerly line, a distance of 1,141.09 feet to the Northwest Corner of said Plat of Annexation to the Warrenville Public Library District;

Thence Easterly along the Northerly line of said Plat of Annexation to the Warrenville Public Library District, a distance of 1,146.09 feet to the Northeast corner of said Plat of Annexation to the Warrenville Public Library District;

Thence Easterly along the Northerly line of Lot 1 of City of Warrenville Assessment Plat No. 1, according to the plat thereof recorded December 23, 1975 as document number R75-71562, a distance of 119.89 feet to the Northeast corner of said Lot 1;

Thence Southerly along the Easterly line of said Lot 1, a distance of 183.70 feet to the Southeast corner of said Lot 1;

Thence Westerly along the Southerly line of said Lot 1, a distance of 119.83 feet to the point of intersection with the Easterly line of said Plat of Annexation to the Warrenville Public Library District, said point also being the Southwest corner of said Lot 1;

Thence Southerly along said Easterly line, also being a Westerly line of Lot 107 of Butterfield East – Unit Three, according to the plat thereof recorded September 4, 2015 as document number R2015-099332, a distance of 884.14 feet to the point of intersection of the North Line of Ferry Road, said point also being the Southwest corner of said Lot 107;

Thence Easterly along the Southerly line of said Lot 107, a distance of 322.12 feet to the point of intersection with the Westerly line of said Naperville and Winfield Township Supervisors Assessment Plat Number One, said point also being the Southeast corner of said Lot 107;

Thence Northerly along said Westerly line, also being the Easterly line of said Butterfield East – Unit Three, a distance of 2,020.91 feet to the point of intersection with the Southerly line of said Robert Bartlett's Green Acres, said point also being the Northeast corner of Lot 4 of said Butterfield East – Unit Three;

Thence Westerly along said Southerly line, a distance of 456.30 feet, more or less to an angle point of said Southerly line;

Thence Westerly along said Southerly line, a distance of 1,200.89 feet to the Southwest corner of Lot 75 of said Robert Bartlett's Green Acres;

Thence Northerly along the Westerly line of said Robert Bartlett's Green Acres, a distance of 1,376.72 feet to the Northwest corner of Lot 80 of said Robert Bartlett's Green Acres;

Thence Northerly 236.28 feet to the point of beginning, all in DuPage County, Illinois.

Excepting therefrom five parcels of land described as follows:

Exception Parcel 1:

Lot 35 in Robert Bartlett's Green Acres, being a subdivision in the East half of Section 33 and in the West half of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian, according to the plat thereof recorded October 20, 1943 as document 454884, in DuPage County, Illinois.

Exception Parcel 2:

The East half of Lot 59 in the Second Addition to Warrenville Estates, being a subdivision of part of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian and also of Lots 45 to 49 inclusive, of the First Addition to Warrenville Estates, according to the plat recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

Exception Parcel 3:

The West 80 feet of Lot 58 in Second Addition to Warrenville Estates, being a part of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian, and also a resubdivision of Lots 45 to 49 of First Addition to Warrenville Estates, according to the plat thereof recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

Exception Parcel 4:

The West 60 feet of the East 120 feet of Lot 58 in Second Addition to Warrenville Estates, being a part of Section 34, Township 39 North, Range 9, East of the Third Principal Meridian, also a resubdivision of Lots 45 to 49, inclusive, of First Addition to Warrenville Estates, according to the plat of said Second Addition to Warrenville Estates, recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

Exception Parcel 5:

The East 60 feet of Lot 58 in Second Addition to Warrenville Estates, being a part of Section 34, Township 39 North, Range 9 East of the Third Principal Meridian, also a resubdivision of Lots

45 to 49 inclusive, of First Addition to Warrenville Estates, according to the plat of said Second Addition to Warrenville Estates recorded October 7, 1936 as document 373758, in DuPage County, Illinois.

Common Boundary Description:

Parcels on the East side of Illinois Route 59, from the Illinois Prairie Path Trail on the South, to a point approximately halfway between Meadow Avenue and Prairie Avenue on the North; Parcels on the West side of Illinois Route 59, from approximately Prairie Avenue on the North, to Ferry Road on the South; Parcels on the North and South sides of Ivan Albright Street, from Illinois Route 59 on the West, to a point approximately halfway between Illinois Route 59 and Patterman Road on the East; The Illinois Prairie Path Trail, from just West of Landon Avenue on the East, to a point just West of Illinois Route 59 on the West; Parcels on the East side of Barkley Avenue, from Illinois Route 56 (Butterfield Road) on the South, to just South of Lakeview Drive on the North; Parcels on the North side of Illinois Route 56 (Butterfield Road), from Barkley Avenue on the West, to just West of Home Avenue on the East; Parcels along the South side of Illinois Route 56 (Butterfield Road), from just West of Briggs Avenue on the West, to approximately Home Avenue on the East; Parcels along the East and West sides of Briggs Avenue, South of Illinois Route 56 (Butterfield Road); Parcels along the North and South sides of Estes Street, from Briggs Avenue on the West, to Illinois Route 59 on the East; Parcels along the North side of Ferry Road, from Illinois Route 59 on the East, to a point approximately 1760 feet West of Rigi Road on the West; Parcels on the South side of Ferry Road, from Rigi Road on the East, to a point approximately 800 feet West of Rigi Road on the West; and Parcels along the East side of Barclay Avenue, North of Ferry Road; all in Warrenville, Illinois.

APPENDIX D

PIN LIST

PIN	PIN	PIN
0433206001	0434104029	0433401018
0433400002	0434300002	0433401022
0433400003	0434300003	0433401023
0433400004	0434300008	0433401035
0433400005	0434300014	0433403003
0433400007	0434300015	0433403004
0433400008	0434300016	0433403005
0433400009	0434300017	0433405001
0433400010	0434300025	0433405004
0433401004	0434302001	0433405005
0433401005	0434302002	0433405006
0433401020	0434302003	0433405007
0433401021	0434302004	0433405008
0433401024	0434302005	0433405009
0433401025	0434302011	0433405011
0433401026	0703100001	0433405012
0433401027	0703100006	0433405013
0433401028	0703100007	0433405015
0433401029	0703100008	0433405016
0433401030	0703100010	0433405017
0433401031	0704200007	0433405018
0433401032	0704201001	0433405019
0433401033	0704201002	0433405020
0433401034	0704201003	0433405022
0433402001	0704201004	0433405023
0433402002	0704201005	0433405026
0433402003	0704201006	0433405027
0433402004	0704201011	0433405028
0433402005	0704201012	0434104003
0433402006	0704201013	0434104004
0433403001	0704201014	0434104005
0433403002	0704202003	0434104006
0433404004	0704202004	0434104008
0433404008	0704202005	0434104009
0433405010	0704203010	0434104024
0433405014	0433205001	0434104025
0434100002	0433205002	0434104033
0434102006	0433205003	0434104034
0434102007	0433205004	0434104038
0434102008	0433205005	0434300012
0434102009	0433205006	0434300013
0434102010	0433205008	0434302010
0434102012	0433401006	0704201007
0434102028	0433401007	0704201008
0434104001	0433401008	0704201009
0434104002	0433401009	0704201010
0434104026	0433401015	0704201016
0434104027	0433401016	0704203008
0434104028	0433401017	0704203009