
DOWNTOWN BATAVIA REDEVELOPMENT PROJECT AREA REDEVELOPMENT PLAN AND PROGRAM

City of Batavia, Illinois



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INTRODUCTION

Background

This report presents the Tax Increment Redevelopment Plan and Program (the "Redevelopment Plan") for the Downtown Redevelopment Project Area #3 ("the Project Area"), in accordance with the "Tax Increment Allocation Redevelopment Act" (TIF) of the Illinois Revised Statutes . The Redevelopment Plan has been prepared by Teska Associates, Inc. ("TAI") for the use of the City of Batavia (the "City"). The proposed Redevelopment Plan seeks to respond to a number of problems and needs within the Project Area that have contributed to the inability of the downtown to achieve the vision established by the City in its recently adopted plan for downtown. This Redevelopment Plan is also indicative of a strong commitment and desire on the part of the City to maintain and revitalize the Project Area as an essential part of Batavia's downtown central business district. This plan is intended to provide a framework for improvements within the Project Area over the next 23 years. The goal of the Redevelopment Plan is to strengthen the employment, commercial, and residential base of the Project Area, through the maintenance and improvement of existing facilities, and redevelopment of existing obsolete and blighted buildings or vacant land for new and expanded uses.

In 2001, TAI initiated a feasibility and performed site evaluations and identified public improvement deficiencies to determine the eligibility of the Project Area for TIF. The feasibility study documented the presence of age of buildings, deterioration of structures and surface improvements, inadequate utilities, lack of community planning, and lag in growth of Equalized Assessed Value ("EAV") as principal factors contributing to the eligibility of the Project Area. This evidence enabled TAI to conclude in the Eligibility Study attached hereto as Appendix A (the "Eligibility Study") that the Project Area meets the statutory requirements for a "Conservation Area" and could be designated as a "redevelopment project area" under the Illinois TIF Act.

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 affective 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 (see Figure A) . 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 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, 2001, a study was undertaken, consistent with the Act and related procedural guidelines, to determine the eligibility of the proposed redevelopment 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 Council of 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 3 qualifying conditions. Within the Project Area, the following qualifying conditions are present:

1. Deterioration of Buildings and Site Improvements
2. Inadequate Utilities
3. Lack of Community Planning
4. Lag in Growth of Equalized Assessed Value (EAV)

Each of these factors contributes to the eligibility of the Project Area as a "Conservation Area."

REDEVELOPMENT PROJECT AREA DESCRIPTION

The Project Area is generally bound on the east side of the Fox River by Delia Street and Prairie Street on the east, the Fox River on the west, State Street on the north, and Adams Street and Locust Street on the south. West of the Fox River, the Project Area is bound by the Fox River on the east, Batavia Avenue and Lincoln Street to the west, Houston Street on the north, and Main Street and Union Avenue on the south. The east and west portions of the Project Area are connected by a bridge that crosses the Fox River at Wilson Street.

The boundaries of the Project Area have been established to include those properties that will gain a direct and substantial benefit from the proposed redevelopment project improvements and Redevelopment Plan. Planned public improvements documented herein will reduce conflicts between incompatible uses, enhance the appearance of the downtown, stabilize and improve existing historic buildings, and upgrade utility infrastructure necessary to support desired new development as envisioned in the City's downtown plan. (see *Figure A* for the Project Area Boundary delineation).

A mixture of land use types are currently contained within the Project Area, including single-family and multiple-family residential, commercial, industrial, warehousing, institutional/government, office, public and private open space, and mixed use developments. Also contained within the Project Area is the City's sewage treatment plant and various parcels containing quarries.

Presently, the Project Area is characterized by deterioration of buildings and infrastructure such as roads and sidewalks, underutilization of land and buildings, and an incompatible mix of uses -- in particular, industrial uses adjacent to residential and established commercial districts. In general, the Project Area has not experienced significant new investment, although limited development in scattered areas has occurred. The absence of reinvestment of many underutilized lots and buildings, due to the conditions mentioned, could be improved through public financial assistance authorized by the adoption of TIF.

The delineated Project Area contains 140 principle structures on 182 parcels, with 25 full or partial blocks totaling approximately 103 acres. A total of 48 parcels contain residential units, either single-family, multiple-family, or residential units above first floor commercial uses.

The largest portions of property within the Project Area are zoned for either commercial (B2: Central Business District; and B3: Arterial-Oriented Commercial) or limited industrial uses (I1: Limited Industrial). Detached single-family residential uses (R2: Single-Family Residential) exist east of the river with several of the B-2 zoned commercial establishments containing residential uses above the first floor retail.

The legal description of the Project Area is as follows:

TIF DISTRICT NUMBER THREE DESCRIPTION

THAT PART OF SECTION 22 AND PART OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF WILSON STREET WITH THE WEST LINE OF BATAVIA AVENUE (ILLINOIS ROUTE 31); THENCE EASTERLY ALONG THE NORTH LINE OF WILSON STREET TO THE WEST LINE OF WATER STREET; THENCE SOUTHERLY ALONG THE WEST LINE OF WATER STREET TO THE SOUTH LINE OF 1ST STREET; THENCE WESTERLY ALONG THE SOUTH LINE OF 1ST STREET TO THE AFOREMENTIONED WEST LINE OF BATAVIA AVENUE; THENCE NORTHERLY ALONG THE WEST LINE OF BATAVIA AVENUE TO A POINT THAT IS 169 FEET NORTHERLY OF THE NORTH LINE OF 1ST STREET (AS MEASURED ALONG THE WEST LINE OF BATAVIA AVENUE); THENCE WESTERLY, 310 FEET PARALLEL WITH THE NORTH LINE OF 1ST STREET; THENCE SOUTHERLY 80 FEET PARALLEL WITH THE WEST LINE OF BATAVIA AVENUE; THENCE WESTERLY, 98 FEET PARALLEL WITH THE NORTH LINE OF 1ST STREET; THENCE SOUTHERLY PARALLEL WITH THE WEST LINE OF BATAVIA AVENUE TO THE NORTH LINE OF 1ST STREET; THENCE EASTERLY, 98 FEET ALONG THE NORTH LINE OF 1ST STREET; THENCE SOUTHERLY, 228 FEET PARALLEL WITH THE WEST LINE OF BATAVIA AVENUE; THENCE WESTERLY, 100 FEET PARALLEL WITH THE SOUTH LINE OF 1ST STREET; THENCE SOUTHERLY, 104 FEET PARALLEL WITH THE WEST LINE OF BATAVIA AVENUE; THENCE EASTERLY PARALLEL WITH THE SOUTH LINE OF 1ST STREET TO A LINE THAT IS PARALLEL WITH LINCOLN STREET, DRAWN FROM A POINT ON THE NORTH LINE OF MAIN STREET THAT IS 270 FEET EAST OF THE EAST LINE OF LINCOLN STREET (AS MEASURED ALONG THE NORTH LINE OF MAIN STREET); THENCE SOUTHERLY ALONG SAID PARALLEL LINE TO THE SOUTH LINE OF MAIN STREET; THENCE EASTERLY ALONG THE SOUTH LINE OF MAIN STREET TO THE WEST LINE OF WATER STREET; THENCE SOUTHERLY ALONG THE WEST LINE OF WATER STREET TO THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 2 IN THE ASSESSOR'S THIRD ADDITION TO BATAVIA; THENCE EASTERLY ALONG SAID LINE TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE SOUTHERLY, 324 FEET; THENCE EASTERLY, 90 FEET; THENCE SOUTHERLY TO THE NORTH LINE OF UNION AVENUE; THENCE EASTERLY ALONG THE NORTH LINE OF UNION AVENUE AND THE EXTENSION THEREOF TO THE WEST LINE OF OWNER'S SUBDIVISION OF PART OF THE EAST HALF OF SECTION 22, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID SUBDIVISION; THENCE EASTERLY, 222.64 FEET ALONG SAID SOUTHERLY LINE; THENCE

