West Town
Tax Increment Financing District

Redevelopment Plan and Program
City of Batavia, Illinois

November 2, 2015
Approved by Batavia City Council
_____, 2016
Ordinance No. XXX

Prepared by Teska Associates, Inc.

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INTRODUCTION

PROJECT BACKGROUND

The Redevelopment project area, hereafter referred to as 'West Town,' has undergone significant change since its original establishment as an industrial center served by a railroad in the late 1800s. Once a thriving industrial/business center, the area is now characterized as a primarily residential neighborhood, with many remnant obsolete buildings from an earlier era. In the City of Batavia's Comprehensive Plan, as amended, several specific issues identified in the Plan relate to the future use of land in the City. Three of these issues are particularly pertinent when considering the applicability of Tax Increment Financing as a tool to stimulate positive change in the West Town redevelopment project area. These three issues are as follows:

- "The need for redevelopment and reuse of older industrial areas;"
- "Making sensitive transitions between residential and non-residential land uses;" and
- "Maintaining a balance of land uses and housing types to serve all portions of community."

Furthermore, goals and policies set forth in the Plan call for redevelopment of obsolete industrial/commercial areas into attractive areas containing a mix of uses compatible with neighborhood character, and improving land use compatibility between uses.

The 2014 amendment makes clear that successful economic development and redevelopment is predicated upon, and will result in high quality land development and utility infrastructure that serves to both accommodate the needs of existing business enterprises, as well as make Batavia an attractive place for private investment. These two general goals complement the Plan's additional goal to encourage the City to "[f]orm effective partnerships with the private sector to stimulate redevelopment."

Concerning housing and neighborhood conservation, the Plan amendment calls for addressing issues associated with the community's aging building stock, underperforming property maintenance, and ill-suited parcel sizes as it relates to efficient land use. The Potential Redevelopment Areas map specifically calls sets forth redevelopment opportunity sites across a significant portion of the West Town redevelopment project area as part of the City's overall economic development strategy.

The West Town Redevelopment project area has experienced economic decline, evidenced by excessive vacancies, building and surface deterioration, and other factors that are evidence of lack of investment, and which further contribute to limited interest in new investment in this area. The City believes that the adoption of this Tax Increment Financing (TIF) plan is a necessary financial tool to help facilitate redevelopment and/or rehabilitation efforts and foster development consistent with its plans and goals for the West Town area.

This report sets forth the Tax Increment Redevelopment Plan and Program (the "Redevelopment Plan") for the **City of Batavia West Town TIF Redevelopment Project**

Area ("the Redevelopment project area"). The proposed Redevelopment Plan seeks to respond to a number of problems and needs within the Redevelopment project area that have contributed to the inability of West Town to achieve the goals established by the City in its recent plans. This Redevelopment Plan is also indicative of a strong commitment and desire on the part of the City to maintain and revitalize the Redevelopment project area as an essential part of Batavia's economic development program, and efforts to enhance its tax base.

The goal of the Redevelopment Plan is to strengthen the residential, retail and office components of the Redevelopment project area through the maintenance and improvement of existing facilities, and the redevelopment of existing obsolete buildings, or vacant land for new uses. This Plan is intended to provide a framework for improvements within the Redevelopment project area over the 23-year term of the TIF, including the establishment of redevelopment goals, recommended land uses, estimated revenues, and estimated project costs.

The Eligibility Findings report (Appendix A) establishes that the West Town redevelopment project area qualifies for TIF as a "**conservation area**." The determination of eligibility of the West Town TIF Redevelopment Project Area is based on data gathered through field observation by CC Aiston Consulting, Ltd, and City Community Development and Public Works Staff, and through document and archival research.

TAX INCREMENT FINANCING

Tax increment financing is permitted in Illinois under the "Tax Increment Allocation Redevelopment Act" (Chapter 65 ILCS 5/11-74.4-1, et seq.) of the Illinois Statutes, as amended (hereinafter the "Act"). Only areas which meet certain specifications outlined in the Act are eligible to use this financing mechanism. This document has been prepared in accordance with the provisions of the Act in effect after the effective date of Public Act No. 91-478, known as the TIF Reform Law. It shall serve as a guide to all proposed public and private actions in the Redevelopment Project Area. Besides describing the redevelopment objectives, this Redevelopment Area Plan and Program sets forth, in general terms, the overall program to be undertaken to achieve these objectives.

The Act stipulates specific procedures which must be adhered to in designating a Redevelopment Project Area. By definition, a Redevelopment Project Area is:

> " .. an area designated by the municipality, which is not less in the aggregate than 1 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 (Section 11-74.4-3)."

Section 11-74.4-3 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 is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area..."
>
> The factors named by the statute with regard to conservation areas are as follows: 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 clean-up, and decline of equalized assessed value (EAV).

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 can be employed to 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 Program, principally increased equalized assessed valuation from new private development.

ELIGIBILITY OF THE PROPOSED TIF DISTRICT

Commencing in June, 2014, a study was undertaken by CC Aiston, Ltd, consistent with the requirements of the Act and related procedural guidelines, to determine the eligibility of the proposed Project Area. The results of the study indicate that the Project Area meets the Act's requirements for a "conservation area," and is eligible to be designated by the City of Batavia as a "Tax Increment Financing Redevelopment Project Area." The detailed findings of this study are described in Appendix "A" of this report.

The Project Area qualifies as a "conservation area" under the Act because at least 50% of the structures in the Project Area are at least 35 years old, and because of the presence of at least three (3) additional qualifying conditions. Within the Project Area, the following six (6) additional qualifying conditions are present:

- Deterioration of structures and surface improvements
- Structures below minimum code standards
- Lack of community planning
- Excessive land coverage and overcrowding of structures and facilities

- Deleterious land use or layout, and
- Decline in Equalized Assessed Value (EAV)

Each of these factors, to a meaningful extent, contributes to the eligibility of the Project Area as a "Conservation Area," as each factor is reasonably distributed throughout the Project Area.

REDEVELOPMENT PROJECT AREA DESCRIPTION

The Project Area is generally located between Walnut and Wilson Streets and between Harrison Street and a westerly boundary that includes South Van Nortwick Avenue, Whipple Avenue and a former railroad right-of-way strip. The Project Area comprises approximately 27 acres of contiguous land and contains 85 individual land parcels. For the purposes of this study, when the term "parcel" is used, we refer to an individual tract of land with its own separate "Parcel Identification Number" (or PIN), as ascribed by the County Supervisor of Assessment's Office. A parcel may or may not be identical to an individual private property, under a single ownership entity. Often two or more contiguous parcels are combined to make up one private property owner's real estate holding, or lot. Figure 1 illustrates the boundaries of the Project Area, and Figure 2 describes existing land uses.

Of the 85 total parcels within the Project Area, 50 parcels contain buildings where a principal zoning activity has been established. 31 of these parcels are residential in principal use, 14 parcels are primarily in industrial or office/industrial use and 5 parcels are categorized as commercial in use. Other parcels are either categorized as independently vacant, or adjacent to and, for the purpose of establishing a principal land use, associated with one of the immediately above-described parcels (See Figure 2: Existing Land Use Map)

Figure 1: Redevelopment Project Area Boundary and PIN Map

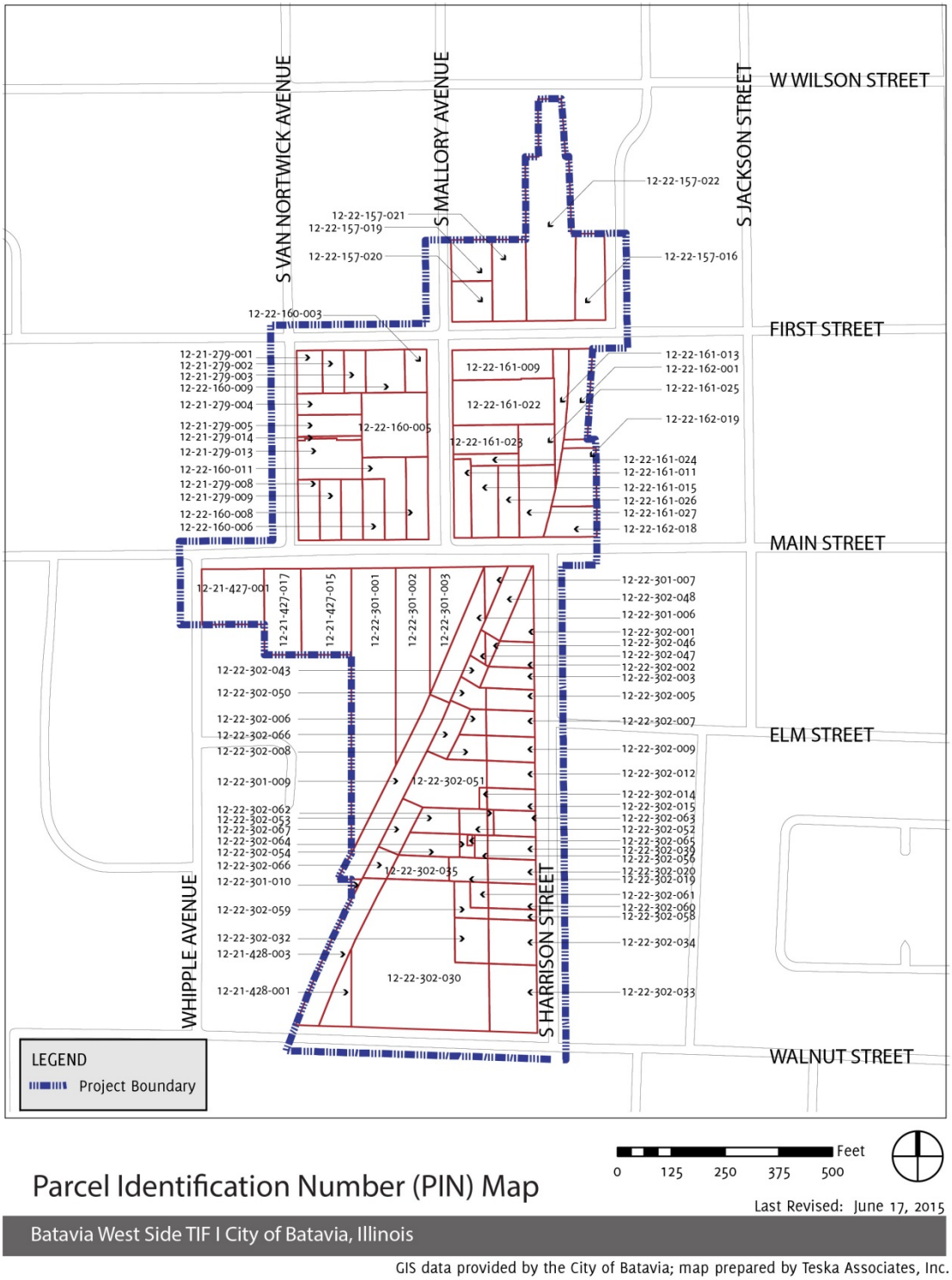
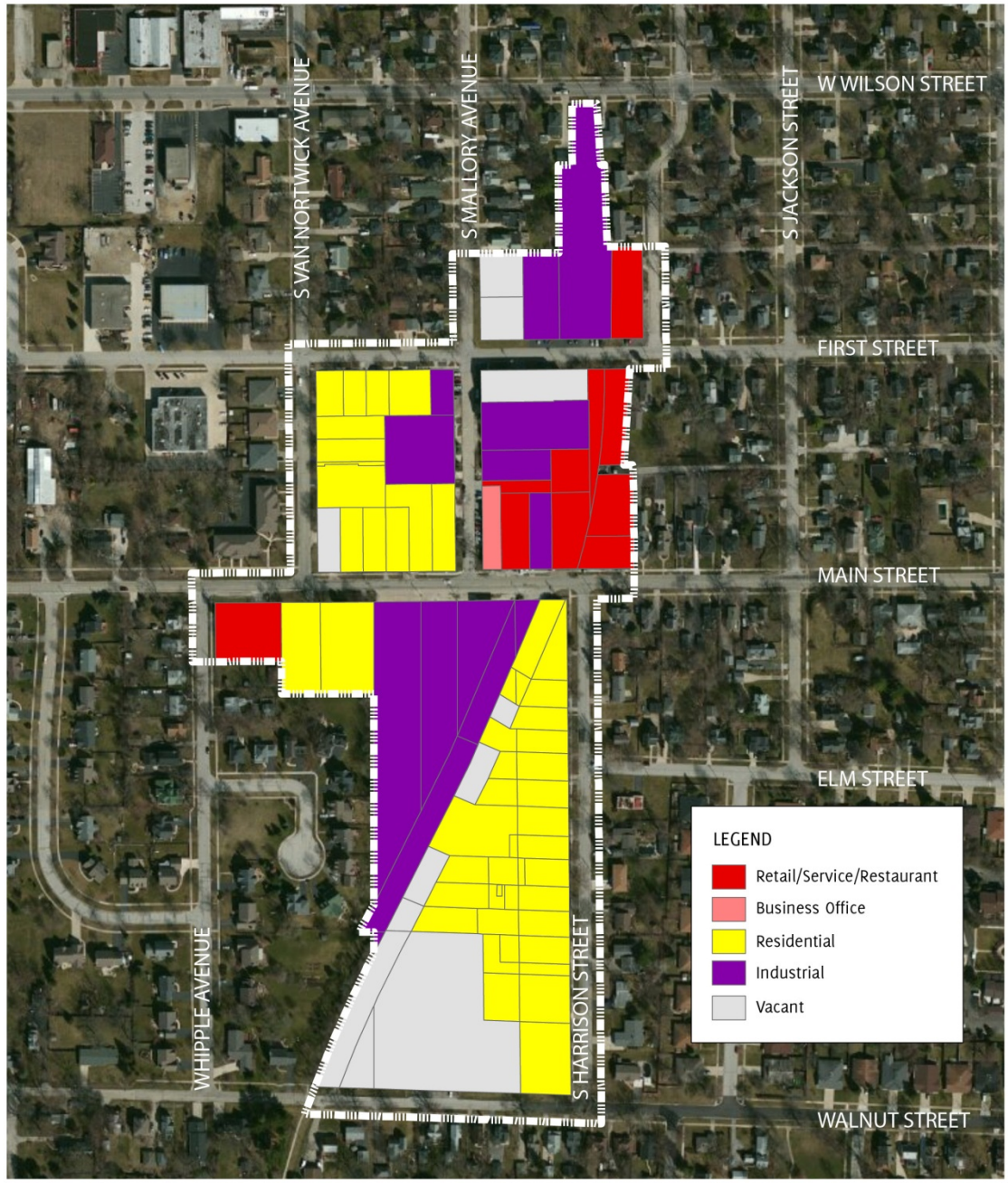


Figure 2: Existing Land Use Map



Existing Land Use

Last Revised: June 16, 2015

Batavia West Side TIF I City of Batavia, Illinois

GIS data provided by the City of Batavia; map prepared by Teska Associates, Inc.