NORTHEASTERLY AND NORTHERLY THRU THE FOX RIVER AND ALONG THE EAST BANK OF ISLAND PARK TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LAUREL STREET; THENCE EASTERLY ALONG SAID EXTENDED LINE TO THE EAST BANK OF THE FOX RIVER; THENCE SOUTHERLY ALONG SAID EAST BANK TO THE SOUTH LINE OF OUTLOT 3 IN D. K. TOWN'S SECOND ADDITION TO BATAVIA; THENCE EASTERLY ALONG SAID SOUTH LINE, THE EASTERLY EXTENSION THEREOF AND ALONG THE SOUTH LINE OF OUTLOT 4 IN SAID SUBDIVISION TO THE WEST LINE OF THE BURLINGTON NORTHERN RAILROAD RIGHT OF WAY; THENCE NORTHERLY, 422.4 FEET, MORE OR LESS, ALONG SAID WEST LINE TO THE SOUTH LINE OF BLOCK 13 IN D. K. TOWN'S SECOND ADDITION TO BATAVIA; THENCE WESTERLY ALONG SAID SOUTHLINE, THE WESTERLY EXTENSION THEREOF AND ALONG THE SOUTH LINE BLOCK 14 IN SAID SUBDIVISION TO THE EAST LINE OF RIVER STREET (ILLINOIS ROUTE 25); THENCE NORTHERLY ALONG THE EAST LINE OF RIVER STREET TO THE SOUTHWEST CORNER OF LOT 2 IN BLOCK 5 IN WILSON'S ADDITION TO BATAVIA; THENCE EASTERLY AND NORTHERLY ALONG THE SOUTH AND EAST LINE OF SAID LOT 2 IN BLOCK 5 TO THE SOUTH LINE OF WEBSTER STREET; THENCE EASTERLY ALONG THE SOUTHLINE OF WEBSTER STREET TO A POINT THAT IS 165 FEET EASTERLY OF THE EAST LINE OF WASHINGTON AVENUE (AS MEASURED ALONG THE SOUTHLINE OF WEBSTER STREET); THENCE SOUTHERLY PARALLEL WITH THE EAST LINE OF WASHINGTON AVENUE TO THE NORTH LINE OF ADAMS STREET; THENCE EASTERLY, 118 FEET ALONG THE NORTH LINE OF ADAMS STREET; THENCE NORTHERLY, 60 FEET; THENCE EASTERLY, PARALLEL WITH THE NORTH LINE OF ADAMS STREET TO THE WEST LINE OF VAN BUREN STREET; THENCE EASTERLY ALONG THE WEST EXTENSION OF THE NORTH LINE OF LOT 5 IN BLOCK 12 OF WILSON HEIR'S ADDITION SUBDIVISION, ALONG THE NORTHLINE OF SAID LOT 5 IN BLOCK 12, ALONG THE NORTH LINE OF LOT 2 IN BLOCK 12 IN SAID SUBDIVISION AND ALONG THE EASTERLY EXTENSION OF LOT 2 IN BLOCK 12 TO THE EAST LINE OF PRAIRIE STREET; THENCE NORTHERLY ALONG THE EAST LINE OF PRAIRIE STREET TO THE SOUTHERLY LINE OF THE BURLINGTON NORTHERN RAILROAD RIGHT OF WAY; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY TO THE WEST LINE OF LOT 4 IN F. C. SNOW'S SUBDIVISION; THENCE SOUTHERLY, EASTERLY AND NORTHERLY ALONG THE WEST AND SOUTH LINE OF SAID LOT 4 AND ALONG THE SOUTH AND EAST LINE OF LOT 3 IN SAID SUBDIVISION AND ALONG THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID LOT 3 TO THE SOUTHERLY LINE OF THE AFOREMENTIONED RAILROAD RIGHT OF WAY; THENCE NORTHEASTERLY ALONG SAID SOUTHERLY RAILROAD RIGHT OF WAY TO THE NORTHERLY MOST CORNER OF LOT 2 IN BLOCK 13 IN WILSON HEIR'S ADDITION SUBDIVISION; THENCE NORTHERLY TO THE SOUTHEAST CORNER OF LOT 9 IN BLOCK 10 IN WILSON HEIR'S ADDITION SUBDIVISION; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 9, 8, 7, 6 AND 4 IN BLOCK 10 OF SAID SUBDIVISION TO THE EAST LINE OF PRAIRIE STREET; THENCE NORTHERLY ALONG THE EAST LINE OF PRAIRIE STREET TO THE NORTHLINE OF STATE STREET; THENCE WESTERLY ALONG THE NORTH LINE OF STATE STREET TO THE SOUTHWEST CORNER OF LOT 6 IN BLOCK 6 IN THE ORIGINAL TOWN OF BATAVIA, EAST OF THE RIVER; THENCE SOUTHERLY TO A POINT ON THE SOUTH LINE OF STATE STREET THAT IS 150 FEET WEST OF THE WEST LINE OF WASHINGTON AVENUE (AS MEASURED ALONG THE SOUTHLINE OF STATE STREET); THENCE SOUTHERLY TO A POINT ON THE NORTH LINE OF WILSON STREET THAT IS 180 FEET EAST OF THE EAST LINE OF RIVER STREET, ILLINOIS ROUTE 25 (AS MEASURED ALONG THE NORTH LINE OF WILSON STREET); THENCE SOUTHERLY TO A POINT ON THE SOUTH LINE OF WILSON STREET THAT IS 49.5 FEET WEST OF THE WEST LINE OF WASHINGTON AVENUE (AS MEASURED ALONG THE SOUTH LINE OF WILSON STREET); THENCE WESTERLY ALONG THE SOUTHLINE OF WILSON STREET TO THE NORTHWEST CORNER OF LOT 3 IN BLOCK 2 OF WILSON'S ADDITION TO BATAVIA SUBDIVISION; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID LOT 3 IN BLOCK 2 TO THE SOUTHWEST CORNER OF SAID LOT; THENCE WESTERLY ALONG THE EXTENSION OF THE SOUTH LINE OF LOT 3 IN BLOCK 2 OF WILSON'S ADDITION TO BATAVIA SUBDIVISION TO THE EAST LINE OF

RIVER STREET (ILLINOIS ROUTE 25); THENCE SOUTHERLY ALONG THE EAST LINE OF RIVER STREET TO THE SOUTH LINE OF WEBSTER STREET; THENCE WESTERLY ALONG THE SOUTH LINE OF WEBSTER STREET AND THE EXTENSION THEREOF TO THE WEST BANK OF THE FOX RIVER; THENCE SOUTHERLY ALONG THE WEST BANK OF THE FOX RIVER TO THE SOUTH LINE OF MAIN STREET; THENCE WESTERLY ALONG THE SOUTH LINE OF MAIN STREET TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF ISLAND AVENUE (SHUMAY AVENUE); THENCE NORTHERLY ALONG THE WEST LINE OF ISLAND AVENUE TO THE NORTH LINE OF WILSON STREET; THENCE EASTERLY ALONG THE NORTHLINE OF WILSON STREET TO THE EAST BANK OF THE FOX RIVER; THENCE NORTHERLY ALONG THE EAST BANK OF THE FOX RIVER TO THE EASTERLY EXTENSION OF THE SOUTHLINE OF HOUSTON STREET; THENCE WESTERLY ALONG SAID EXTENDED LINE AND ALONG THE SOUTH LINE OF HOUSTON STREET TO A POINT THAT IS 132 FEET EAST OF THE EAST LINE OF BATAVIA AVENUE, ILLINOIS ROUTE 31 (AS MEASURED ALONG THE SOUTH LINE OF HOUSTON STREET); THENCE NORTHERLY PARALLEL WITH BATAVIA AVENUE TO A POINT THAT IS 132 NORTHERLY OF THE NORTH LINE OF HOUSTON STREET; THENCE WESTERLY PARALLEL WITH THE NORTHLINE OF HOUSTON STREET TO THE WEST LINE OF BATAVIA AVENUE; THENCE SOUTHERLY ALONG THE WEST LINE OF BATAVIA AVENUE TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