LEGAL DESCRIPTION OF THE TIF DISTRICT

The legal description of the Project Area is as follows:

CITY OF BATAVIA WEST TOWN TIF DISTRICT LEGAL DESCRIPTION

THAT PART OF THE EAST HALF OF SECTION 21 AND THE WEST HALF OF SECTION 22, ALL IN TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 1 IN BLOCK 13 OF JOHN VAN NORTWICK'S SECOND ADDITION TO BATAIVA; THENCE NORTH, ALONG THE EAST LINE OF SAID BLOCK 13 TO THE NORTHEAST CORNER THEREOF; THENCE EAST, ALONG THE SOUTH LINE OF LOT 4 IN BLOCK VI OF WM. M. AND J.S. VAN NORTWICK'S ADDITION TO BATAVIA TO THE SOUTHEAST CORNER OF SAID LOT 4; THENCE CONTINUING EAST ALONG THE SOUTH LINE OF SAID LOT 4 EXTENDED EASTERLY A DISTANCE OF 12.0 FEET; THENCE NORTH, PARALLEL WITH THE EAST LINE OF SAID LOT 4, TO THE SOUTH LINE OF WILSON STREET; THENCE EAST, ALONG THE SOUTH LINE OF WILSON STREET TO THE NORTHWEST CORNER OF LOT 2 IN BLOCK 5 IN JOHN VAN NORTWICK'S THIRD ADDITION TO BATAVIA; THENCE SOUTH, ALONG THE WEST LINE OF LOTS 2 AND 1 IN SAID BLOCK 5 TO THE SOUTHWEST CORNER OF LOT 1 IN SAID BLOCK 5; THENCE EAST, ALONG THE SOUTH LINE OF SAID LOT 1 TO THE NORTHWEST CORNER OF BLOCK 11 OF JOHN W. NORTWICK'S SECOND ADDITION TO BATAVIA; THENCE SOUTH, ALONG THE WEST LINE OF SAID BLOCK 11, TO THE SOUTHWEST CORNER OF SAID BLOCK 11; THENCE EAST, ALONG THE SOUTH LINE OF SAID BLOCK 11 TO THE NORTHERLY LINE OF LOT 1 IN BLOCK VIII OF WM. AND J.S. VAN NORTWICK'S ADDITION TO BATAVIA; THENCE EASTERLY, ALONG THE NORTHERLY LINE OF SAID LOT 1 AND SAID NORTHERLY LINE EXTENDED, TO THE EASTERLY RIGHT OF WAY LINE OF HARRISON STREET; THENCE SOUTHERLY, ALONG SAID EASTERLY RIGHT OF WAY LINE, TO THE SOUTHERLY RIGHT OF WAY LINE OF FIRST STREET; THENCE WESTERLY, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, TO THE NORTHEAST CORNER OF BLOCK IX OF SAID WM. & J.S. VAN NORTWICK'S ADDITION; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID BLOCK IX TO A POINT THAT IS 10 FEET SOUTHERLY OF THE SOUTHEAST CORNER OF SAID BLOCK IX; THENCE EASTERLY, ALONG A LINE THAT IS 10 FEET SOUTHERLY OF AND PARALLEL WITH THE SOUTHERLY LINE OF SAID BLOCK IX TO THE NORTHERLY EXTENSION OF THE EASTERLY LINE OF LOT 4 IN A. BENSON AND SON'S RESUBDIVISION; THENCE SOUTHERLY, ALONG SAID NORTHERLY EXTENSION AND ALONG THE EASTERLY LINE OF SAID LOT 4 AND ITS SOUTHERLY EXTENSION, TO THE SOUTHERLY RIGHT OF WAY LINE OF MAIN STREET; THENCE WESTERLY, ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE EASTERLY RIGHT OF WAY LINE OF S. HARRISON STREET; THENCE SOUTHERLY, ALONG SAID EASTERLY RIGHT OF WAY LINE TO THE SOUTHERLY RIGHT OF WAY LINE OF WALNUT

STREET; THENCE WESTERLY, ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE INTERSECTION OF SAID SOUTHERLY RIGHT OF WAY LINE WITH THE FORMER CENTER LINE OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE NORTHEASTERLY, ALONG SAID FORMER CENTER LINE, TO THE EAST LINE OF SAID SECTION 21; THENCE NORTHERLY, ALONG SAID EAST LINE TO THE NORTH LINE OF LOT 16 OF WHIPPLE SUBDIVISION; THENCE WESTERLY, ALONG SAID NORTH LINE TO A SOUTHEAST LARSON COMMONS, P.U.D.; THENCE NORTHEASTERLY, ALONG A SOUTHEASTERLY LINE OF SAID P.U.D., TO THE EAST LINE OF SAID, P.U.D; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID P.U.D. TO THE NORTHEAST CORNER SAID P.U.D.; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID P.U.D., TO THE NORTHWEST CORNER OF LOT 12 OF SAID P.U.D.; THENCE NORTHERLY, ALONG THE EAST LINE OF BLOCK 1 OF J.H. WHIPPLE ADDITION TO BATAVIA TO THE SOUTHEAST CORNER OF LOT 1 OF SAID BLOCK 1; THENCE WESTERLY, ALONG THE SOUTH LINE OF LOTS 1 AND 2 OF SAID BLOCK 1 AND THEIR WESTERLY EXTENSION TO THE WESTERLY RIGHT OF WAY LINE OF WHIPPLE ROAD; THENCE NORTHERLY, ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE NORTHERLY RIGHT OF WAY LINE OF SAID MAIN STREET; THENCE EASTERLY, ALONG SAID NORTHERLY RIGHT OF WAY LINE TO THE WESTERLY RIGHT OF WAY LINE OF S. VAN NORTWICK AVENUE; THENCE NORTHERLY, ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE NORTHERLY RIGHT OF WAY LINE OF FIRST STREET; THENCE EASTERLY, ALONG SAID NORTHERLY RIGHT OF WAY LINE TO THE WESTERLY RIGHT OF WAY LINE OF S. MALLORY AVENUE; THENCE NORTHERLY, ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE WESTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 1 IN BLOCK 13 IN JOHN VAN NORTWICK'S SECOND ADDITION; THENCE EASTERLY, ALONG SAID WESTERLY EXTENSION AND SAID NORTHERLY LINE, TO THE POINT OF BEGINNING, ALL IN THE CITY OF BATAVIA, KANE COUNTY, ILLINOIS.

REDEVELOPMENT PLAN AND PROGRAM

Historically, the Project Area underwent development between 1871 and 1893, with the railroad right-of-way dedication for the former Chicago, Burlington and Quincy Railroad. Located just a few blocks from the historic central business district, West Town was the City's perimeter industrial area. Industrial buildings have remained a prominent land use, while West Town over the years has developed in a mixed land use pattern.

Many of the remaining industrial/commercial uses are no longer compatible with the largely residential neighborhoods that surround the Project Area. The result is that the revitalization of the West Town Project Area requires a large and complex redevelopment process that presents many challenges and opportunities for the City. The success of this effort will depend on the cooperation between the private sector and the local government. Public and private development efforts have not, as yet, been able to stimulate the comprehensive revitalization of the designated Project Area. The adoption of this Redevelopment Area Plan and Program will aid in the implementation of the goals and objectives identified in the City of Batavia's 2007 Comprehensive Plan, as amended, (hereinafter the "City Comprehensive Plan"). This Plan and will assist in stimulating redevelopment and rehabilitation in this area which otherwise could not reasonably be anticipated to develop without the adoption of this Plan and Program. Through public investment in infrastructure and beautification improvements, demolition, and environmental clean-up the Project Area will become a setting that will attract private investment.

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

PURPOSE OF THE REDEVELOPMENT PLAN

Pursuant to the "Tax Increment Allocation Redevelopment Act," the purpose of a Redevelopment Plan and Program is to promote the health, safety, morals, and welfare of the general public by:

1. Eradicating blighting conditions and instituting conservation measures;
2. 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;
3. Improving existing public utilities within the area; and by
4. Enhancing the overall quality of the City of Batavia.

REDEVELOPMENT PLAN OBJECTIVES

The goals and objectives of the Redevelopment Plan include those articulated in the Illinois Tax Allocation Redevelopment Act, those discussed in the City Comprehensive Plan, including the objectives for the West Town area below.

- ***Promote redevelopment and reuse of older industrial areas.*** The City of Batavia encourages higher density residential and mixed-use residential/commercial projects that will provide employment, and expand the City's residential base. These uses will enhance the development value of existing properties so as to make redevelopment financially attractive.

- ***Maintain a balance of land uses and housing types to serve all residents.*** The mix of land uses shown on the Future Land Use Plan (*Figure 3*) encourages neighborhood serving office, retail and support services, restaurants, and varied housing types.

- ***Maintain and expand the diversity of housing types, prices, and styles for all segments of the City.*** Surrounded by primarily single-family neighborhoods, the redevelopment of obsolete uses in West Town provides the opportunity to include higher density residential uses as part of a master planned approach that includes attached single-family units, condominium units above commercial buildings, and single-family detached homes.

- ***Redevelop obsolete industrial areas as mixed-use developments compatible with the neighborhood.*** A focus of the redevelopment plan for West Town is the addition of mixed-use buildings along Main Street to replace obsolete and dilapidated industrial and commercial buildings. A concerted effort will be made to encourage landscape buffers and aesthetic improvements to buildings and public and private properties to both attract investment as well as improve compatibility with existing residential uses the West Town.

- ***Strengthen the West Town's commercial function and encourage business development that maximizes links to related businesses, and customers.*** New and expanded commercial uses within West Town should accommodate a variety and mix of retail, services, and office uses that are compatible and that complement the existing uses, and serve the local population.

- ***Enhance the marketability of vacant and underutilized properties and encourage private investment to strengthen the City's tax base.*** The City should work internally, or with a private agency, to effectively market all vacant or underutilized properties in an effort to attract new commercial investment. Additionally, efforts should be made to retain and improve the existing, viable uses that contribute to the desired quality and the ultimate vision of the West Town area through rehabilitation grants and loans.

- ***Enhance the overall quality of the City of Batavia and the welfare of its residents.*** The West Town is an important neighborhood commercial area, historically providing employment, services and commercial activities to the immediate neighborhood and all residents of Batavia. Through appropriate planning efforts, the City should work with other public agencies and the private sector to eliminate or mitigate deteriorated or blighted conditions, and enhance open space and bicycle access within the redevelopment project area.

- ***Create a safe and attractive pedestrian environment.*** Improvements to the visual character, comfort, and convenience of the pedestrian experience of West Town will create a desirable environment for investment and improve the quality of the neighborhood. Streetscape and public space improvements should include adequate walkway widths, improved crosswalks, quality paving materials, clear signage, appropriate lighting, and attractive public gathering spaces of an appropriate.

- ***Encourage public/private partnerships.*** The success of the Redevelopment Plan for the West Town area is dependent upon the private and public sectors working together toward the revitalization of the redevelopment project area as a whole. Such partnerships will eliminate the conditions which, if continued, will likely result in a lack of investment or even disinvestment in West Town.

REDEVELOPMENT LAND USE PLAN

The Redevelopment Land Use Plan is a guide to the economic revitalization and development of the West Town Redevelopment project area. The City's Comprehensive Plan recognizes that the underutilized and obsolete sites and buildings, combined with the neighborhoods growing around them, require creative uses of land to redevelop West Town. The Land Use Plan describes an arrangement of a mixed of uses that are compatible with the character of adjacent properties, and will add to the economic vitality of the community.

The goal of the Redevelopment Plan is the revitalization of the redevelopment project area as a vibrant mixed-use neighborhood center which expands housing opportunities, provides neighborhood-oriented retail and service businesses, and contributes to the health and vitality of the City of Batavia. The recommended land uses, redevelopment opportunities, and public improvements of this Redevelopment Plan are based upon the guidelines and development opportunities presented in the City's Comprehensive Plan, as amended.

This Land Use and Redevelopment Plan identifies new land uses, existing buildings anticipated to be rehabilitated and maintained, and expansion of the pedestrian and bicycle path system along the previous vacated railroad right-of-way. Figure 4, Future Land Use Plan, shows the anticipated land uses at completion of project activities. New development within the West Town Redevelopment project area is shown as either "**Neighborhood Commercial Mixed-Use,"** intended to support multi-level structures with street level space occupied by retail, restaurant, or other commercial activities, with upper stories occupied by multi-family residential units, office space, or a combination of both; "**Residential: 3.5 – 5 units/acre"** providing for expansion of single-family detached units consistent with the surrounding neighborhood; and **"Residential: 5-8 units/acre"** providing the opportunity to diversify Batavia's housing stock with single-family attached units.

It is anticipated that all redevelopment sites shall provide parking to support their planned use(s), either through on-site surface parking lots or below grade parking structures, or in dedicated off-site parking lots on private property, or through available, otherwise unallocated on-street parking spaces.

The Redevelopment Land Use Plan is not meant to establish specific requirements and should not be rigidly interpreted. Adjustments may be made in response to market conditions and other factors as long as they remain consistent with the City's overall goals and objectives for the West Town area. This Redevelopment Plan is consistent with the City's Comprehensive Plan, as amended, and is intended to be the primary vehicle for implementing the goals and objectives of said Plan.

DEVELOPMENT OPPORTUNITY SITES & PROJECT PHASING

The Redevelopment Plan – Phasing Concept, Figure 5, identifies eight key redevelopment opportunity sites, and other properties that will be eligible for rehabilitation, within the Redevelopment project area. The identified opportunity sites may not be the only appropriate redevelopment opportunities for each individual site. Furthermore, redevelopment sites may be larger or smaller than identified, but in either case, the depiction of such sites shall not be viewed as a limitation to redevelopment potential. Also, the City does not intend to acquire, clear, or assemble any properties within the project area at this time. The Redevelopment Plan and phasing concept is a guide for the anticipated intent and scale of each identified redevelopment project site. The Plan provides the basis for the estimated revenue and cost forecasts used in this report.

In addition to these "opportunity sites," the Redevelopment Plan also anticipates activities to be undertaken by the public sector. These activities are identified in the Public Improvements section of this report. All redevelopment opportunities and public improvements should be conducted under the guidance of the City Comprehensive Plan, as amended, including all other related and relevant ordinances and plans, including the development guidelines and recommendations contained therein.

Undertaking these redevelopment activities will generate increased tax revenues through the expansion of high quality retail, residential, entertainment, and office space in Batavia, and will provide a stimulus for additional development in surrounding areas.

Phasing of Projects

Redevelopment projects anticipated in this Plan may commence over the next 15 years in phases. Redevelopment projects on lands current vacant are likely to be completed within the first 3 years. Phase two projects consist primarily of outmoded, obsolete commercial and industrial properties that may require more time for acquisition, demolition and redevelopment, and will likely occur within five years of Plan approval. Redevelopment and rehabilitation of properties at the northwest corner of Main Street and S. Mallory Avenue may be redeveloped within 10 years depending on the availability of the properties, cost of acquisition and access to parcels behind properties fronting Harrison Street. The complexity of property assembly, relocation and acquisition of existing businesses, and the market demand for a mixed-use project on the south side of Main Street, west of

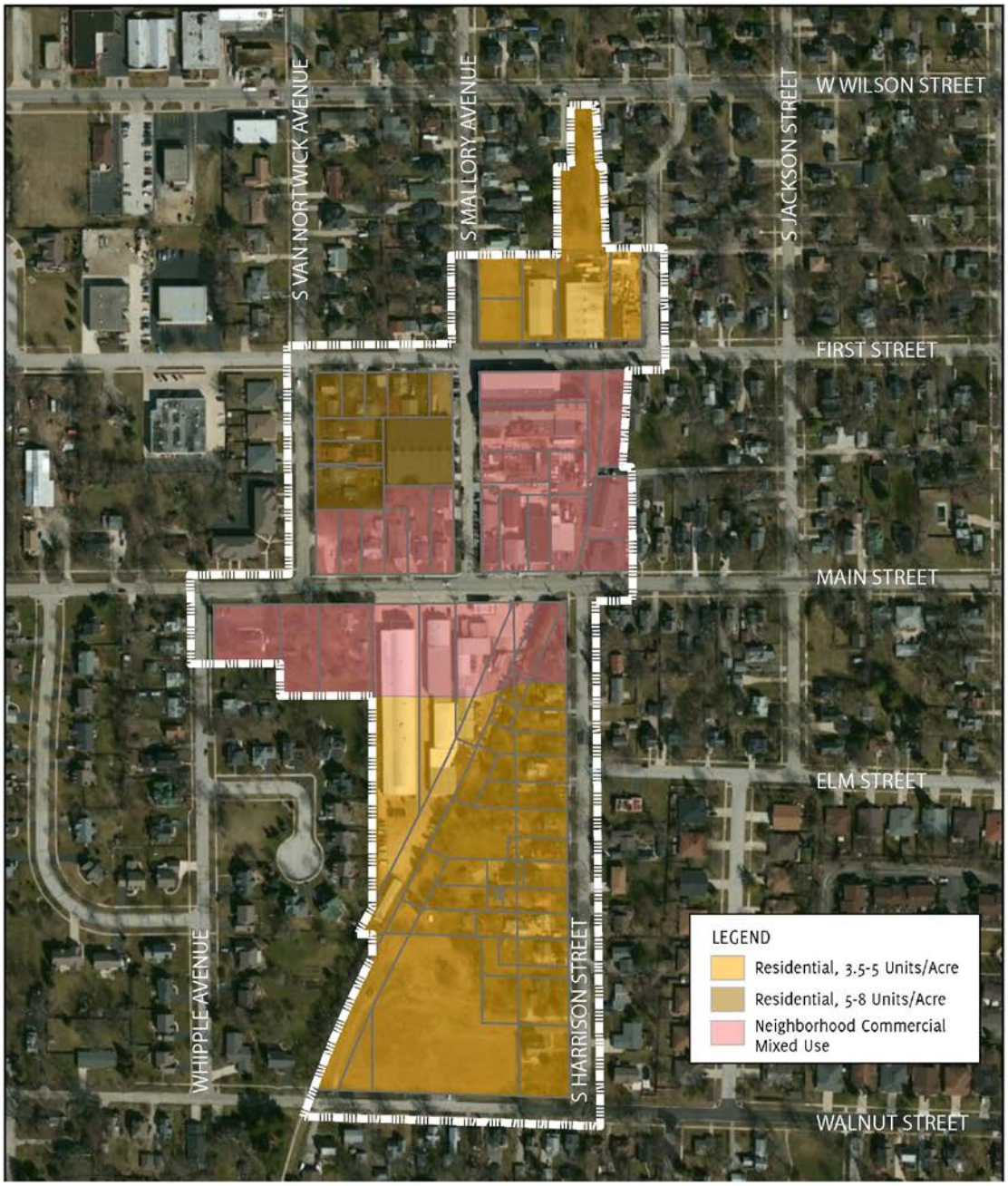
Harrison Street, suggest that this area may be one of the last sites to develop in West Town. Development of sites 7 and 8 is anticipated to occur beyond 10 years.

The phasing of the redevelopment projects is summarized in Table 1 below. Building rehabilitation and other activities on individual properties not included as redevelopment sites will be encouraged throughout the life of the TIF. The Redevelopment Plan is conceptual and represents an estimate of future activities, and does not restrict the City of Batavia from undertaking or participating in additional public improvements or development projects as appropriate throughout the life of the Redevelopment Plan and Program.

Table 1: Phasing of Redevelopment Projects

Phases	Year	Redevelopment Site Number
I	3	Site 2, 9
II	5	Site 1, 3, 4
III	10	Site 5, 6
IV	10+	Site 7,8

Figure 6: Future Land Use Plan



Conceptual Land Use

Feet
0 125 250 375 500

Last Revised: October 16, 2015

Batavia West Town TIF

City of Batavia, Illinois

GIS data provided by the City of Batavia; map prepared by Teska Associates, Inc.

Figure 7: Redevelopment Plan – Phasing Concept

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 a redevelopment plan and a redevelopment project, as allowed by Statute. Such costs may include, without limitation, the following:

1. 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.
2. The cost of marketing sites within the redevelopment project area to prospective businesses, developers, and investors.
3. 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.
4. Costs of rehabilitation, reconstruction, repair, or remodeling of existing private or public 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.
5. Costs of the construction of public works or improvements.
6. Costs of job training and retraining projects, including the cost of "welfare to work" programs implemented by businesses located within the Redevelopment project area, and costs of advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, as provided in the Act.
7. Financing costs, including but not limited to, all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued 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.
8. To the extent the City by written agreement accepts and approves the same, 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.
9. An elementary, secondary, or unit school district's increased costs attributable to assisted housing units as provided in the Act.
10. Relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by Federal or State law.
11. Payment in lieu of taxes.
12. Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project, as provided by the Act.

13. Up to 50% of the cost of construction, renovation, and/or rehabilitation of all low- and very low-income housing units as defined in Section 3 of the Illinois Affordable Housing Act, as provided by the Act.

ACQUISITION AND CLEARANCE

To meet redevelopment objectives, it may be necessary for the City to assemble properties in the redevelopment project area. However, at this time the City does not intend to acquire, clear, or assemble any properties within the redevelopment project area. Acquisition, clearance, and assembly of properties within the redevelopment project area will likely result from the actions of the private sector. The City may assist in the marketing and promotion of such redevelopment opportunities. The City does, however, reserve the right to acquire, clear, or assemble any properties within the TIF District during the 23-year duration of the TIF. All action(s) will be consistent with the stated intent of the TIF and should not result in the need for additional amendments to this Plan. Any clearance of existing structures will be scheduled to coincide with redevelopment activities so that facilities do not remain unused for extended periods of time, except for structure that pose health or safety hazards, and to minimize the adverse effects of demolition activities.

LAND DISPOSITION

As provided for in the TIF Statute, property acquired by a municipality may be assembled into appropriate redevelopment sites. These properties may be sold or leased by said municipality to other public bodies or to private developers, in whole or in part. Currently, the City has no intentions of acquiring and/or assembling property within the redevelopment project area for the purpose of selling or leasing it to other public bodies or to private developers. The City does, however, reserve the right to sell or lease any property acquired within the TIF District during the 23-year duration of the TIF. Any future modifications to the stated disposition actions of this Plan will be in accordance with the objectives of this Redevelopment Plan and Program, and will not require any amendment to 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, or agreement relating to the development of property will be made except upon the adoption of an ordinance by the City. Furthermore, no conveyance, lease, mortgage, or other disposition of land or agreement relating to the development of property owned by the City shall be made without providing reasonable opportunity for the submission of alternative proposals or bids.

PUBLIC IMPROVEMENTS

The City of Batavia will provide public improvements in the redevelopment project area to facilitate redevelopment, further the objectives of Redevelopment Plan, and to serve the needs of Batavia residents, property and business owners. Public improvements may include, but are not limited to, the following:

1. Stormwater management improvements, including but not limited to creating or improving stormwater detention facilities, storm sewers, curbs and gutters;
2. Removal, resurfacing, widening, reconstruction, signalization, and other improvements to rights-of-way, streets, alleys, sidewalks, and pathways;
3. Pedestrian safety enhancements, including crosswalks, bike paths, and lighting.
4. Development of or improvements to public open space;
5. Construction, reconstruction or improvement of on-street and off-street public parking facilities and structures;
6. Improvement of public utilities such as water, sewer and electric facilities;
7. Demolition and rehabilitation of structures;
8. Beautification improvements, including streetscape (sidewalk/brick pavers), lighting, signage, and landscaping within the redevelopment project area;
9. Grants or loans to private property owners for eligible property improvements, including building rehabilitation, façade restoration or enhancements; and

The City of Batavia and individual developers and/or property owners, pursuant to an agreement between the parties, may share the costs associated with these improvements. The City may determine at a later date that certain listed improvements are no longer needed or are appropriate and may remove them from the list, or may add new improvements to the list that are consistent with the objectives of this Redevelopment Plan.

ESTIMATED PROJECT COSTS

Estimated costs for public improvement projects listed above are provided in *Table 2* below:

Table 2: Estimated Redevelopment Project Costs

Expense Categories	Budget
Property assembly, acquisition of land, demolition of buildings, site preparation and site improvements	$6,925,000
Environmental, market and planning studies, surveys, development of engineering and architectural plans, specifications, implementation and administration fees	$ 1,475,000
Rehabilitation, reconstruction, façade improvements, repair or remodeling of existing public or private buildings and fixtures	$ 350,000
Street construction, repair, or reconstruction; streetscape improvements, including but not limited to: sidewalks, landscaping, signs, street furniture, trash receptacles, bike racks)	$ 3,500,000
Development financing costs	$ 4,400,000
Environmental remediation	$ 2,000,000
Infrastructure and utility improvements, including but not limited to: sidewalks, new repaved or reconstructed; streetlights; water, sewer,and stormwater management.	$ 2,250,000
Total Estimated Project Costs	**$20,900,000**

Notes:

(1) Over the lifetime of the TIF, redevelopment project costs may fluctuate and necessitate a change to the individual line items; however, such changes will not result in an increase of the total estimated project costs. Such modifications may be made without further amendment to this Plan so long as there is not an overall increase in the total estimated project costs.

(2) Total redevelopment project costs exclude any additional financing costs, including any interest expenses, capitalized interest, and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to the total project costs.

(3) Total redevelopment project costs may be shared or applied to in contiguous redevelopment project areas, or those project areas separated by only a public right-of-way, that are permitted under the Act to be paid from incremental property taxes generated in the redevelopment project area. The redevelopment project costs incurred in the West Town redevelopment project area, which are paid from incremental property taxes generated in contiguous redevelopment project areas, or those separated only by a public right-of-way, are not included. The amount of revenue from the redevelopment project area made available to support such contiguous redevelopment project areas, or those separated only by a public right-of-way, when added to all amounts used to pay eligible redevelopment project costs within the redevelopment project area, shall not at any time exceed the total redevelopment project costs described in the West Town Redevelopment Plan.

(4) Public improvements may also include capital costs of taxing districts and other costs allowable under the Act. Specifically, public improvements as identified in the Redevelopment Plan and as allowable under the Act may be made to property and facilities owned or operated by the City or other public entities. As provided in the Act, Redevelopment Project Costs may include, to the extent the City by written agreement accepts and approves the

same, 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.

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 redevelopment 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 be derived from a number of authorized sources. These may include, but are not limited to, the following:

1. Real property tax increment revenues from the redevelopment project area;
2. Tax revenues resulting from the establishment of any Special Service Area districts within the redevelopment project area;
3. Interest earned on temporary investments;
4. Gifts, grants, and contributions;
5. Bond proceeds;
6. Sale or lease of land proceeds;
7. User fees;
8. Municipal sales taxes; and
9. The City's general revenue fund.

The principal source of funds 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 redevelopment project area over the initial equalized assessed value of each such lot, block, tract or parcel. It is estimated that the incremental increase in property taxes over the term of the TIF District in 2015 dollars will be **$27,723,200**. The estimated property tax increment is based on the full build out of the redevelopment project area, based on the phasing assumptions in Table 1, and will still be sufficient to cover the estimated costs in Table 2.

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

In the event that adequate funds are not available as anticipated from aforementioned sources, the City may utilize its taxing power to sustain the redevelopment projects or repay obligations issued in connection therewith, to be reimbursed over time, if possible, from tax increment revenues.

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; whenever practical, expenditures will be made on a cash basis. This method of financing shall not preclude the City from undertaking initiatives designed to stimulate appropriate private investment in the redevelopment project area.

Certain redevelopment projects may be of such a scale or on such a timetable 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 twenty (20) years. Consistent with the conservative nature of the financial plan for this Redevelopment Program, 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 and become available for distribution annually to the taxing districts in the redevelopment project area.

One or more issues of obligations may be sold at one or more times in order to implement this 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; and
- Any other taxes or anticipated receipts that the municipality may lawfully pledge.

EQUALIZED ASSESSED VALUATION

Appendix B lists the most recent (2014) certified equalized assessed valuation of properties in the redevelopment project area by individual property tax identification (pin) number. The total 2014 equalized assessed valuation of the redevelopment project area is **$3,660,225**.

Upon the completion of anticipated redevelopment projects it is estimated that the equalized assessed valuation of real property within the redevelopment project area will be in excess of **$28,079,375**. This represents an approximate 667% increase in the total equalized assessed valuation of the West Town redevelopment project area. This figure is based upon estimates of value for the anticipated redevelopment projects described in the Redevelopment Project Plan section of this report.

AFFIRMATIVE ACTION

The City of Batavia will require each private developer entering into an agreement with the City, in connection with development in the redevelopment project area, to utilize fair employment practices, including an affirmative action program.

PAYMENT IN LIEU OF TAXES

No payments in lieu of taxes are anticipated as part of the Redevelopment Plan and Program.

PROVISION FOR AMENDING THE REDEVELOPMENT PLAN AND PROGRAM

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

FINDINGS OF NEED FOR TAX INCREMENT FINANCING

On the basis of the *West Town TIF Eligibility Study* and this Redevelopment Plan and Program, the City Board of Batavia, Illinois, can adopt the following findings pursuant to Section 11-74.4-3(n) of the Act.

REDEVELOPMENT PROJECT AREA NOT SUBJECT TO GROWTH

The redevelopment project area on the whole has not been subject to appropriate growth and redevelopment through investment by private enterprise, and would not reasonably be anticipated to be developed consistent with City policies without adoption of this Redevelopment Plan. This finding is supported by the following additional findings.