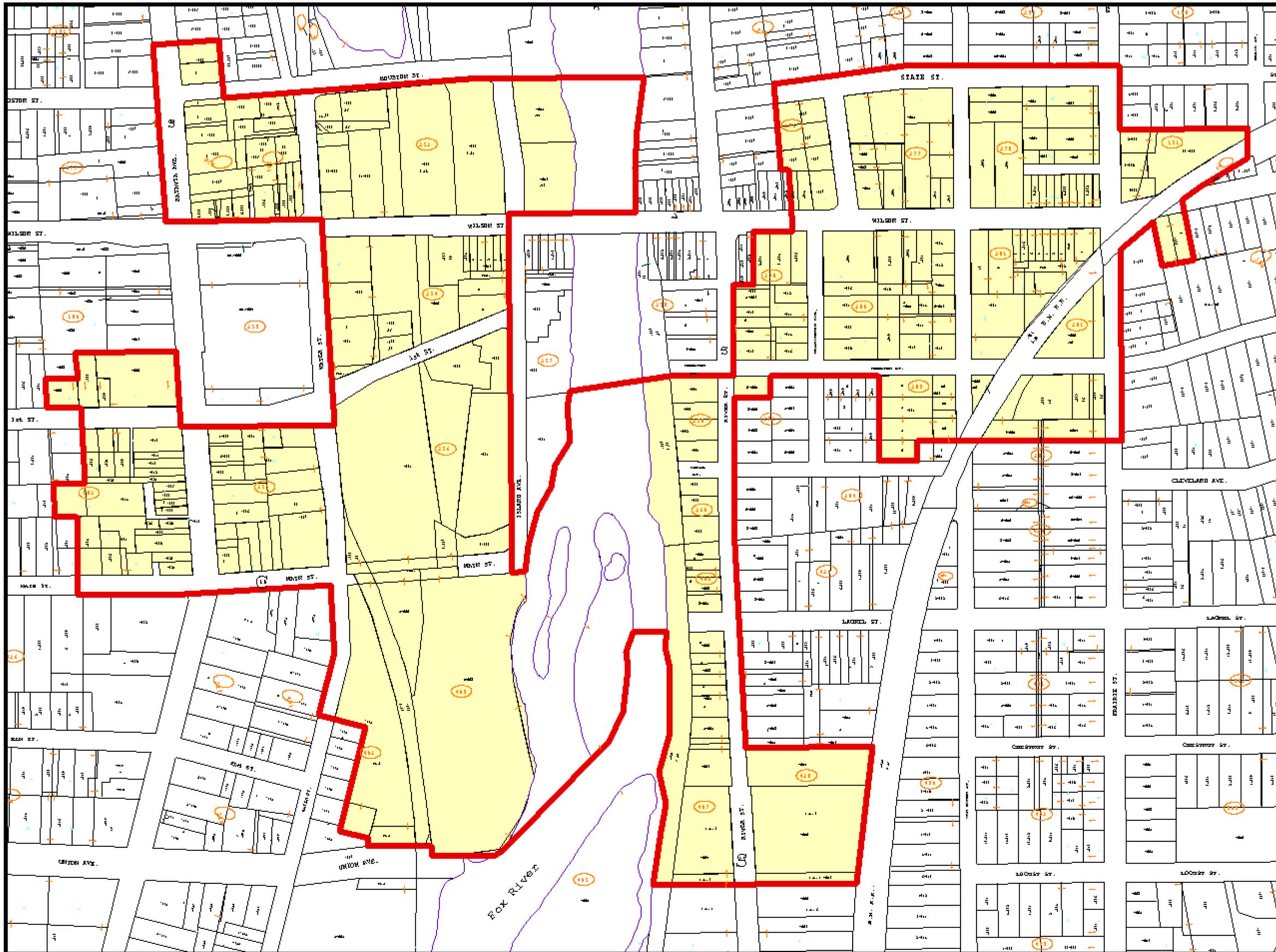


Figure A:
**TIF Project
 Boundary Area**

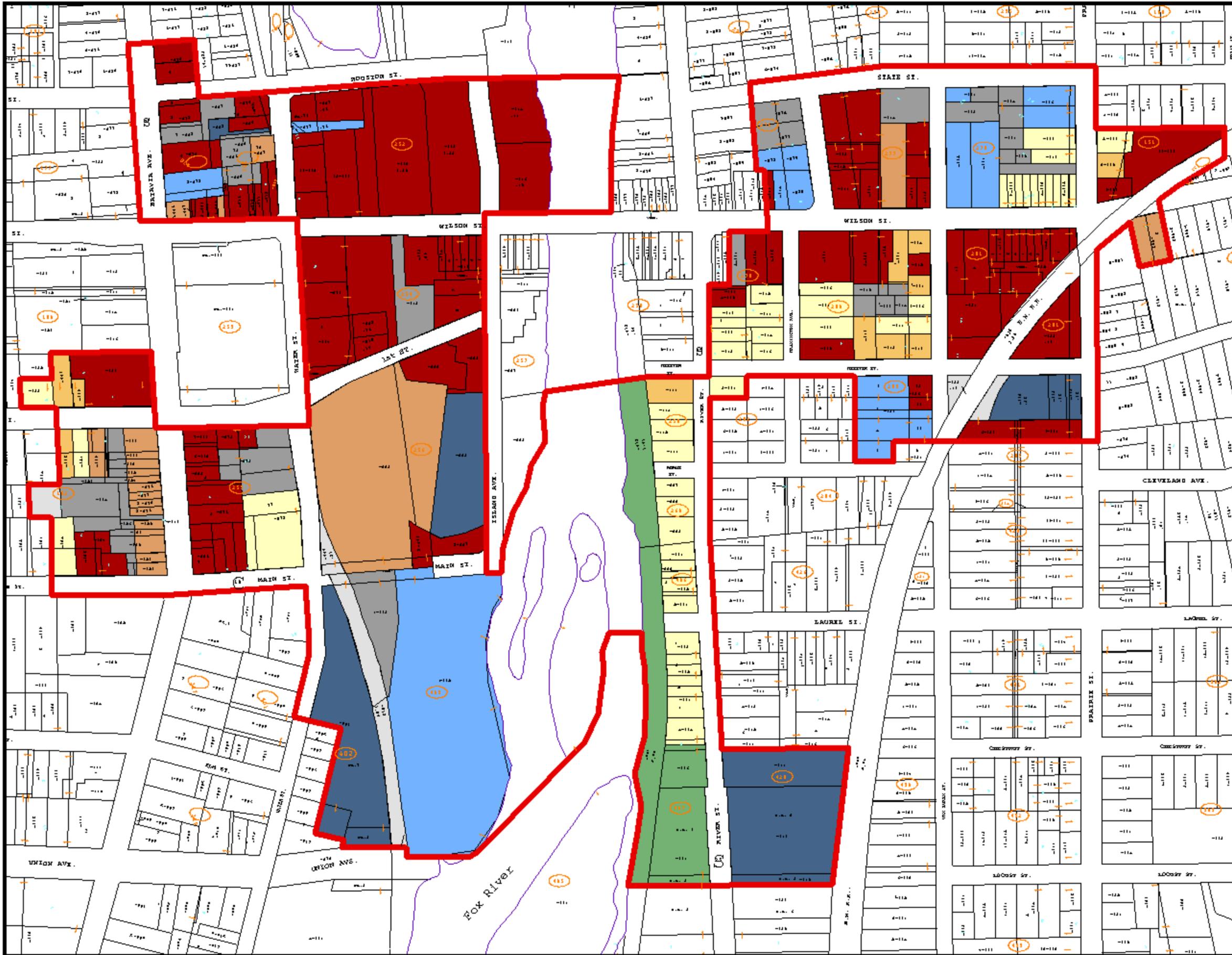
City of Batavia
 Downtown TIF Project

Legend

-  Lots within TIF
-  TIF Project Area



Figure B:
**Existing
 Land Use**
 City of Batavia
 Downtown TIF Project



Legend

- SFR
- MFR
- Downtown Mixed Use
- Commercial
- Industrial
- Institutional
- Open Space
- Parking
- Vacant
- TIF Project Area



REDEVELOPMENT PLAN AND PROGRAM

The revitalization of the Redevelopment Project Area is a large and complex undertaking that presents 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 Downtown District. The adoption of this Redevelopment Area Plan and Program will aid in the implementation of the newly adopted "Downtown Batavia Master Plan." This Plan will assist in stimulating redevelopment and rehabilitation in this area which otherwise could not reasonably be anticipated to develop without the adoption of this Redevelopment Plan and Program. Through public investment, the area will become an environment and setting that will attract private investment.