The City finds that the Project Area on a whole has not achieved the type and extent of growth and redevelopment through investment by private enterprise as desired and planned by the City, based on the physical condition, vacancies, and the lag in growth in property values as follows:

- As described in the Eligibility Study the present condition, mix of incompatible land uses, access to and configuration of parcels inhibits redevelopment potential, and negatively impacts properties within and near the redevelopment project area. In particular, the Eligibility Study identifies the deterioration of both buildings and surface improvements due to a lack of adequate maintenance of properties, excessive vacancies, and structures below minimum code standards. These conditions exist as a direct consequence of a lack of significant investment in the redevelopment project area which has resulted in parcels remaining either under-utilized or vacant. While each individual property may not be exhibit

these conditions, the redevelopment project area as a whole is characterized by a reasonable extent and meaningful distribution of this lack of investment.

- The total Equalized Assessed Value (EAV) of the redevelopment project area has declined in four (4) of the past five (5) years and has also lagged behind the CPI index for four (4) of the last five (5) years. The redevelopment project area has not experienced appropriate growth in the tax base or shown evidence of significant private investment, which increases the value of properties in West Town and adjacent areas.

- Over the last 10 years, the largest investments based on building permit history have been the demolition of an industrial building at 106 S. Mallory, and the alteration of one industrial building at 117 S. Mallory. Other investments in West Town over this same period consist primarily of minor rehabilitation, repair and maintenance of existing buildings. Of the 85 parcels in the redevelopment project area, the average expenditure per parcel was less than $530/yr. over the past ten years. No new significant development has occurred in the redevelopment project area.

- With the introduction of the railroad line through the West Town area manufacturing and other industrial uses became prevalent on properties immediately adjacent or proximate to residential uses. Industrial enterprises like forge plants, foundries, coal and fuel distribution points and out-dated motor vehicle repair shops, by their very nature, generate noxious or offensive odors, noise and truck traffic. Now, these remnant industrial uses, juxtaposed against neighboring residential properties in the redevelopment project area, have contributed to the lack of private investment. These conditions pose significant barriers to redevelopment for more desirable uses as described in the Future Land Use Plan, due to environmental concerns and excessive acquisition, relocation, and demolition cost. The continued presence of outdated commercial and industrial uses indicates that a significant portion of the redevelopment project area is under-performing, and the condition of these properties exerts a further drain upon the perception and vitality of West Town and the City.

CONFORMANCE WITH THE COMPREHENSIVE PLAN OF THE CITY OF BATAVIA

In 2007, the City of Batavia adopted a complete update to its Comprehensive Plan. This Plan has been regularly updated since that date, including the latest update underway in 2015. These officially adopted updates portray the City's proactive position in promoting economic development and the redevelopment of under-performing areas within the City of Batavia.

The City's Comprehensive Plan sets forth eleven specific "issues" related to land use in the City. Three of these eleven issues are particularly pertinent when considering the applicability of Tax Increment Financing as a tool to stimulate positive change in existing, developed areas like the West Town redevelopment project area. These three issues are as follows:

- "The need for redevelopment and reuse of older industrial areas";
- "Making sensitive transitions between residential and non-residential land uses"; and
- "Maintaining a balance of land uses and housing types to serve all portions of community."

Further, the Comprehensive Plan establishes "Goals and Policies" to define the community's intent to address the eleven identified issues. The following are relevant to and in support of the West Town Redevelopment Plan:

- "Maintain a diversity of housing types, prices and styles for all segments of the community;"
- "Redevelop obsolete industrial areas as mixed-use developments compatible with neighborhood character;" and
- "Provide gradual land use transitions and buffers between lower and higher intensity uses."

The 2015 amended Plan supports the redevelopment of existing obsolete areas, such as found in West Town. Requiring development to pay for itself, insisting upon high standards in the design and construction of land development and public utilities, and encouraging private investment through public-private partnerships are all relevant planning policies in the consideration of whether or not to establish and, ultimately employ tax increment financing as a tool to foster the implementation of the Plan.

This Redevelopment Plan and Program conforms to the City of Batavia's Comprehensive Plan Update (2015). The Comprehensive Plan identifies general land-uses which served as a "starting point" for the planning of the redevelopment projects and public improvements discussed in this Redevelopment Plan and Program. Furthermore, exploring Tax Increment Financing Districts is recommended in the Plan as an implementation tool for the development of projects in line with the vision for this area.

DATE OF COMPLETION

The estimated year of completion of the redevelopment projects is the year 2038 (23 years from the date of adoption of the West Town TIF District ordinance approving the Redevelopment Plan and Program).

FINANCIAL IMPACT OF REDEVELOPMENT

In the absence of City-sponsored redevelopment, there is a prospect that the factors qualifying this area as a conservation area will continue to exist and to spread, and that the redevelopment project area along with adjacent properties will become less attractive for maintaining and improving existing buildings and sites. Erosion of the assessed valuation of property in and outside of the redevelopment 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 and Program is expected to have significant short and long-term positive financial impacts on all taxing districts affected by this Redevelopment Plan. In the short term, the City's use of tax increment financing can be expected to arrest the ongoing decline of existing assessed values in the redevelopment 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, redevelopment projects, and the payment of all redevelopment project costs and municipal obligations, all taxing districts will benefit from the enhanced tax base which

results from the increase in equalized assessed valuation caused by the Redevelopment Plan and Program.

The following taxing districts cover the proposed redevelopment project area:

- City of Batavia
- Batavia Public School District 101
- Batavia Park District
- Waubonsee College 516
- Kane County
- Kane County Forest Preserve District
- Batavia Library District
- Batavia Township

IMPACT ON CITY OF BATAVIA

As a result of new development in the redevelopment project area, the City of Batavia may experience increased demand for services such as administrative, police, and fire protection. When compared to the population of the City, this represents a small marginal increase in residents and new development, such that the demand should not be so substantial on its own to warrant the hiring of additional employees or capital expenditures. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON BATAVIA PUBLIC SCHOOL DISTRICT #101

The consolidated Batavia School District consists of six elementary schools, one middle school, and one high school. New residential development is recommended in this Redevelopment Plan consistent with the City's long-range plans for the West Town area. Due to the anticipated types of multiple family units, dwelling unit sizes, the anticipated school-age population, the impact on School District #101 is estimated to represent only a small or marginal increase in primarily the elementary student population of the District as a whole, and should not result in a significant financial impact. To address the potential minor impact on SD #101, the TIF Act under subsection (q) "Redevelopment Project Costs", subsection (7.5) requires that if a redevelopment project results in increased attendance from a project that has received TIF assistance, SD #101 shall be paid, from the TIF fund, the increase cost in accordance with the method described in the Act. Therefore, no additional redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON BATAVIA PARK DISTRICT

The increased demands for recreational services resulting from the new residential development should have minimal impacts on Park District facilities, as the potential population increase would only account for a small percentage of the total population of the District. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON WAUBONSEE COLLEGE 516

Residential development is planned to occur within the redevelopment project area. Some of the residents of these new dwellings may seek educational opportunities at the College level. The impact will be incidental, as it is likely that most of these residents already reside in the Community College's jurisdiction. Furthermore, the increase in population would be only a small percentage of

the total population served. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON COUNTY OF KANE

Residential development proposed in this Redevelopment Plan will generate a small number of new residents may take advantage of programs offered by the County. However, it is anticipated that many of these residents already live in the County, and the increase in demand for services and financial impact upon the County will be marginal. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON FOREST PRESERVE DISTRICT

Residential redevelopment is encouraged in the redevelopment project area. Some of the residents of these new dwellings may seek recreational opportunities in Forest Preserve facilities. The impact on the Forest Preserve will be incidental as it is likely that most of these residents already reside in the jurisdiction of the Forest Preserve. Any increase in population represents will only a small percentage of the total population served. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON BATAVIA TOWNSHIP

Batavia Township is responsible for property assessments, and provides general assistance and limited social services. The Township Highway department provides maintenance and snow plowing of local roads. New residential development as recommended in the Redevelopment Project Area represents only a small portion of the population service by Batavia Township, thus the expansion of township services are not anticipated to be required to serve new residents. Furthermore, the redevelopment project area does not contain Township roads, nor are new roads proposed that will require Township services. Therefore, there will be no direct impact from new development on the Batavia Township, and no direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON BATAVIA LIBRARY DISTRICT

Residential development is planned to occur within the redevelopment project area. Some of the residents of these new dwellings may use Library facilities and services. It is anticipated that the impact will be incidental, as it is likely that most of these residents already reside in the Library District's jurisdiction. Furthermore, the increase in population would be only a small percentage of the total population served by the Library District. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

APPENDIX A – WEST TOWN TIF ELIGIBILITY STUDY

WEST TOWN
TAX INCREMENT FINANCING
ELIGIBILITY FINDINGS

City of Batavia, Illinois
February, 2015

CC Aiston Consulting, Ltd.

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Section I.
INTRODUCTION

A. The City of Batavia's Comprehensive Plan. Pursuant to Illinois State Statutes (65 ILCS 5/11-12-6 and 12-7), an officially adopted comprehensive plan (including its amendments and maps) serves a community and its constituents as the principal advisory document in making land use, development and redevelopment decisions. The City of Batavia's Comprehensive Plan establishes goals and objectives that are consistent with this charge, including those that encourage the conservation and/or enhancement of the taxable value of its residential, commercial and industrial land and buildings.

It is commonly held that a city's plan is to be used as the principal guide when determining whether or not a proposed land use or development is appropriate for a given location. If the plan tends to support the proposal, the city should be amenable to allowing it. However, a city plan is not only a critical tool used in reacting to a given proposal but should also serve as a basis for the City to be proactive in establishing and implementing land use and development policies and programs.

In 2007, the City of Batavia adopted a wholesale update to its Comprehensive Plan. This plan has been regularly updated since that date, including the latest update in 2014. These officially adopted updates rightly portray the City's proactive position in keeping contemporary its policies affecting land use, property development and, specifically with respect to the underlying purpose of this study, the redevelopment of existing areas within the City of Batavia.

The City's Comprehensive Plan sets forth eleven specific "issues" related to land use for the City. Three of these eleven issues are particularly pertinent when considering the applicability of Tax Increment Financing as a tool to stimulate positive change in an existing, developed area like the area subject to this instant report. These three issues are as follows:

> "The need for redevelopment and reuse of older industrial areas";
> "Making sensitive transitions between residential and non-residential land uses"; and
> "Maintaining a balance of land uses and housing types to serve all portions of community".

Further, the following statements are included as specific "Goals and Policies" set forth in the aforementioned Comprehensive Plan and serve to reflect the community's intent and policies to address the eleven identified issues:

> "Maintain Batavia as an attractive place to live, work, shop and play, with a balance of land uses";
> "Plan land uses to achieve an efficient provision of public facilities and services";
> "Maintain a diversity of housing types, prices and styles for all segments of the community";
> "Redevelop obsolete industrial areas as mixed-use developments compatible with neighborhood character"; and
> "Provide gradual land use transitions and buffers between lower and higher intensity uses".

In February 2014, the City passed an amendment to its 2007 City's Comprehensive Plan, including new sections ("Elements") entitled, "Public Facilities and Services", "Economic Development and Redevelopment", "Housing, Neighborhood Conservation and Historic Preservation", and "Urban Design". Pursuant to this 2014 amendment, with respect to the provision of municipal utilities and services, the City calls for the specific need for "new development to pay its own way".

The 2014 amendment makes clear that successful economic development and redevelopment is predicated upon, and will result in the further improvement of high quality land development and utility infrastructure that serve to both accommodate the needs of existing business enterprises, as well as make Batavia an attractive place for new private investment. These two general goals are well-complimented by the Plan's additional goal to encourage the City to "[f]orm effective partnerships with the private sector to stimulate redevelopment".

Concerning housing and neighborhood conservation, the Plan amendment calls for addressing issues associated with the community's aging building stock, underperforming property maintenance and ill-suited parcel size as it relates to efficient land use. Finally, concerning the character of the city's built environment, the amendment also calls for more proactive consideration of urban design standards when addressing land use development and, especially, redevelopment.

In all the above-cited cases, the 2014 amendment supports the redevelopment of existing land development areas where deemed appropriate and necessary. Requiring development to pay for itself, insisting upon high standards in the design and construction of land development and public utilities, and encouraging private investment through public-private partnerships are all essential rationale in the consideration of whether or not to establish and, ultimately employ tax increment financing as a tool to foster the implementation of each of the aforesaid goals.

B. Property Conditions Inconsistent with the City's Comprehensive Plan. As previously stated, the City encourages the conservation and/or enhancement of the taxable value of its residential, commercial and industrial land and buildings. However, because of certain, identifiable conditions, there are locations where one cannot reasonably expect policy statements and land use decisions alone to result in the implementation of such established goals and objectives. It is at this point when it may be determined that, but for the City taking direct measures to encourage redevelopment efforts in these locations, including providing financial assistance, sufficient private economic development activity will not occur.

It will be shown through this report that the aforementioned conditions are present today within the subject area ("West Town", as further described below) and that these conditions inhibit private investment, weaken the City's tax base, affect the safety of community residents, and hinder the City's ability to promote a cohesive development of compatible land uses. However, through the use of tax increment financing, the City may provide financial incentives and construct certain public improvements to ameliorate these investment-inhibiting conditions.

Section II.
TAX INCREMENT FINANCING

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

> " ..an area designated by the municipality, which is not less in the aggregate than 1 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 (Section 11-74.4-3)."

Section 11-74.4-3 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 fourteen factors is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area..."

Aside age of structures, the thirteen factors named by the statute with regard to conservation areas are as follows: 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 clean-up, and decline of equalized assessed value (" EAV").

B. Summary Determination of Eligibility. In determining the eligibility of the West Town TIF Redevelopment Project Area, an extensive investigation was conducted concerning the subject area, including gathering data through field observation by CC Aiston Consulting, Ltd, and City Community Development and Public Works Staff, as well as through document and archival research. This information was then compared against the eligibility criteria set forth in the Act.

According to the Act, in order to be designated as a "conservation area", at least 50% of the structures must be 35 years or more in age, and a combination of at least three of the other blighting factors identified in the Act must be present to a meaningful extent and reasonably distributed throughout the Project Area. This is based on the predominance and extent of parcels exhibiting the following characteristics: age, deterioration, presence of structures below minimum code standards, excessive land coverage and overcrowding of structures and community facilities, deleterious land use or layout, lack of community planning and decline in equalized assessed valuations.

In the final analysis then, through the instant study and as presented below in this report, the City has determined that, along with meeting the "age of structures" threshold, six of the thirteen blighting factors are prevalent in the Project Area (statute requires that only three of such factors be in evidence), that each of these six factors contributes significantly towards the decline of the Project Area and that the ***Project Area is eligible for designation as a conservation area tax increment financing district.***

Section III.
DESCRIPTION OF THE PROJECT AREA

A. Location and History. The Project Area, alternatively called hereafter, "West Town", is generally located between Walnut and First Streets and between Harrison Street and a westerly boundary that includes South Van Nortwick Avenue, Whipple Avenue and a former railroad right-of-way strip. A map of the West Town is found at Figure 1.

Historically, the Project Area was first platted and underwent development between 1871 and 1893, with the WM and JS Van Nortwick's first, second and third Additions to the Village of Batavia and the railroad right-of-way dedication for the former Chicago, Burlington and Quincy Railroad (1885 County Assessor's maps portray the C.B. & Q. RR line with both a freight and passenger depot located near its crossing at First Street). Over the years, West Town developed in a mixed land use pattern, and still today, the area is mixed-use in character.

Most of the properties in the Project Area were initially developed for residential use and presently, of the nearly 51 properties with one or more principal structures, 32 remain in residential in use. Of those 32 properties, 8 of the existing homes date to 1900 or before, while another 20 pre-date World War II.

Like its sister tri-cities in the Fox River Valley, St. Charles and Geneva, rail lines located just a few blocks from the historic central business district served what were to become the town's perimeter industrial areas and, aside from residential use, the predominant land use character of West Town has been and remains industrial. Between 1920 and 1938, three large industrial concerns, Lindgren Foundry, Batavia Foundry and Machine Company and Kahlke and Thorsen Coal and Lumber (original building built in 1910), were founded in the area where the C.B. & Q. line crosses First and Main Streets. Each of these industrial enterprises consisted of both principal and accessory buildings on site. In 1956, two additional, large industrial buildings were constructed in the immediate area at 804 and 812 Main Street.

B. Existing Land Use. The Project Area comprises approximately 27 acres of contiguous land and contains 86 individual land parcels. For the purposes of this study, when the term "parcel" is used, we refer to an individual tract of land with its own separate "Parcel Identification Number" (or PIN), as ascribed by the County Supervisor of Assessment's Office. A parcel may or may not be identical to an individual private property, under a single ownership entity. Often two or more contiguous parcels are combined to make up one private property owner's real estate holding, or lot. Consequently, in searching property records, one may find that a single home, together with a detached garage, may be under the same ownership, have a single street address and be located on a single parcel. On the other hand, these conditions may alternatively exist on or across two or more separate parcels, each with its own PIN. Property conditions described herein will be attributed to parcels, buildings and/or structures wherever the need for specific clarity is warranted.

Of the 86 total parcels within the Project Area, there are 50 containing buildings where a principal zoning activity has been established. 31 of these parcels are residential in principal use, 17 parcels are primarily in industrial or office/industrial use and 2 parcels are best categorized as commercial in use. Other parcels are either categorized as independently vacant, or adjacent to and, for the purpose of establishing a principal land use, associated with one of the immediately above-described parcels (See Figure 2 Existing Land Use Map).

Section IV.
ELIGIBILITY FINDINGS

Accompanied by members of City Batavia Community Development Staff, CC Aiston, Ltd., Inc. conducted a field survey of every property in the Project Area (See Table 1 for Properties, By Associated Street Address). Based on an inspection of the exteriors of buildings and grounds, field notes were taken to record the condition for each parcel. Initial surveys occurred on June 11, 12 and 16, 2014, with follow-up survey work conducted on October 21, 2014. Photographs taken during these field surveys are on file with the City's Economic Development Office and serve to further document the observed conditions. With respect to existing utility conditions, field observations were supplemented with information from City's Engineer and Director of Public Works. The results of the survey are summarized below.

A. Age of Buildings. Based on field analysis, data from the Batavia Township Assessor's Office and historical records provided by the City of Batavia, no fewer than 46 of the Project Area's total 78 buildings (or 59%) are documented to be more than 35 years old. This exceeds the statutory requirement that at least 50% of the buildings in a conservation area be 35 years of age or older. It should be noted that at least 42 of the 52 principal buildings (or 81%) within the Project Area are known to be at least 35 years of age.

All buildings that are documented as 35 years of age or older and subject to this eligibility characteristic are well distributed throughout the district as a whole (see Table 2 and Figure 3). *Therefore, age is a contributing factor in the eligibility of the Project Area as a TIF District.*

B. 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.

While there were clear signs of deterioration, there are only a limited number of structures in the Project Area that display this extreme physical state as to be classified as dilapidated. Therefore, this condition does not contribute to the designation of the Project Area.

C. Obsolescence. Obsolescence is the condition or process of falling into disuse. Obsolete structures have become ill-suited for the original use. Whereas there are structures within the Project Area that were determined to exhibit obsolescence, there is not enough distribution to qualify as a contributing factor.

D. Deterioration. According to statute, deterioration is a condition evidenced by the physical state of buildings and/or surface improvements in the Project Area. 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. With respect to surface improvements, the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas may show evidence of deterioration, including, but not limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces.

Deterioration was in evidence on 38 of the 86 parcels and within certain public rights-of-way throughout the Project Area. This deterioration was not found to be restricted to any one specific area but, rather was found at locations across the Project Area generally (see Table 3.1 and 3.2 and Figure 4). *As there is evidence of deterioration of both building and surface improvements at or abutting numerous parcels within the Project Area, this factor contributes to the designation of a conservation area.*

E. 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. It should be noted that many of these structures may not meet minimum standards but are not necessarily in violation of the applicable codes, as there are numerous examples where when this condition exists, the structure is in a legal, non-conforming status, having been established prior to current land development regulations.

The City's Building and Code Enforcement Division regularly identifies, inspects and updates its records, including photographs, to document structures that do not comply with minimum code standards. These records, coupled with the aforementioned field observations, prove the presence of such structures within the proposed West Town TIF District. The capital investment required to bring these structures into minimum code compliance may pose a significant challenge, thereby discouraging the redevelopment and/or adaptive re-use of these properties to a status more consistent with goals and objectives set forth in the City's Comprehensive Plan, and often necessary to bring them into a competitive position compared with other existing properties in the city and regional market that do not face such a challenge.

35 of the 86 parcels within the Project Area are essentially vacant, without substantive structures of any kind. 40 of the remaining 51 parcels were found to have a structure or structures below minimum codes standards. In some cases this condition also merits consideration with respect to deterioration (See Section IV.D, above) but for this condition alone, records indicate non-compliance with land development codes has been cited and documented concerning no fewer than 40 of the 78 structures (occupying 49 of the 86 total parcels). Such reports of noncompliance include but are not necessarily limited to principal and accessory setback breaches, insufficient building separation and excessive lot coverage, unpaved and/or insufficient parking and loading areas and violations of local codes concerning material storage, signage, and fencing (See Table 4 and Figure 5).

Due to the many and varied documented cases where structures are below minimum codes standards throughout the Project Area, this factor contributes to the designation of a conservation area.

F. 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. Whereas some structures within the Project Area were determined to be in violation of City codes and standards, there are no known uses in violation of State or Federal regulations. Therefore, this factor does not contribute to the designation of the Project Area as a conservation area.

G. Excessive Vacancies. Excessive vacancies refers 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. This factor is present at only a limited number of properties within the Project Area and is therefore not distributed enough to contribute to the designation of the Project Area as a conservation area.

H. 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 refers 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.

Although this condition is present at properties within the Prject Area, particularly where there are existing, older industrial buildings still in use, it is an otherwise relatively minor factor in the area and does not contribute to the eligibility of the area.

I. Inadequate Utilities. 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.) insufficient in 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 are sufficient and adequate public electric and water utilities presently serving the Project Area and, as such, these utility systems would not necessarily serve to discourage redevelopment and private investment. There are properties within the Project Area, however, that are served by an outdated, combined storm and sanitary sewer system. Such a condition would need to be rectified in any substantive redevelopment initiative and does place the subject area at a disadvantage when compared with other areas in the City not served by such combined sewer systems. However, this condition, in and of itself, is not a significant contribution to the eligibility of the area.

J. Excessive Land Coverage and Overcrowding of Structures and Community Facilities. 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 one 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.

There are a significant number of properties, including those of all land use category types within West Town, where this condition is in evidence (See Table 5 and accompanying selected aerial photography at Figures 5, 6, 7, and 8). *As such, the prevalence of excessive land coverage and overcrowding of structures and community facilities contributes to the designation of a conservation area.*

K. 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.

As state above, West Town was initially developed in housing located at the then-outskirts of the "Village of Batavia" (1948 Sanborn Insurance Maps depict South Van Nortwick and South Harrison Streets as west corporate limits for Project Area). With the introduction of the rail road line through the West Town area, however, soon manufacturing and other industrial uses became prevalent on properties immediately adjacent or proximate to the area's housing stock. Industrial enterprises like forge plants, foundries, coal and fuel distribution points and motor vehicle repair shops, by their very nature, tend to generate noxious or offensive odors, noise and truck traffic. *The existing deleterious land use dynamic associated with having*

industrial activities juxtaposed against neighboring, incompatible residential properties in the area is evidence to show this factor contributes to the designation of the conservation area (See Table 5 and Existing Land Use Map at Figure 2, above).

L. 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 (including dead end streets), 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 Batavia adopted its first zoning ordinance in 1946 and approved its first land use plan, "A Plan for the City of Batavia, Illinois" in 1953. As presented above in Section III, most of the West Town area was subdivided through formal platting or metes and bounds by 1893, including the railroad right-of-way dedication through much of the area in a southwest-northeast traverse.

No fewer than 34 of the area's existing 51 principal buildings were built prior to and therefore without the guidance of the 1953 City plan. Throughout the Project Area, not only are there the above-described incompatible land use relationships, but there a significant number of land parcels having no true frontage or access to a dedicated road right-of-way. As depicted in Figure 1 above, the cadastral lines for the areas along or near the former railroad line form irregular parcels that are inadequately shaped and sized to meet contemporary development standards. Specifically, the West Town subarea between Main and Walnut Streets, largely due to the former railroad line, has been developed without adherence to conventional and consistent rules of land subdivision, requiring sufficient public roadway or private access easement dedication and allowing for safe and efficient vehicular and pedestrian circulation through the neighborhood. Lack of Community Planning as reflected through parcel survey is shown at Table 5.

Lack of community planning is prevalent and is distributed enough to be a contributing factor in the designation of the Project Area as a conservation district.

M. Environmental Clean-Up. This factor is relevant when the area has incurred Illinois Environmental Protection Agency (IEPA) 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 certain properties in the Project Area where there is sufficient data and history to indicate that certain clean-up activities may be necessary to remediate environmental concerns there, especially at or near properties where heavy industrial uses and/or rail access were prevalent during their development and use, however the relevant information is generally incomplete and preliminary at best. Due to insufficient detailed information concerning this condition, it does not make a contribution to the designation of the Project Are as a conservation area.

N. Decline in Equalized Assessed Value. This factor can be cited if the total equalized assessed value of the proposed redevelopment project area has declined for 3 of the last 5 calendar years for which information is available; or is increasing at an annual rate that is less than the balance of the municipality

for 3 of the last 5 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 3 of the last 5 calendar years for which information is available.

As shown immediately below, the EAV of the project area has declined for 4 of the last 5 calendar years and has been increasing at an annual rate that is less than the Consumer Price Index (CPI), as described above, for 4 of the last 5 calendar years, as well. *Thus, as the equalized assessed value satisfies two of the three criteria, the decline in the EAV is a contributing factor towards designation as a conservation district.*

	2009 EAV	2010 EAV	Year to Year Percent Change	2011 EAV	Year to Year Percent Change	2012 EAV	Year to Year Percent Change	2013 EAV	Year to Year Percent Change	2014 EAV	Year to Year Percent Change
Redevelopment Area Aggregated Data	$4,095,947	$4,176,559	-1.97	$4,101,569	-1.80	$4,099,307	-0.06	$3,988,899	-2.69	$3,660,225	-8.24

	City of Batavia EAV Data: Years 2009-2014						
	Year	2009	2010	2011	2012	2013	2014
	Total EAV of the Project Area	$4,095,947	$4,176,559	$4,101,569	$4,099,307	$3,988,899	$3,660,225
	% Change in Project Area EAV from Prior Year	NA	2.0%	-1.8%	-0.1%	-2.7%	-8.2%
1	Decrease in Project Area EAV	NA	No	Yes	Yes	Yes	Yes
	EAV of the City of Batavia (excluding the Project Area)	$1,087,040,104	$1,049,607,901	$993,264,855	$952,688,342	$909,779,575	$886,294,487
	% Change in City EAV from Prior Year	NA	-3.4%	-5.4%	-4.1%	-4.5%	-2.6%
2	Growth in Project Area less than the City?	NA	No	No	No	No	Yes
	CPI	215	218	225	230	233	237
	% Change in CPI from Prior Year	NA	1.4%	3.2%	2.2%	1.3%	1.7%
3	Rate of increase compared to the CPI	NA	No	Yes	Yes	Yes	Yes

	2009	2010	2011	2012	2013	2014
Project Area	$4,095,947	$4,176,559	$4,101,569	$4,099,307	$3,988,899	$3,660,225
Year Increase/Decrease	NA	2.0%	-1.8%	-0.1%	-2.7%	-8.2%
Decrease	NA	N	Y	Y	Y	Y
City	$1,091,136,051	$1,053,784,460	$997,366,424	$956,787,649	$913,768,474	$889,954,712
City minus Project Area	$1,087,040,104	$1,049,607,901	$993,264,855	$952,688,342	$909,779,575	$886,294,487
City Increase/Decrease	NA	-3.4%	-5.4%	-4.1%	-4.5%	-2.6%
Decrease	NA	Y	Y	Y	Y	Y

"the total equalized assessed value of the proposed redevelopment project area has declined for three (3) of the last five (5) 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 (3) of the last (5) 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 (3) of the last five (5) calendar years for which information is available."

Section V.
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 characteristics:

Age;
Deterioration;
Presence of Structures Below Minimum Code Standards;
Excessive Land Coverage and Overcrowding of Structures and Community Facilities;
Deleterious Land Use or Layout;
Lack of Community Planning; and
Decline in Equalized Assessed Value.

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 tax increment financing district, which will make possible public intervention in order that redevelopment might occur. Further, it should be noted that though some of the conditions mentioned in this report are not substantially prevalent enough to be considered as qualifying elements, designating West Town as a Conservation Area Tax Increment Financing District could enable the City and private investment interests to address and ameliorate these conditions.