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

The successful implementation of the Redevelopment Area Plan and Program requires that the City take full advantage of the real estate tax increment attributed to the Project Area as provided for by the Act. The Redevelopment 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:

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

Redevelopment Plan Objectives

The goals and objectives of the Redevelopment Plan are both those articulated in the Illinois Tax Allocation Redevelopment Act, and those stated in the "Downtown Batavia Master Plan." They are summarized below:

- *Promote a variety and concentration of uses.* The City of Batavia should encourage an intensive development pattern that will provide a substantial employment and residential base. Development should contain a mix of uses, including office, retail and support services, restaurants, entertainment, housing, and recreational opportunities. Vehicular circulation and parking should be managed to ensure that these functions are supportive but do not dominate the pedestrian orientation of the Downtown.

- *Create a safe, attractive pedestrian environment.* Improvements to the visual character, comfort, and convenience of the pedestrian experience will help to draw increasing numbers of people to the Downtown and help instill a sense of ownership for residences of Batavia. Streetscape and public space improvements should include adequate walkway widths, improved crosswalks, quality paving, canopy trees, clear signage, and appropriate lighting.
- *Develop a distinctive image and identity.* A unified approach to design and development should be encouraged within the Downtown which creates a unique and positive community identity, fosters community pride, reinforces its unique character, and distinguishes Batavia from other Fox Valley Communities.
- *Strengthen the Downtown's connection to the Fox River:* The Fox River is an amenity that should be capitalized on. Public access to the river should be increased and parks and open space should be located in a manner that compliments the river.
- *Reinforce the sense of historical continuity in the Downtown.* The Downtown has a strong historic presence that should be preserved and enhanced. Particular care should be taken to assure that new development and redevelopment efforts compliment and preserve existing historic structures and the historic character of the Downtown.
- *Strengthen the Downtown's residential function.* A residential population can extend the hours of activity beyond working hours, provide support to expanded retail and entertainment uses, and provide an impetus for quality infrastructure and services. New and expanded residential uses in the Downtown should accommodate a variety of household types and income levels.
- *Encourage public/private partnerships.* The success of the plan for the Downtown is dependent on cooperation between both the private and public sectors working together toward revitalization of the Downtown as a whole, eliminating conditions which, if continued, may result in lack of investment or disinvestment. Beyond cost-sharing for infrastructure, partnerships can be applied to joint-venture developments, decision-making, education, marketing, maintenance, and implementation of new projects.
- *Emphasize action and tangible results.* Tangible results can ensure continued interest and enthusiasm both by the citizens of Batavia as well as the development community. Specific short-term, highly visible projects will demonstrate the commitment of the public sector to the revitalization of the downtown.

Redevelopment Land Use Plan

The aim of the Redevelopment Plan is the revitalization of the Project Area as a vibrant mixed-use urban center which 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 largely based upon the guidelines and development opportunities presented in the Downtown Batavia Master Plan, except as amended herein.

The Redevelopment Land Use Plan (Figure C) shows anticipated land uses at completion of project activities. Key redevelopment sites within the Downtown are shown as Mixed Use. Properties in this category are envisioned for pedestrian-oriented development featuring a mixture of uses. Street level space should be occupied by retail, restaurants, or other commercial or office activities which serve the public. Upper stories should be occupied by residential dwellings or offices depending upon market demand.

The locations and provision of accessible parking will have a large impact on the success of the Downtown and specific redevelopment efforts. Multi-level parking garages and new surface parking lots designed to be adequately screened from the public rights-of-way are situated in close proximity to new development and redevelopment areas.

Multiple family residential development is intended for properties on which street level retail may not be appropriate. Such uses are shown in two (2) locations within the Project Area: at the northwest corner of the intersection of Flinn Street and Shumway Avenue, and at the northwest corner of the intersection of Webster Street and Prairie Street.

Considerable amounts of open space are also shown on the Redevelopment Land Use Plan to provide both passive and active recreational opportunities for new residents of the Project Area, and to take advantage of the views and amenity value provided by the Fox River.

The Redevelopment Land Use Plan shall serve as a guideline for the Project Area. It is not meant to establish specific requirements. Adjustments may be made in response to market conditions and other key factors as long as they remain faithful to the City's overall goals and objectives for the Downtown Area. Therefore, this Redevelopment Plan is consistent with the Downtown Batavia Master Plan, and is intended to be the primary vehicle for implementing that Plan.

Development Opportunity Sites

Numerous development and redevelopment opportunity sites exist in the Project Area (see Figure D, Redevelopment Activities). Recommendations for these sites, including land uses and design guidelines, will be described in this Plan.

1. *Wilson Street Development Site A; New Commercial, Mixed Use, Facade Improvements, and a Parking Structure:* This opportunity site is currently occupied by several retail and service structures, a dentist's office, a church, and associated surface parking. It is marked by poorly configured lots, parking and access concerns, and deteriorated site conditions. Several existing structures have undergone facade improvements that have positively enhanced this development block. Commercial and mixed use opportunities have been identified on several parcels within this block, as well as the development of a multi-level shared parking structure. Several of the existing businesses, including the existing gas station located at the northeast corner of the intersection of Houston Street and Batavia Avenue, are viable uses and should be retained. This area has also been identified as a suitable location to utilize facade improvement grants.
2. *Wilson Street Development Site B; New Downtown Mixed Use and Parking Structure:* This site currently consists of several banks, a restaurant, a professional office building, a commercial strip center, and the associated surface parking lots. Due to its central location to the downtown and proximity to the riverfront, this entire block would be better utilized as a downtown mixed use center, which would complement the surrounding redevelopment sites

and provide additional residential options to support the downtown redevelopment efforts. Appropriate uses include multiple retail establishments, office space, and attached residential units. In order to maximize the development potential of the site and satisfy the parking needs, a multi-level parking structure is also identified at this location. Additionally, a public corridor, referred to as the “north-south corridor,” has been identified central to the development block. As discussed in the Downtown Master Plan, this corridor may include pedestrian walks, public parking, or a water feature with a north-south orientation.

3. *Wilson Street Development Site C; New Downtown Mixed Use and Parking Structure:* This development site, which is located adjacent to the Fox River, contains two (2) office buildings that are in fair condition. In order to take advantage of its location adjacent to, as well as permit unobstructed public access to the Fox River, a mixed use structure containing retail and office uses has been identified as an appropriate redevelopment option. In order to meet the parking demands of the prescribed use, a multi-level public parking structure would accompany this use. An open space corridor, which runs the entire length of the site, has also been identified on the eastern portion of the redevelopment block. This arrangement would permit public access to the Fox River as well as the development of a riverwalk.
4. *First Street Development Site D; New Downtown Mixed Use and Parking Structure:* This redevelopment site currently contains an existing shopping plaza, restaurant, retail and office uses, and associated surface parking. In its current configuration, this site, which is visually dominated by surface parking, is oriented towards automobile traffic, creating an uninviting environment for pedestrians. In order to create a more unified downtown that encourages pedestrian usage, this site has been identified as an appropriate location for a mixed use development project that supports first-floor retail with office above. It also supports the retention of the Historic Tower Business Center and Old Post Office located at the northeast corner of the redevelopment block. In order to maximize the development potential of the site and satisfy the parking needs, a multi-level parking structure is also identified at this location. Additionally, the “north-south corridor,” which may include pedestrian walks, public parking, or a water feature, has been identified central to this development block.
5. *First Street Development Site E:* This site currently contains a commercial use, as well as single-family and multiple-family uses. Aside from general streetscape improvements, no redevelopment is considered for this block.
6. *Main Street Development Site F; New Public Parking and Facade Improvements:* This site currently contains numerous retail/mixed use structures, offices, a restaurant, a storage warehouse, detached single-family residences, multiple-family residences, a garage/repair shop, a the Valley Sheltered Workshop, and associated parking. In order to satisfy the increased parking demands of the existing uses, the opportunity to increase the size of the existing surface parking lot has been identified. In order to create a unified development block face along Batavia Avenue and facilitate rehabilitation efforts, this block has also been identified as being eligible for facade improvement grants.
7. *Main Street Development Site G; New Mixed Use:* This opportunity site is currently occupied by a bank, three (3) automobile oriented service uses, a vacant single-family residence, and associated surface parking lots. In order to create a unified development corridor along Batavia Avenue and enhance the existing retail/commercial uses across the street, the entire block has been identified as a redevelopment site. Prescribed uses include retail/commercial uses on the first floor, with either office or residential uses above. In order to meet the parking

demands, the combination of a multi-level parking structure, surface parking, and basement level parking would accompany the identified uses.

8. *Main Street Development Site H; New Multifamily Buildings:* This site currently contains industrial and manufacturing uses, a new fitness center, and a garage. Aside from the existing office structure located at the northeast corner of the development block, the bowling alley, and the fitness center, the remainder of the site is identified as having redevelopment potential. Whereas the existing industrial uses are inappropriate for the downtown, the existing limestone structures on the site have adaptive reuse potential. Upon completion, these structures have the potential to house new mixed use developments containing a combination of restaurants, retail uses, office space, and attached residential units. Parking will be provided through the infill development of a new multi-level parking structure and on-street parking. Accompanying this reuse, the opportunity for the development of additional new mixed use or residential buildings has been identified on the eastern portion of the development block, along Shumway Avenue. Parking for these uses will be provided via a new parking structure, basement level parking, and on-street parking. The continuation of the “north-south corridor,” which may include pedestrian walks, public parking, or a water feature, has been identified central to this development block, as well as a new corridor that connects the “north-south corridor” to Shumway Avenue is proposed.
9. *Water Street Development Site I; Office Building and Parking Garage:* The western portion of this site contains an existing storage/warehouse facility that is in relatively poor condition. In order to “clean-up” this industrial site and create cohesion among the identified redevelopment efforts, the development of a new office structure and a multi-level parking structure has been identified as an appropriate use. The eastern portion of this site contains the City’s existing waste water treatment plant. Aside from general landscaping and the incorporation of a riverfront bike path, no new improvements are planned for this portion of the redevelopment site.
10. *Wilson Street Development Site J; Adaptive Re-Use and New Mixed Use Building:* The western portion of this development block, west of Washington Street, is occupied by an insurance office, a church, and an off-street surface parking lot. The Illinois Department of Transportation has plans to acquire a majority of this block for the future realignment of the I-25 roadway. It should be noted that this acquisition is not the result of the TIF Project and will occur without the use of TIF funds. The existing church structure should be rehabilitated and used to house a new commercial use and on-site surface parking should be provided for the new use. The eastern portion of this redevelopment opportunity site, east of Washington Street, currently contains several residences, retail, and office uses. In order to facilitate access to the existing uses and to the planned surface street parking on Washington Street, a new alley, with an east-west orientation, is proposed to bisect the site. Additionally, the redevelopment of one (1) parcel to a mixed use containing first floor retail with attached residential units above is planned.
11. *Wilson Street Development Site K; Parking Lot Landscaping:* This site is currently occupied by several structures and surface parking lots owned by the Batavia Park District, several offices, and both multiple-family and detached single-family residences. Aside from the utilization of landscaping to better screen the existing parking lot from the public view, no new redevelopment is considered for this block.

12. *Wilson Street Development Site L; New Commercial Use and Community Park:* A used car dealership, a mixed use structure and single-family residence, a detached single-family residence, and a vacant industrial building occupy this site, which serves as the eastern gateway to the downtown. Due to the existing deteriorated site features, lack of unified parking, and environmental concerns associated with the car dealership and aquatic landscape site, these uses have been identified as redevelopment opportunities. Appropriate uses may include a new commercial use and public uses, which, by being located at the northeast corner of Wilson Street and Prairie Street, will serve as an appropriate gateway feature to the downtown. Other improvements include the improvement of the existing railroad track crossing. All other existing uses located on this block should remain.
13. *Wilson Street Development Site M; Mixed Use:* The western portion of this development block, west of Washington Street, contains several retail establishments, an office, eight (8) detached single-family residences, and one (1) multi-unit residential use. A majority of this block is located in the path of the I-25 roadway realignment planned by the Illinois Department of Transportation (IDOT). Without the utilization of TIF funds or assistance, IDOT has plans to acquire all of the existing uses on the east side of River Street, resulting in the displacement of numerous residential units, an existing commercial establishment, and office use. It should be noted that this acquisition is not the result of the TIF Project and will occur regardless of the adoption of this TIF district. In an effort to create an attractive roadway, all of the remaining property that is not consumed by the I-25 right-of-way, will include streetscape improvements. All other existing residential units located on this development block will remain and the parcel containing the existing commercial use located at the southwest corner of Wilson Street and Washington Street will be included in a larger mixed use redevelopment project (described below).
14. *Wilson Street Development Site N; Mixed Use and Parking Garage:* Aside from the existing gas station and several office structures, the remainder of this block is occupied with either detached single-family or multiple-family residences. Due to IDOT's planned alignment of the I-25 roadway, Washington Avenue will no longer function as it was originally intended. In order to facilitate traffic movements and increase safety within this area, Washington Avenue is planned to be closed off, instead serving as an access road to a new mixed use development that contains first floor retail uses with attached residential units above. In order to facilitate these changes, new parking facilities may be created as described in the Downtown Master Plan. This new use will result in the displacement of the existing gas station and the existing commercial use noted above (at the southwest corner of Wilson Street and Washington Street). This is consistent with the goals of this plan to create a variety and concentration of uses in the Downtown and strengthen the area's residential function.
15. *Wilson Street Development Site O; New Commercial and Townhomes:* The northern portion of this opportunity site, north of the existing railroad right-of-way, is currently occupied by existing commercial strip centers containing retail and service uses, and a single lot commercial use. Whereas the immediate economic justification for redevelopment of this site is difficult, long term efforts are consistent with the City's goals of developing a distinctive image and identity for, and the promotion of a variety and concentration of uses within the downtown. The existing strip centers reflect typical, "cookie-cutter," commercial strip center developments that can be seen in most suburban communities. These automobile oriented uses, which are dominated by fields of parking located along the street-front, are inconsistent with the existing uses located across the street and the overall redevelopment plans for the downtown. Additionally, due to its dominant location on Wilson Street, it serves as a poor

architectural gateway to the downtown. As new development occurs within the downtown, the redevelopment of this site should occur. Identified appropriate uses include new commercial establishments with basement level parking and rear surface parking lots. Other improvements include the widening of the Prairie and Wilson Street intersection and diagonal on-street parking on Van Buren Street. The southern portion of the development block, south of the existing railroad right-of-way, contains an existing car wash, which should be redeveloped with attached single-family residential/townhome uses. This is consistent with the goals of this plan to create a variety and concentration of uses in the downtown and strengthen the areas residential function.

16. *Webster Street Development Site P; New Office:* This site is occupied with an church, a converted office building, and associated surface parking. The redevelopment of this site includes the reconfiguration and screening of the existing parking lot, and the development of one (1) new office structure. All of the existing use within this block should be retained.
17. *Webster Street Development Site Q; New Commercial and Open Space:* Along with the vacant lot located north of the railroad right-of-way, a manufacturing/warehouse use, a residence converted to an office, and an RV storage facility currently occupy this site. The outdoor RV storage yard should be relocated to a more appropriate area outside of the downtown, and this site should be developed with either additional office or commercial uses; or a combination thereof. Surface parking adequate to serve the future uses should also be provided.
18. *River Street Development Site R; Public Open Space:* This identified redevelopment site contains numerous single-family residences and one (1) multiple-family residential structure containing two (2) units. In order to increase the public access to the Fox River and create increased recreational options for both the residents of and visitors to Batavia, the residential parcels located along the east side of River Street, between Webster Street and Adams Street may be acquired sometime in the future, as described in the Downtown Master Plan. This land should then be converted to public open space, further satisfying the goals and objectives of this Redevelopment Plan. All other existing uses should be retained.
19. *River Street Development Site S; Office Use:* An existing quarry is located at this site. This site should be redeveloped with an office building. Surface parking adequate to serve this use should be provided, and should be located behind the structure.