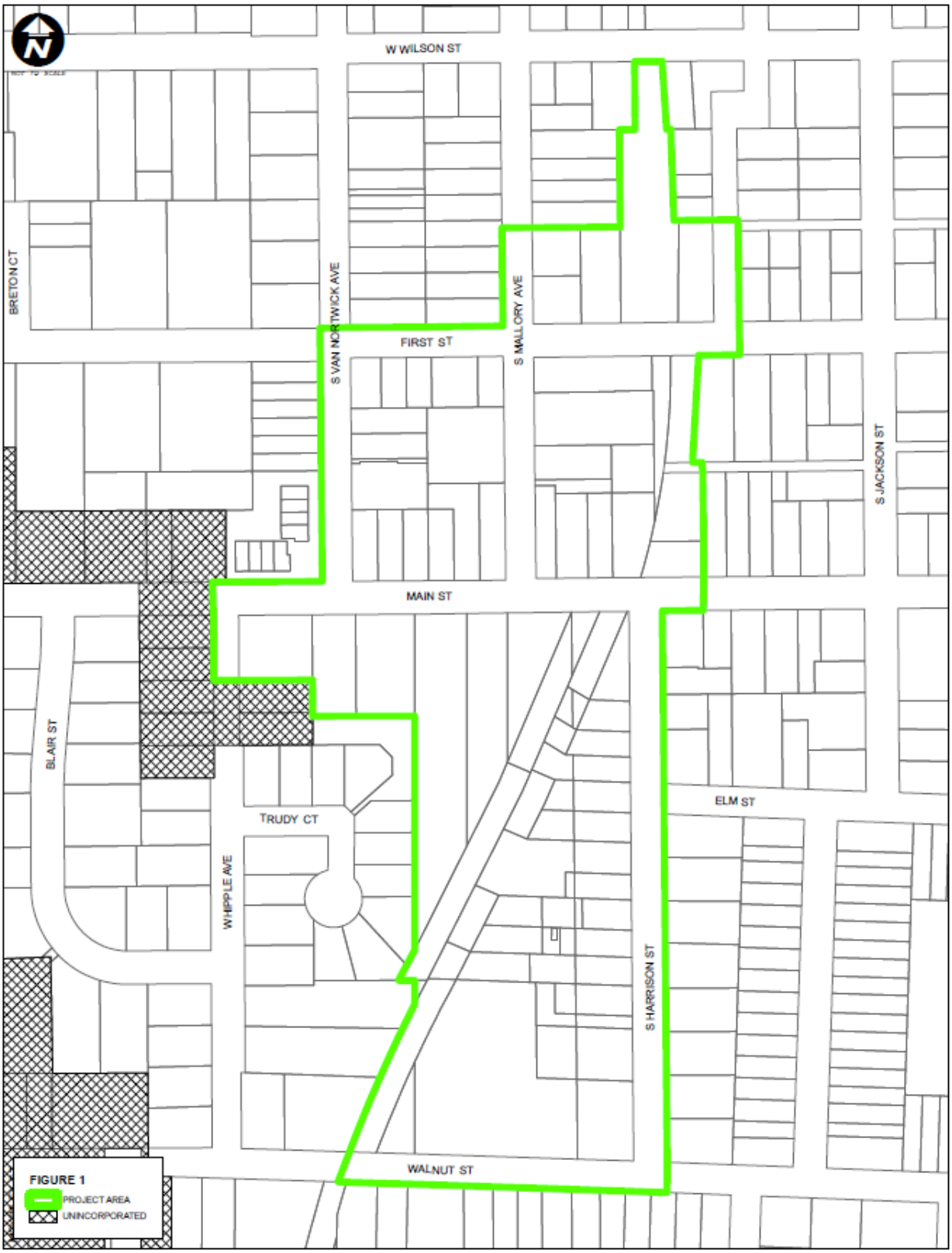

Figure 1. Map of West Town ("Project Area")

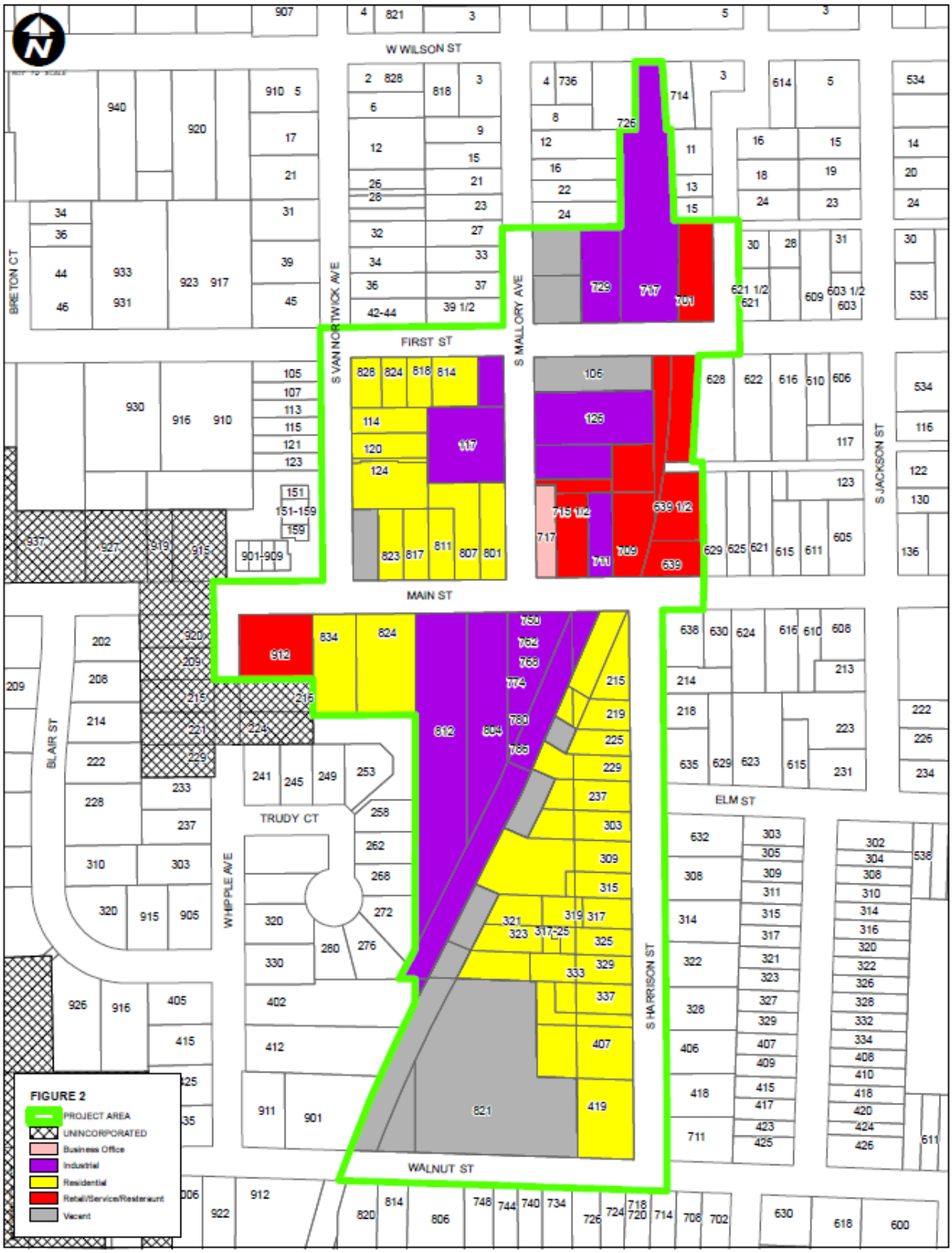

Figure 2. Existing Land Use Map

Table 1. Properties By Parcel Identification Number (PIN) and Associated Street Address/Ownership

ID No.	PIN		ID No.	PIN	
1	1221279001	828 FIRST ST	44	1222301009	812 MAIN ST
2	1221279002	824 FIRST ST	45	1222301010	812 MAIN ST
3	1221279003	818 FIRST ST	46	1222302001	215 S HARRISON ST
4	1221279004	114 S VAN NORTWICK AVE	47	1222302002	219 S HARRISON ST
5	1221279005	120 S VAN NORTWICK AVE	48	1222302003	225 S HARRISON ST
6	1221279008	812 MAIN ST	49	1222302005	229 S HARRISON ST
7	1221279009	823 MAIN ST	50	1222302006	235/237 S HARRISON ST
8	1221279010	817 MAIN ST	51	1222302007	235/237 S HARRISON ST
9	1221279013	124 S VAN NORTWICK AVE	52	1222302008	303 S HARRISON ST
10	1221279014	120 S VAN NORTWICK AVE	53	1222302009	303 S HARRISON ST
11	1221427001	912 MAIN ST	54	1222302012	309 S HARRISON ST
12	1221427015	824 MAIN ST	55	1222302014	HARRISON ST
13	1221427017	834 MAIN ST	56	1222302015	315 S HARRISON ST
14	1221428001	821 WALNUT ST	57	1222302019	333 S. HARRISON
15	1221428003	821 WALNUT ST	58	1222302020	329/333 S HARRISON ST
16	1222157016	39 S HARRISON ST (701 1st)	59	1222302030	821 WALNUT ST
17	1222157019	729 FIRST ST	60	1222302032	407 S HARRISON ST
18	1222157020	729 FIRST ST	61	1222302033	419 S HARRISON ST
19	1222157021	729 FIRST ST	62	1222302034	407 S HARRISON ST
20	1222160003	MALLORY AVE	63	1222302035	333 S. HARRISON
21	1222160005	117 S MALLORY AVE	64	1222302039	325 S HARRISON ST
22	1222160006	811 MAIN ST	65	1222302043	CITY OF BATAVIA
23	1222160008	801 MAIN ST	66	1222302046	219 S HARRISON ST
24	1222160009	814 FIRST ST	67	1222302047	219 S HARRISON ST
25	1222160011	807 W MAIN ST	68	1222302048	215 S HARRISON ST
26	1222161009	106 S MALLORY AVE	69	1222302050	229 S HARRISON ST
27	1222161011	717 W MAIN ST	70	1222302051	309 S HARRISON ST
28	1222161013	639-1/2 MAIN ST	71	1222302052	317/319 S HARRISON ST
29	1222161015	713/715 MAIN ST	72	1222302053	323 S HARRISON ST
30	1222161022	126 MALLORY ST	73	1222302054	321 S HARRISON ST
31	1222161023	126 MALLORY ST	74	1222302056	325 S HARRISON ST
32	1222161024	711 MAIN ST	75	1222302058	407 S HARRISON ST
33	1222161025	709 MAIN ST	76	1222302059	407 S HARRISON ST
34	1222161026	711 MAIN ST	77	1222302060	337 S HARRISON ST
35	1222161027	709 MAIN ST	78	1222302061	337 S HARRISON ST
36	1222162001	639-1/2 MAIN ST	79	1222302062	317/319 S HARRISON ST
37	1222162018	639 MAIN ST	80	1222302063	317/319 S HARRISON ST
38	1222162019	639-1/2 MAIN ST	81	1222302064	317/319 S HARRISON ST
39	1222301001	812 MAIN ST	82	1222302065	317/319 S HARRISON ST
40	1222301002	804 MAIN ST	83	1222302066	BNSF
41	1222301003	750-786 MAIN ST	84	1222302066	BNSF
42	1222301006	750-786 MAIN ST	85	1222302067	BNSF
43	1222301007	750-786 MAIN ST	86	1222157022	717 FIRST ST

Table 2. Known Ages of Area Structures

ID No.	PIN	# of Bldgs on Prop	Date Principal Structure Built	Earliest Known Date of Acc. Accessory Structure(s)
1	1221279001	2	1925	
2	1221279002	2	1930	
3	1221279003	2	1920	1991
4	1221279004	2	1930	
5	1221279005	2	1930	1985
6	1221279008	0		
7	1221279009	2	1940	
8	1221279010	2	1926	
9	1221279013	2	1929	1979
10	1221279014	0		
11	1221427001	1	1983	
12	1221427015	3	1930	1931, 1933
13	1221427017	3	1944	
14	1221428001	0		
15	1221428003	0		
16	1222157016	1	1949	
17	1222157019	0		
18	1222157020	0		
19	1222157021	1	1965	
20	1222160003	0		
21	1222160005	1	1960	
22	1222160006	1	1990	
23	1222160008	3	1880	1990
24	1222160009	2	1935	1992
25	1222160011	2	1923	
26	1222161009	1	1930	
27	1222161011	1	1940	
28	1222161013	0		
29	1222161015	2	1955	
30	1222161022	1	1930	
31	1222161023	0		
32	1222161024	0		
33	1222161025	0		
34	1222161026	1	1970	
35	1222161027	1	1970	
36	1222162001	0		
37	1222162018	1	1910	
38	1222162019	1	1930	
39	1222301001	1	1956	
40	1222301002	1	1956	
41	1222301003	2	1958	
42	1222301006	0		
43	1222301007	0		
44	1222301009	1	Unknown	
45	1222301010	0		
46	1222302001	1	1925	
47	1222302002	3	1900	
48	1222302003	2	1900	
49	1222302005	2	1900	
50	1222302006	0		
51	1222302007	1	1885	
52	1222302008	1	Unknown	
53	1222302009	2	1911	
54	1222302012	2	1880	
55	1222302014	0		
56	1222302015	2	1860	
57	1222302019	2	1950	
58	1222302020	1	1940	
59	1222302030	0		
60	1222302032	0		
61	1222302033	2	1902	1990
62	1222302034	1	1948	
63	1222302035	1	Unknown	
64	1222302039	1	1895	1975
65	1222302043	0		
66	1222302046	0		
67	1222302047	0		
68	1222302048	0		
69	1222302050	0		
70	1222302051	0		
71	1222302052	0		
72	1222302053	1	1985	
73	1222302054	0		
74	1222302056	0		
75	1222302058	0		
76	1222302059	0		
77	1222302060	1	1940	
78	1222302061	1	Unknown	
79	1222302062	0		
80	1222302063	1	1985	
81	1222302064	1	1985	
82	1222302065	0		
83	1222302066	0		
84	1222302066	0		
85	1222302067	0		
86	1222157022	1	1960	