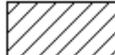
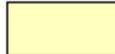
In addition to these opportunity sites, the Redevelopment Plan also anticipates activities to be undertaken by the public sector, which are identified in the Public Improvements section of this report. All of the redevelopment opportunities and public improvements should be conducted under the guidance of the Downtown Batavia Master Plan and the City's Comprehensive Plan, including the design guidelines and recommendations contained therein.

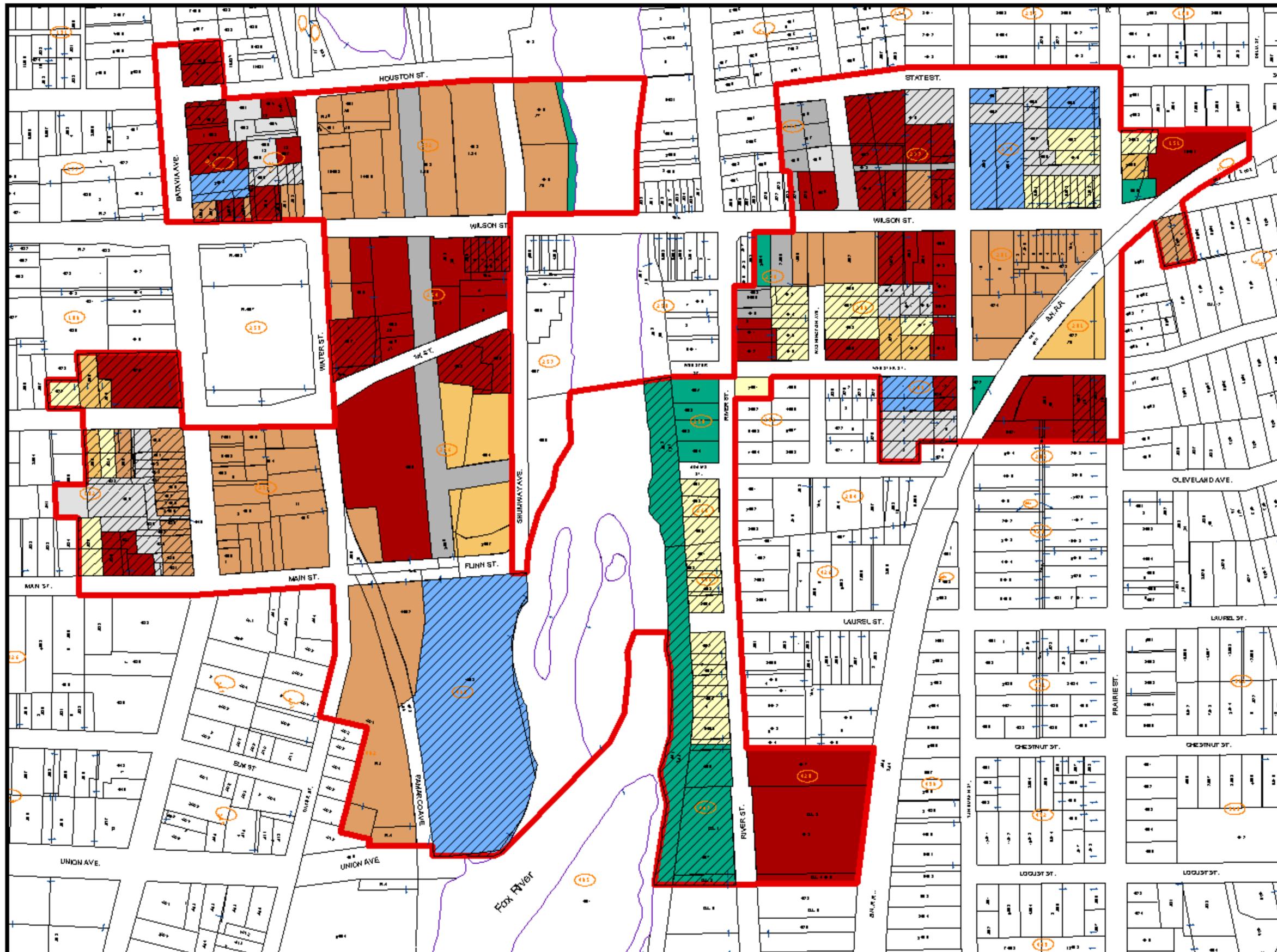
Undertaking these redevelopment activities will generate increased tax revenues, create housing opportunities, expand the availability of high quality retail, residential, park land and office space in Batavia, and provide a stimulus for additional development in surrounding areas.

Figure C: Redevelopment Plan

City of Batavia
Downtown TIF Project

Legend

-  Maintain Existing Use
-  SFR
-  MFR
-  Downtown Mixed Use
-  Commercial
-  Institutional
-  Open Space
-  New Road
-  Parking
-  TIF Project Area



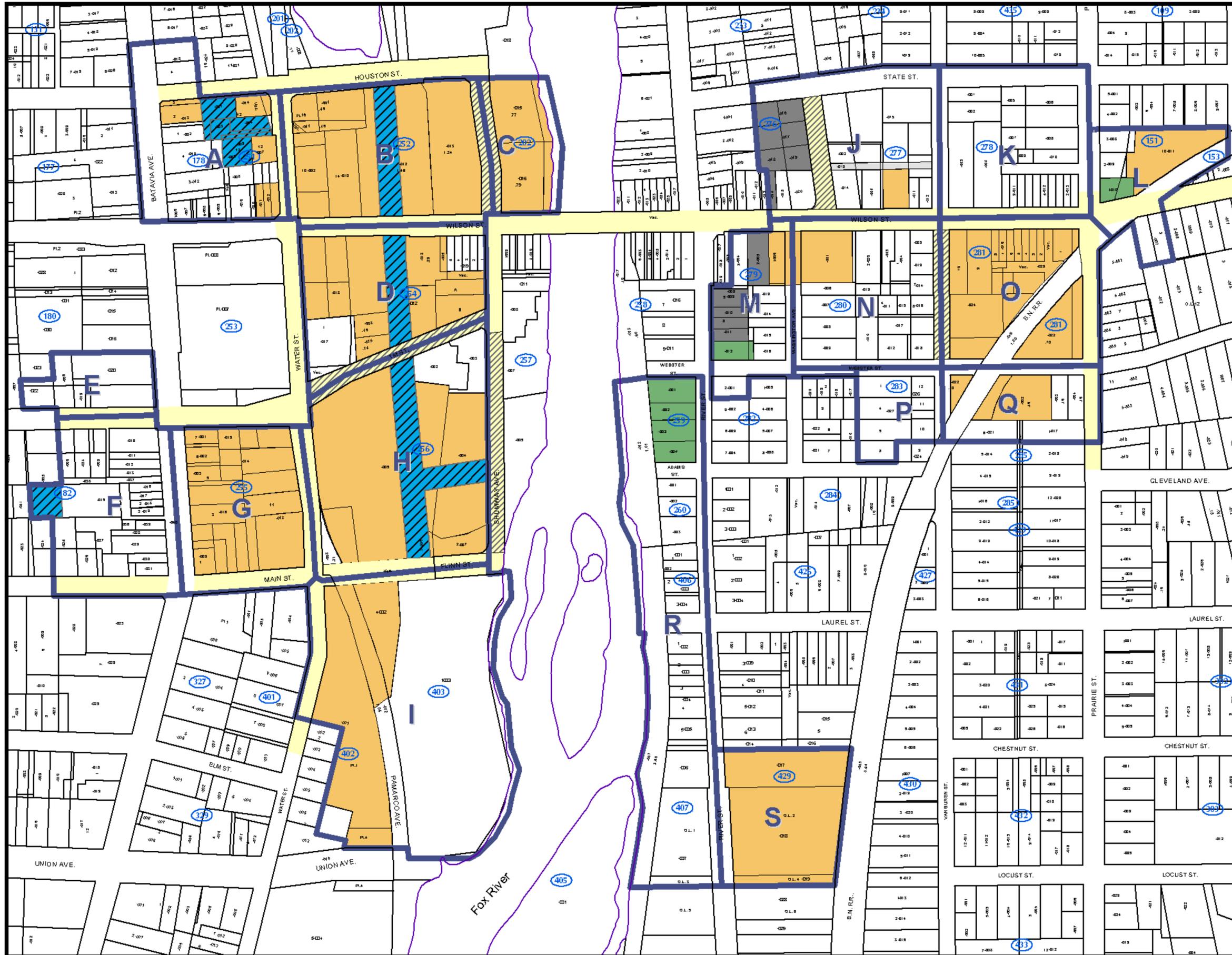
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Figure D: Redevelopment Activities

City of Batavia
Downtown TIF Project

Legend

-  Development Opportunity Site
-  ROW Dedication
-  ROW Dedication (IDOT)
-  New Public Parking
-  New Open Space
-  Streetscape
-  Streetscape with Diagonal Parking or Boulevard



October 2003

Eligible Project Costs

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

- Costs of studies, surveys, development of plans, and specifications, implementation and administration of the Redevelopment Plan including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning or other services;
- The cost of marketing sites within the Project Area to prospective businesses, developers, and investors;
- Property assembly costs including, but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, site preparation and site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land;
- Costs of rehabilitation, reconstruction, repair, or remodeling of existing private buildings, fixtures, and leasehold improvements; and the cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment;
- Costs of the construction of public works or improvements;
- Costs of job training and retraining projects, including the cost of “welfare to work” programs implemented by businesses located within the 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;
- 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;
- 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;
- An elementary, secondary, or unit school district’s increased costs attributable to assisted housing units as provided in the Act;
- Relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by Federal or State law;

- Payment in lieu of taxes;
- Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project, as provided by the Act;
- 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 of Batavia to assemble properties in the Project Area. Acquisition of property as shown on Figure E, and 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, and to minimize the adverse effects of rehabilitation or clearance activities. In addition to several properties currently owned by the City of Batavia, several additional sites have been identified for possible acquisition due to their importance as key parts of significant redevelopment opportunity sites and contribution to satisfying the public parking demand in the Downtown area. For further clarification, Figure E also identifies properties that will be acquired by IDOT in order to complete the construction of I-25. The IDOT acquisition efforts are separate from the TIF Project, and will occur without TIF assistance or assistance from the City. Therefore, any displacement of the impacted uses has not been attributed to the TIF Project.

Land Disposition

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

No conveyance, lease, mortgage, disposition of land or other property, 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 shall be made without providing reasonable opportunity for the submission of alternative proposals or bids.

Figure F also identifies properties that may be potentially disposed by IDOT in order to complete the construction of I-25. Such efforts are separate from those of the TIF Project, and will occur without TIF assistance or assistance from the City. Any displacement of the impacted uses has not been attributed to the TIF Project.

Public Improvements

The City of Batavia will continue to provide public improvements in the Project Area to stimulate development and redevelopment in a manner consistent with this Redevelopment Plan. Public improvements may include, but are not limited to, the following:

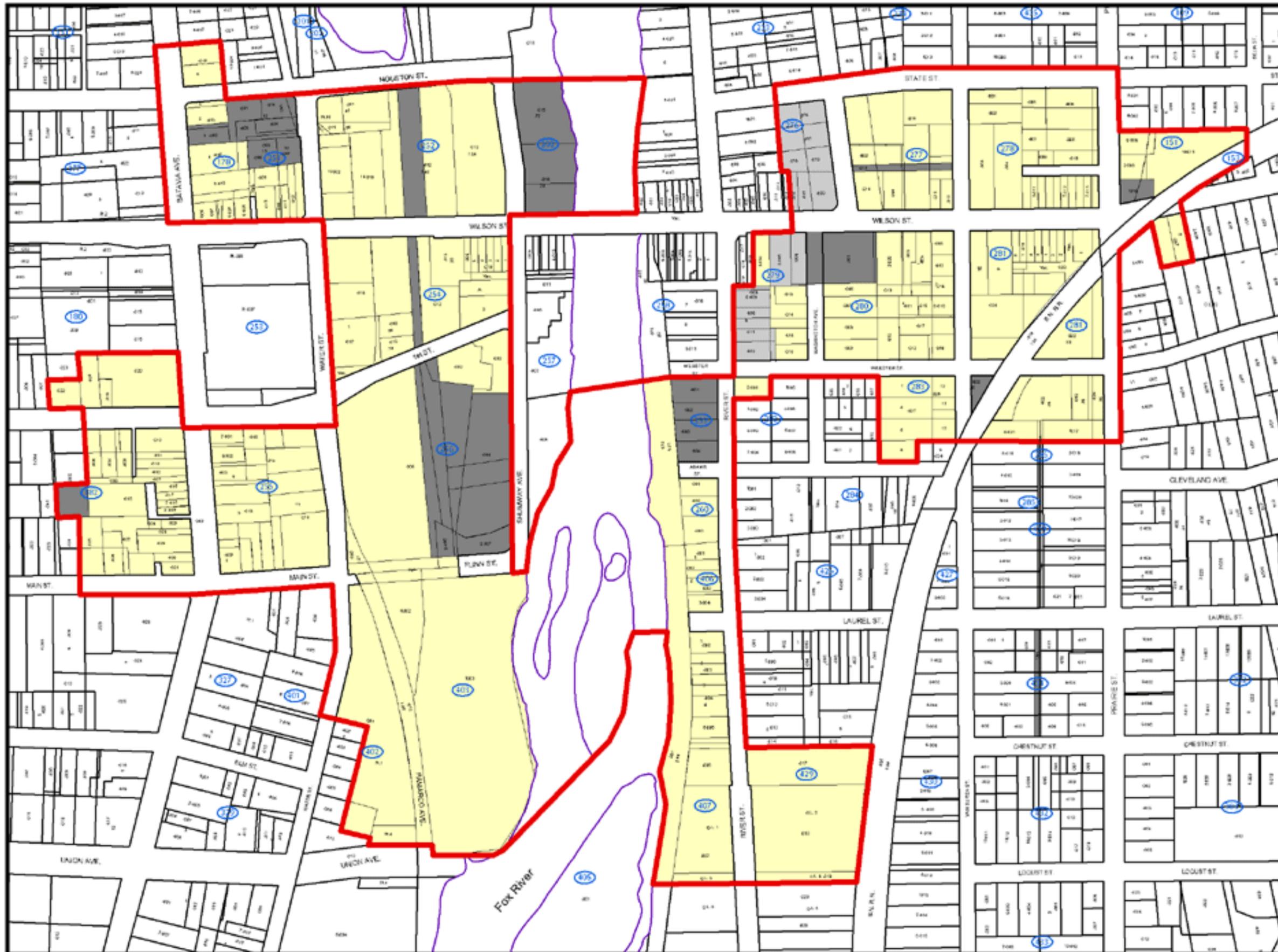
- Vacation, removal, resurfacing, widening, reconstruction, and other improvements to rights-of-way, streets, alleys, pedestrianways, and pathways.
- Development of or improvements to public open space.
- Construction of off-street parking facilities and structures.
- Improvement or replacement of public utilities such as sewer and water lines, sidewalks, curbs and gutters, stormwater detention facilities.
- Demolition and rehabilitation of obsolete structures.
- Beautification improvements, including streetscape, lighting, signage, and landscaping of public properties.
- Grants or loans to private property owners for eligible property improvements, including building rehabilitation, facade restoration or enhancements.
- Business relocation expenses.