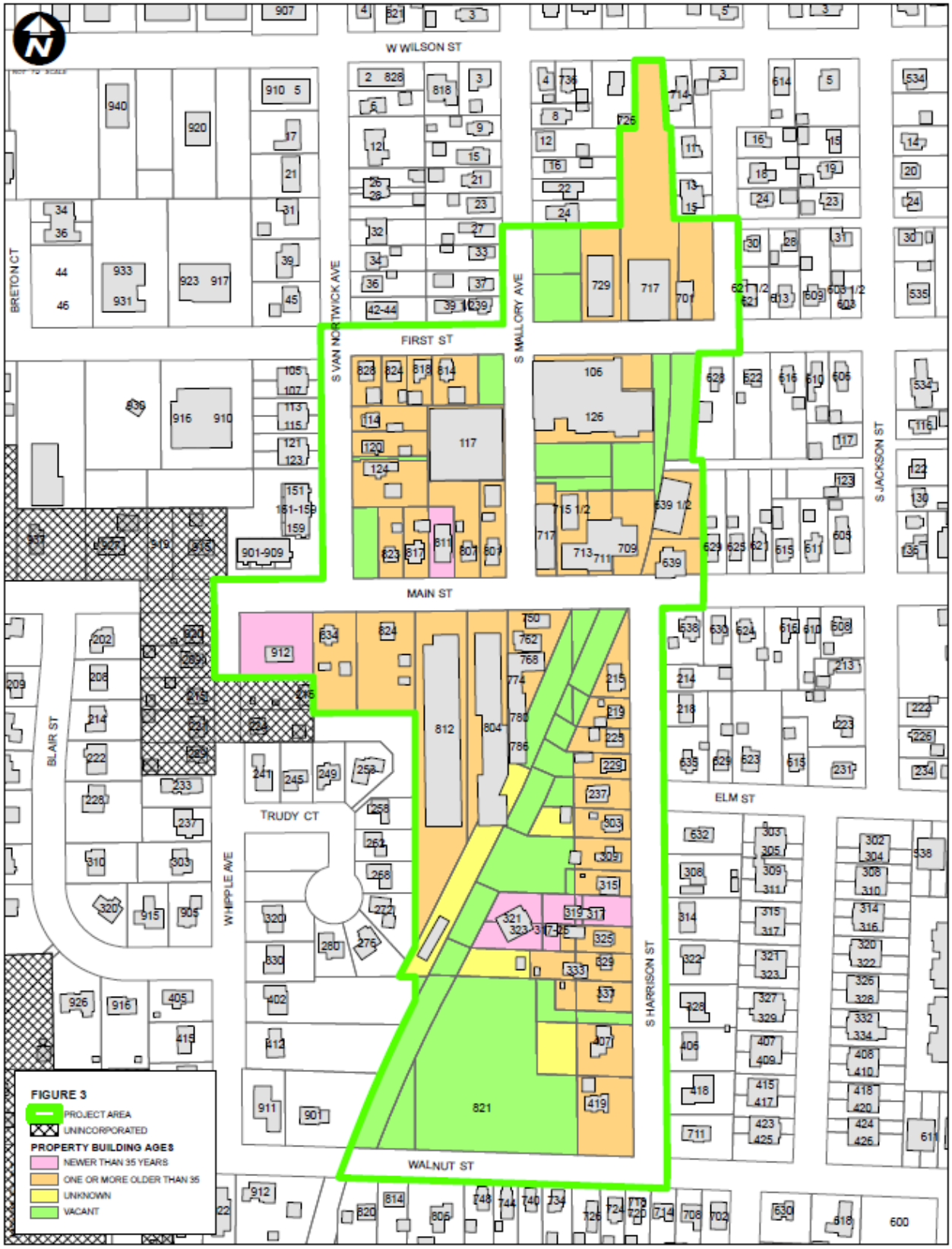

Figure 3. Distribution of Structures Known to be At Least 35 Years Old

Table 3.1 Parcels With Structure(s) Displaying Deterioration

ID No.	PIN	Deterioration: Sidewalks & Driveways	Deterioration: Accessory Structures	Deterioration: General	Deterioration: Protective Treatment	Deterioration: Structural Members	Deterioration: Exterior Walls	Deterioration: Roofs & Drainage	Deterioration: Overhang Extensions	Deterioration: Window & Doors	Deterioration: Insect Screens	Deterioration: Other Misc. Violations
1	1221279001	x										
2	1221279002	x	x		x		x	x		x	x	
3	1221279003											
4	1221279004	x	x		x		x	x				
5	1221279005											
6	1221279008											
7	1221279009	x	x		x		x	x		x	x	
8	1221279010	x						x				
9	1221279013		x		x			x	x			
10	1221279014											
11	1221427001	x	x		x	x				x		x
12	1221427015		x		x					x		
13	1221427017	x	x	x	x					x		
14	1221428001											
15	1221428003											
16	1222157016				x				x			
17	1222157019											
18	1222157020											
19	1222157021											
20	1222160003	x										
21	1222160005	x		x	x			x		x		
22	1222160006	x	x		x			x				
23	1222160008	x	x		x			x				
24	1222160009											
25	1222160011											
26	1222161009			x		x						x
27	1222161011	x	x		x		x	x				
28	1222161013											
29	1222161015	x			x		x					x
30	1222161022			x		x						x
31	1222161023											
32	1222161024	x			x		x			x		
33	1222161025											
34	1222161026											
35	1222161027	x										
36	1222162001											
37	1222162018	x										
38	1222162019											
39	1222301001	x			x		x					
40	1222301002	x			x		x	x				
41	1222301003	x	x		x		x	x		x		x
42	1222301006											
43	1222301007											

Table 3.2. Parcels With Structure(s) Displaying Deterioration

D No.	PIN	Deterioration: Sidewalks & Driveways	Deterioration: Accessory Structures	Deterioration: General	Deterioration: Protective Treatment	Deterioration: Structural Members	Deterioration: Exterior Walls	Deterioration: Roofs & Drainage	Deterioration: Overhang Extensions	Deterioration: Window & Doors	Deterioration: Insect Screens	Deterioration: Other Misc. Violations
44	1222301009											
45	1222301010											
46	1222302001	x	x		x		x			x		x
47	1222302002	x	x		x		x			x		
48	1222302003	x	x		x		x	x		x	x	
49	1222302005	x	x		x	x	x	x		x	x	
50	1222302006											
51	1222302007	x	x		x			x				x
52	1222302008											
53	1222302009											
54	1222302012											
55	1222302014											
56	1222302015	x	x					x				
57	1222302019											
58	1222302020	x			x							x
59	1222302030	x										
60	1222302032											
61	1222302033											
62	1222302034	x			x							
63	1222302035											
64	1222302039	x			x			x				
65	1222302043											
66	1222302046											
67	1222302047											
68	1222302048											
69	1222302050											
70	1222302051	x	x		x			x	x			
71	1222302052	x	x		x	x						
72	1222302053											
73	1222302054	x										
74	1222302056											
75	1222302058											
76	1222302059											
77	1222302060				x							x
78	1222302061											
79	1222302062											
80	1222302063											
81	1222302064											
82	1222302065											
83	1222302066											
84	1222302066											
85	1222302067											
86	1222157022											

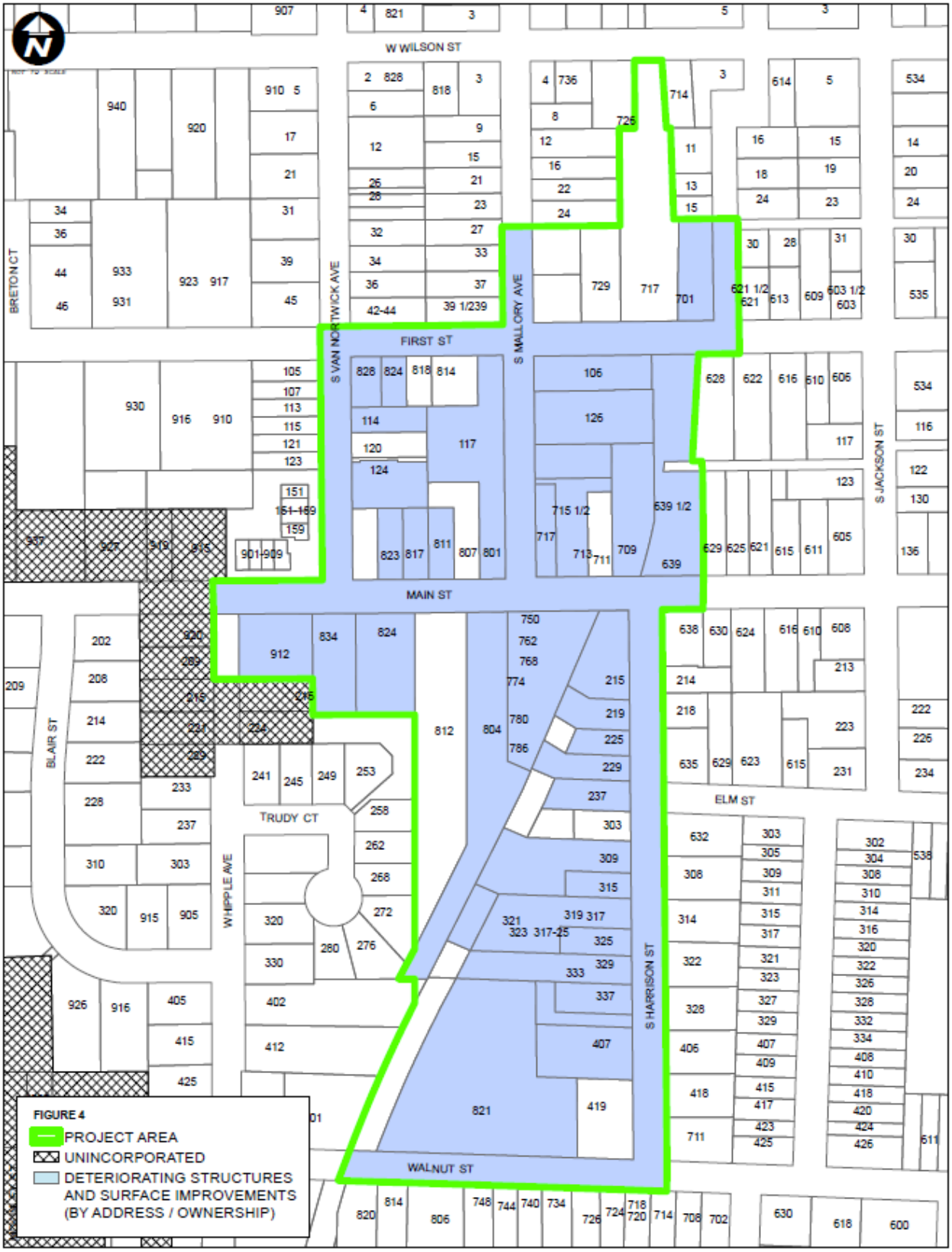

Figure 4. Distribution of Structures and Surface Improvements Displaying Deterioration

Table 4. Structures Below Minimum Code Standards

ID No.	PIN	Setback - Princ. Bldg.	Setback - Acc. Bldg.	Building Separation	Parking or Loading	Sign, Fence, Other Misc.
1	1221279001	x				
2	1221279002	x	x	x		x
3	1221279003					
4	1221279004	x	x	x		x
5	1221279005					
6	1221279008					
7	1221279009	x	x	x		x
8	1221279010	x				
9	1221279013		x	x		
10	1221279014					
11	1221427001	x	x	x	x	
12	1221427015		x	x		
13	1221427017	x	x	x		
14	1221428001					
15	1221428003					
16	1222157016			x		
17	1222157019					
18	1222157020					
19	1222157021					
20	1222160003	x				
21	1222160005	x		x		
22	1222160006	x	x	x		
23	1222160008	x	x	x		
24	1222160009	x				
25	1222160011					
26	1222161009				x	
27	1222161011	x	x	x		x
28	1222161013					
29	1222161015	x		x		x
30	1222161022				x	
31	1222161023					
32	1222161024	x		x		x
33	1222161025					
34	1222161026					
35	1222161027	x				
36	1222162001					
37	1222162018	x				
38	1222162019					
39	1222301001	x		x		x
40	1222301002	x		x		x
41	1222301003	x	x	x		x
42	1222301006					
43	1222301007					

ID No.	PIN	Setback - Princ. Bldg.	Setback - Acc. Bldg.	Building Separation	Parking or Loading	Sign, Fence, Other Misc.
44	1222301009					
45	1222301010					
46	1222302001	x	x	x		x
47	1222302002	x	x	x		x
48	1222302003	x	x	x		x
49	1222302005	x	x	x	x	x
50	1222302006					
51	1222302007	x	x	x		
52	1222302008					
53	1222302009					
54	1222302012					
55	1222302014					
56	1222302015	x	x			
57	1222302019					
58	1222302020	x		x		
59	1222302030	x				
60	1222302032					
61	1222302033					
62	1222302034	x		x		
63	1222302035					
64	1222302039	x		x		
65	1222302043					
66	1222302046					
67	1222302047					
68	1222302048					
69	1222302050					
70	1222302051	x	x	x		
71	1222302052	x	x	x	x	
72	1222302053					
73	1222302054	x				
74	1222302056					
75	1222302058					
76	1222302059					
77	1222302060			x		
78	1222302061					
79	1222302062					
80	1222302063					
81	1222302064					
82	1222302065					
83	1222302066					
84	1222302066					
85	1222302067					
86	1222157022					

Figure 5. Distribution of Properties Below Minimum Code Standards (By Address and/or Ownership Association)

Table 5. Excessive Land Coverage & Overcrowding of Structures and Community Facilities, Deleterious Land Use or Layout and Lack of Community Planning

ID No.	PIN	Excessive Land Coverage & Overcrowding of Structures & Community Facilities	Deleterious Land Use Or Layout	Lack of Community Planning
1	1221279001			
2	1221279002			
3	1221279003			
4	1221279004			
5	1221279005			
6	1221279008			
7	1221279009			
8	1221279010			
9	1221279013			
10	1221279014			x
11	1221427001			
12	1221427015			
13	1221427017			
14	1221428001			x
15	1221428003			x
16	1222157016	x	x	x
17	1222157019		x	
18	1222157020			
19	1222157021	x		
20	1222160003	x	x	
21	1222160005	x	x	x
22	1222160006			
23	1222160008	x		x
24	1222160009			
25	1222160011			
26	1222161009	x	x	
27	1222161011	x		
28	1222161013		x	x
29	1222161015	x		x
30	1222161022			
31	1222161023	x	x	
32	1222161024	x	x	
33	1222161025	x	x	x
34	1222161026	x	x	x
35	1222161027	x	x	
36	1222162001	x		
37	1222162018			
38	1222162019	x	x	x
39	1222301001	x	x	x
40	1222301002	x		x
41	1222301003	x		x
42	1222301006	x	x	x
43	1222301007	x	x	x
44	1222301009	x	x	x
45	1222301010	x	x	x
46	1222302001			x
47	1222302002			
48	1222302003			
49	1222302005		x	
50	1222302006			
51	1222302007			x
52	1222302008			
53	1222302009			x
54	1222302012			
55	1222302014			
56	1222302015			x
57	1222302019			
58	1222302020			x
59	1222302030			x
60	1222302032			x
61	1222302033			
62	1222302034			
63	1222302035			x
64	1222302039		x	x
65	1222302043		x	x
66	1222302046		x	x
67	1222302047			x
68	1222302048			x
69	1222302050		x	x
70	1222302051			x
71	1222302052	x		x
72	1222302053			x
73	1222302054		x	x
74	1222302056		x	x
75	1222302058		x	
76	1222302059			x
77	1222302060			
78	1222302061			x
79	1222302062			x
80	1222302063			x
81	1222302064		x	x
82	1222302065	x	x	x
83	1222302066		x	x
84	1222302066			x
85	1222302067		x	x
86	1222157022			

Figure 6. Aerial Photo.
S. Van Nortwick St. east to S. Mallory St.
First St. south to Main St.

Figure 7. Aerial Photo.
S. Mallory St. east to 639 E. Main St.
First St. south to Main St.

Figure 8. Aerial Photo.
812 Main St. east to S. Harrison St.
812 Main St. (rear) east to S. Harrison St.

West Town EAV
2009 - 2014 Change

Parcel ID No.	2009 EAV	2010 EAV	EAV As A Ratio of Prior EAV	2011 EAV	EAV As A Ratio of Prior EAV	2012 EAV	EAV As A Ratio of Prior EAV	2013 EAV	EAV As A Ratio of Prior EAV	2014 EAV	EAV As A Ratio of Prior EAV
12-21-279-001	$59,659	$61,222	1.03	$58,286	0.95	$56,564	0.97	$53,534	0.95	$47,430	0.89
12-21-279-002	$61,889	$60,432	0.98	$57,481	0.95	$55,741	0.97	$42,000	0.75	$40,184	0.96
12-21-279-003	$73,859	$75,794	1.03	$72,110	0.95	$69,811	0.97	$66,171	0.95	$59,909	0.91
12-21-279-004	$54,609	$52,961	0.97	$50,381	0.95	$48,721	0.97	$47,586	0.98	$42,160	0.89
12-21-279-005	$74,026	$75,966	1.03	$72,286	0.95	$69,990	0.97	$67,964	0.97	$65,374	0.96
12-21-279-008	$16,067	$16,488	1.03	$16,795	1.02	$16,278	0.97	$16,278	1.00	$13,281	0.82
12-21-279-009	$48,847	$47,048	0.96	$44,765	0.95	$43,316	0.97	$41,922	0.97	$37,984	0.91
12-21-279-010	$69,068	$70,878	1.03	$67,409	0.95	$65,321	0.97	$63,685	0.97	$59,971	0.94
12-21-279-013		$87,863		$72,181	0.82	$68,674	0.95	$67,128	0.98	$62,342	0.93
12-21-279-014		$1,385		$1,411	1.02	$1,363	0.97	$1,363	1.00	$1,112	0.82
12-21-427-001	$88,685	$91,009	1.03	$92,702	1.02	$94,315	1.02	$94,315	1.00	$88,820	0.94
12-21-427-015	$47,404	$48,646	1.03	$46,699	0.96	$47,511	1.02	$46,759	0.98	$47,689	1.02
12-21-427-017	$55,116	$56,560	1.03	$54,352	0.96	$51,847	0.95	$51,096	0.99	$41,996	0.82
12-21-428-001	$20	$22	1.10	$24	1.09	$27	1.13	$30	1.11	$33	1.10
12-21-428-003	$16	$18	1.13	$20	1.11	$22	1.10	$24	1.09	$26	1.08
12-22-157-016	$70,677	$72,528	1.03	$73,877	1.02	$75,162	1.02	$75,162	1.00	$59,390	0.79
12-22-157-019	$25,892	$26,570	1.03	$27,064	1.02	$26,147	0.97	$26,147	1.00	$21,334	0.82
12-22-157-020	$10,428	$10,701	1.03	$10,900	1.02	$10,581	0.97	$10,581	1.00	$8,633	0.82
12-22-157-021	$20,512	$21,049	1.03	$21,441	1.02	$21,814	1.02	$21,814	1.00	$22,248	1.02
12-22-157-022	$146,396	$150,232	1.03	$153,027	1.02	$155,690	1.02	$155,690	1.00	$158,788	1.02
12-22-160-003	$6,823	$7,002	1.03	$7,132	1.02	$7,256	1.02	$7,256	1.00	$7,400	1.02
12-22-160-005	$180,706	$185,441	1.03	$188,890	1.02	$192,177	1.02	$192,177	1.00	$196,001	1.02
12-22-160-006	$77,107	$79,127	1.03	$75,302	0.95	$72,858	0.97	$70,819	0.97	$67,766	0.96
12-22-160-008	$81,665	$83,804	1.03	$79,761	0.95	$77,433	0.97	$75,129	0.97	$76,624	1.02
12-22-160-009	$67,061	$63,687	0.95	$60,593	0.95	$58,809	0.97	$57,454	0.98	$50,527	0.88
12-22-160-011	$79,532	$76,481	0.96	$72,811	0.95	$70,730	0.97	$68,939	0.97	$65,019	0.94
12-22-161-009	$58,020	$105,719	1.82	$107,685	1.02	$109,559	1.02	$109,559	1.00	$33,100	0.30
12-22-161-011	$140,532	$144,214	1.03	$146,897	1.02	$149,453	1.02	$129,956	0.87	$99,144	0.76
12-22-161-013	$29,599	$30,374	1.03	$30,939	1.02	$31,477	1.02	$31,477	1.00	$32,103	1.02
12-22-161-015	$66,329	$68,067	1.03	$69,333	1.02	$70,540	1.02	$70,540	1.00	$83,312	1.18
12-22-161-022	$76,582	$78,589	1.03	$80,051	1.02	$65,000	0.81	$65,000	1.00	$66,294	1.02
12-22-161-023	$12,320	$12,643	1.03	$12,878	1.02	$13,102	1.02	$13,102	1.00	$13,363	1.02
12-22-161-024	$11,377	$11,675	1.03	$11,892	1.02	$12,099	1.02	$9,074	0.75	$4,610	0.51
12-22-161-025	$16,146	$16,569	1.03	$16,877	1.02	$17,171	1.02	$17,171	1.00	$17,513	1.02
12-22-161-026	$80,209	$82,310	1.03	$83,841	1.02	$85,300	1.02	$85,300	1.00	$79,722	0.93
12-22-161-027	$95,853	$98,364	1.03	$100,194	1.02	$101,937	1.02	$101,937	1.00	$92,176	0.90
12-22-162-001	$34,010	$34,901	1.03	$35,550	1.02	$36,168	1.02	$36,168	1.00	$36,887	1.02
12-22-162-018	$69,400	$71,218	1.03	$72,543	1.02	$73,805	1.02	$68,255	0.92	$64,367	0.95
12-22-162-019	$53,352	$54,749	1.03	$55,767	1.02	$56,737	1.02	$56,737	1.00	$57,866	1.02
12-22-301-001	$455,624	$375,204	0.82	$382,183	1.02	$388,833	1.02	$388,833	1.00	$396,571	1.02
12-22-301-002	$230,796	$236,843	1.03	$241,248	1.02	$245,446	1.02	$245,446	1.00	$250,331	1.02
12-22-301-003	$94,209	$96,678	1.03	$98,476	1.02	$100,189	1.02	$100,189	1.00	$102,183	1.02
12-22-301-006	$21,314	$21,872	1.03	$22,279	1.02	$22,667	1.02	$22,667	1.00	$23,118	1.02
12-22-301-007	$9,236	$9,478	1.03	$9,654	1.02	$9,822	1.02	$9,822	1.00	$10,017	1.02
12-22-301-009	$29,730	$30,509	1.03	$31,076	1.02	$31,617	1.02	$31,617	1.00	$32,246	1.02
12-22-301-010	$550	$564	1.03	$574	1.02	$584	1.02	$584	1.00	$596	1.02
12-22-302-001	$57,306	$54,703	0.95	$52,868	0.97	$51,035	0.97	$50,092	0.98	$44,085	0.88
12-22-302-002	$65,721	$67,443	1.03	$65,132	0.97	$63,119	0.97	$61,123	0.97	$44,801	0.73
12-22-302-003	$54,548	$50,846	0.93	$49,041	0.96	$47,589	0.97	$46,349	0.97	$38,187	0.82
12-22-302-005	$62,567	$59,076	0.94	$56,916	0.96	$55,237	0.97	$53,597	0.97	$43,807	0.82
12-22-302-006	$560	$575	1.03	$586	1.02	$570	0.97	$570	1.00	$437	0.77
12-22-302-007	$83,168	$80,216	0.96	$77,329	0.96	$74,831	0.97	$72,550	0.97	$68,410	0.94
12-22-302-008	$1,029	$1,056	1.03	$1,076	1.02	$1,043	0.97	$1,043	1.00	$798	0.77
12-22-302-009	$85,727	$82,842	0.97	$70,170	0.85	$67,878	0.97	$67,878	1.00	$60,342	0.89
12-22-302-012	$60,771	$57,232	0.94	$55,241	0.97	$41,205	0.75	$40,310	0.98	$36,314	0.90
12-22-302-014	$322	$330	1.02	$336	1.02	$326	0.97	$326	1.00	$250	0.77
12-22-302-015	$64,534	$61,094	0.95	$58,869	0.96	$57,224	0.97	$55,505	0.97	$44,562	0.80
12-22-302-019	$10,169	$10,435	1.03	$10,629	1.02	$10,271	0.97	$10,222	1.00	$8,116	0.79
12-22-302-020	$105,317	$102,946	0.98	$99,360	0.97	$96,391	0.97	$93,105	0.97	$61,317	0.66
12-22-302-030	$184	$202	1.10	$222	1.10	$245	1.10	$269	1.10	$296	1.10
12-22-302-032	$1,928	$1,979	1.03	$2,016	1.02	$1,933	0.96	$1,933	1.00	$1,479	0.77

Table 6 (a) West Town Change in Equalized Assessed Valuations, 2009 – 2014

12-22-302-033	$86,244	$88,503	1.03	$85,566	0.97	$82,698	0.97	$80,875	0.98	$73,015	0.90
12-22-302-034	$74,042	$75,982	1.03	$73,321	0.96	$71,121	0.97	$69,436	0.98	$63,425	0.91
12-22-302-035	$3,313	$3,400	1.03	$3,463	1.02	$3,357	0.97	$3,357	1.00	$2,568	0.76
12-22-302-039	$69,917	$66,617	0.95	$64,291	0.97	$62,046	0.97	$60,236	0.97	$53,167	0.88
12-22-302-043	$560	$575	1.03	$586	1.02	$570	0.97	$211	0.37	$0	0.00
12-22-302-046	$876	$899	1.03	$916	1.02	$885	0.97	$885	1.00	$677	0.76
12-22-302-047	$1,169	$1,200	1.03	$1,222	1.02	$1,180	0.97	$1,180	1.00	$903	0.77
12-22-302-048	$1,965	$2,016	1.03	$2,053	1.02	$1,984	0.97	$1,984	1.00	$1,518	0.77
12-22-302-050	$842	$864	1.03	$880	1.02	$855	0.97	$855	1.00	$654	0.76
12-22-302-051	$4,305	$4,418	1.03	$4,500	1.02	$4,375	0.97	$4,375	1.00	$3,346	0.76
12-22-302-052	$49,287	$50,578	1.03	$34,864	0.69	$33,738	0.97	$26,600	0.79	$25,002	0.94
12-22-302-053	$43,095	$44,224	1.03	$42,704	0.97	$41,319	0.97	$40,236	0.97	$33,694	0.84
12-22-302-054	$47,923	$49,178	1.03	$47,444	0.96	$45,989	0.97	$44,915	0.98	$38,301	0.85
12-22-302-056	$373	$383	1.03	$390	1.02	$376	0.96	$376	1.00	$288	0.77
12-22-302-058	$8,334	$8,552	1.03	$8,711	1.02	$8,444	0.97	$8,444	1.00	$6,459	0.76
12-22-302-059	$1,006	$1,032	1.03	$1,051	1.02	$1,017	0.97	$1,017	1.00	$778	0.76
12-22-302-060	$47,022	$43,123	0.92	$41,582	0.96	$40,359	0.97	$39,416	0.98	$33,612	0.85
12-22-302-061	$571	$586	1.03	$597	1.02	$580	0.97	$580	1.00	$444	0.77
12-22-302-062						$2,294		$2,294	1.00	$1,755	0.77
12-22-302-063						$41,861		$26,600	0.64	$25,002	0.94
12-22-302-064						$3,740		$3,740	1.00	$3,116	0.83
12-22-302-065						$1,353		$1,353	1.00	$1,077	0.80
12-22-302-066						$448		$448	1.00	$343	0.77
12-22-302-067						$157		$157	1.00	$120	0.76
Redevelopment Area Aggregated Data	**$4,095,947**	**$4,176,559**	**1.020**	**$4,101,569**	**0.982**	**$4,099,307**	**0.999**	**$3,988,899**	**0.973**	**$3,660,225**	**0.918**

Table 6 (b) West Town Change in Equalized Assessed Valuations, 2009 – 2014 (cont.)

APPENDIX B – 2014 EQUALIZED ASSESSED VALUATIONS FOR THE WEST TOWN TIF REDEVELOPMENT PROJECT AREA

Table 3: 2014 Equalized Assessed Valuations

	Parcel ID No.	2014 EAV
1	12-21-279-001	$47,430
2	12-21-279-002	$40,184
3	12-21-279-003	$59,909
4	12-21-279-004	$42,160
5	12-21-279-005	$65,374
6	12-21-279-008	$13,281
7	12-21-279-009	$37,984
8	12-21-279-010	$59,971
9	12-21-279-013	$62,342
10	12-21-279-014	$1,112
11	12-21-427-001	$88,820
12	12-21-427-015	$47,689
13	12-21-427-017	$41,996
14	12-21-428-001	$33
15	12-21-428-003	$26
16	12-22-157-016	$59,390
17	12-22-157-019	$21,334
18	12-22-157-020	$8,633
19	12-22-157-021	$22,248
20	12-22-157-022	$158,788
21	12-22-160-003	$7,400
22	12-22-160-005	$196,001
23	12-22-160-006	$67,766
24	12-22-160-008	$76,624
25	12-22-160-009	$50,527
26	12-22-160-011	$65,019
27	12-22-161-009	$33,100
28	12-22-161-011	$99,144
29	12-22-161-013	$32,103

30	12-22-161-015	$83,312
31	12-22-161-022	$66,294
32	12-22-161-023	$13,363
33	12-22-161-024	$4,610
34	12-22-161-025	$17,513
35	12-22-161-026	$79,722
36	12-22-161-027	$92,176
37	12-22-162-001	$36,887
38	12-22-162-018	$64,567
39	12-22-162-019	$57,866
40	12-22-301-001	$396,571
41	12-22-301-002	$250,331
42	12-22-301-003	$102,183
43	12-22-301-006	$23,118
44	12-22-301-007	$10,017
45	12-22-301-009	$32,246
46	12-22-301-010	$596
47	12-22-302-001	$44,085
48	12-22-302-002	$44,801
49	12-22-302-003	$38,187
50	12-22-302-005	$43,807
51	12-22-302-006	$437
52	12-22-302-007	$68,410
53	12-22-302-008	$798
54	12-22-302-009	$60,342
55	12-22-302-012	$36,314
56	12-22-302-014	$250
57	12-22-302-015	$44,562
58	12-22-302-019	$8,116
59	12-22-302-020	$61,317
60	12-22-302-030	$296
61	12-22-302-032	$1,479
62	12-22-302-033	$73,015
63	12-22-302-034	$63,425
64	12-22-302-035	$2,568
65	12-22-302-039	$53,167
66	12-22-302-043	$0

67	12-22-302-046	$677
68	12-22-302-047	$903
69	12-22-302-048	$1,518
70	12-22-302-050	$654
71	12-22-302-051	$3,346
72	12-22-302-052	$25,002
73	12-22-302-053	$33,694
74	12-22-302-054	$38,301
75	12-22-302-056	$288
76	12-22-302-058	$6,459
77	12-22-302-059	$778
78	12-22-302-060	$33,612
79	12-22-302-061	$444
80	12-22-302-062	$1,755
81	12-22-302-063	$25,002
82	12-22-302-064	$3,116
83	12-22-302-065	$1,077
84	12-22-302-066	$343
85	12-22-302-067	$120
	Redevelopment Area Aggregated Data	**$3,660,225**