Figure E:
Potential Acquisition
Opportunities

City of Batavia
Downtown TIF Project

Legend

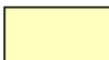
- TIF Acquisition
- IDOT Acquisition
- Lots within TIF
- TIF Project Area

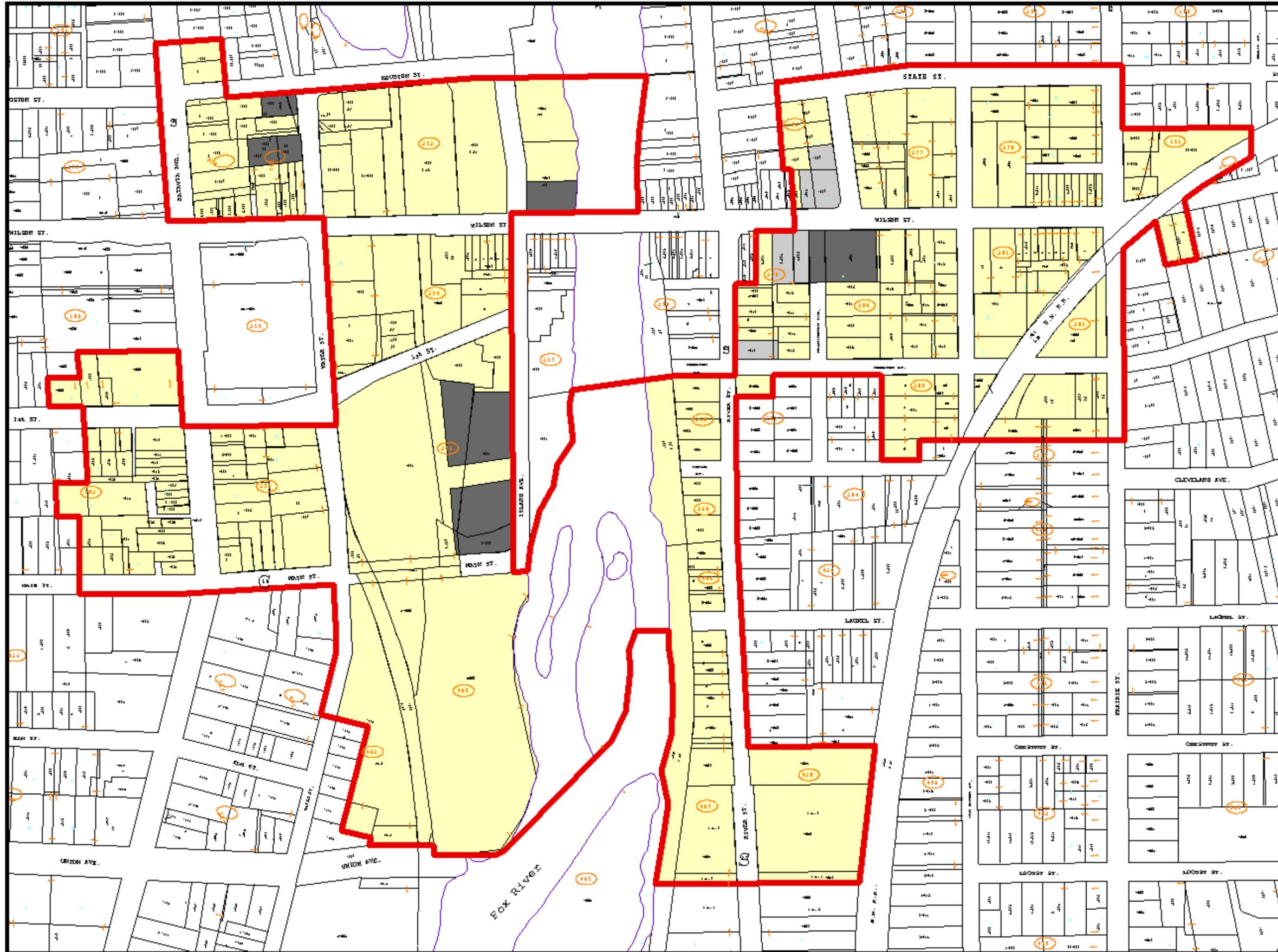


October 2003

Figure F:
**Anticipated
 Disposition**
 City of Batavia
 Downtown TIF Project

Legend

-  TIF Disposition
-  IDOT Disposition
-  Lots within TIF
-  TIF Project Area



Public improvement activities which are planned as part of this Redevelopment Plan and Program are illustrated in Figure D. These activities are based upon recommendations contained in the Downtown Batavia Master Plan, and include the following:

1. *Streetscape*: Streetscape improvements may be made to all streets throughout the Downtown Project Area. Streetscape enhancements include, but are not limited to, the following: street trees, special paving, pedestrian lighting, banners and planters.
2. *Riverwalk*: A riverwalk may be constructed along the west side of the Fox River, north of Union Avenue and South of Houston Street. This riverwalk would consist of a 10 foot wide pedestrian pathway, pedestrian lighting, decorative columns, an improved river wall and landscaping. The existing bike path located on the wastewater treatment site will be relocated and improved. Improvements to the riverwalk along the east side of the Fox River could also occur.
3. *Riverfront Parks*: One (1) riverfront park may be created at the southwest corner of the intersection of Webster Street and River Street. This park could include sidewalks, pedestrian lighting, landscaping, trees, and a gazebo.
4. *Entry Features*: Entry features may be constructed at the major entryways into the Downtown. These entry features could include identity features or monument signs, trees, landscaping, special paving, and special lighting.
5. *Wilson Street Bridge*: Enhancements to the Wilson Street bridge may include pedestrian paving, pedestrian lighting, banners, special accent lighting, improved rail treatments, and attached planters.
6. *Street Improvements*: Many of the streets within the Downtown Project Area will need to be improved. North Washington Street will be improved with a surface public parking lot; South Washington will dead-end into a private parking garage; Van Buren Street will be widened; the Prairie Street and Wilson Street intersection will be widened; the on-street parking on Wilson Street, east of Prairie Street will be replaced; Island Avenue, north of Wilson Street will be widened and include a boulevard; a new roadway will be constructed central to blocks 252, 254, and 256; and Shumway will be widened to include on-street parking.
7. *Public Parking*: In order to meet the increased demands and requirements for parking, several public parking projects are planned. Three (3) public parking structures, new on-street parking spaces, new off-street surface lots, and the reconfiguration and expansion of several existing lots are planned.
8. *Watermain Improvements*: Watermains throughout the Redevelopment Plan Area will need to be upgraded to accommodate future uses.
9. *Utility Relocation*: To improve the appearance of the area, existing powerlines should be relocated underground.

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

Phasing of Project

Redevelopment projects anticipated in this Plan may commence immediately. Major development and redevelopment projects may be completed within ten (10) years. Facade improvements, building rehabilitations, and other activities on individual properties will be encouraged during the first ten years of the Tax Increment Finance District, but may occur throughout the life of the TIF. The City may undertake additional public improvements or development projects as appropriate throughout the life of the Redevelopment Plan and Program.

Estimated Project Costs

Estimated public project costs are listed in Table 1. These costs are based on 2003 dollars and are therefore subject to inflation.

Table 1: Estimated Redevelopment Project Costs

| Category | Cost |
|---|---------------------|
| Property Assembly and Acquisition | \$4,570,000 |
| Demolition | \$665,000 |
| Environmental, Market and Planning Studies, Surveys, Development of Engineering and Architectural Plans, Specifications, Implementation and Administration Fees | \$3,300,000 |
| Rehabilitation, Reconstruction, Repair, or Remodeling of Existing Private Buildings and Fixtures | \$10,780,000 |
| Site Remediation | \$500,000 |
| Electric, Water, and Sewer Replacements | \$7,050,000 |
| Storm Sewer, Streets, Sidewalks, Street Trees, and Street Furniture | \$7,285,000 |
| Construction of Public Garages | \$12,200,000 |
| Job Training | \$500,000 |
| Facade Grants | \$590,000 |
| Eligible Costs of Taxing Districts (Including Schools) | \$210,000 |
| Total Estimated Project Costs | \$47,650,000 |

Note: Actual costs for each category identified above may vary. In addition, this table does not include costs associated with the issuance of municipal obligations, capitalized interest, reimbursement for a portion of privately issued obligations, financing costs during construction (not to exceed 36 months), or other eligible project costs. Such additional costs may or may not be incurred and can not be estimated at this time.

Sources of Funds

The Act provides a way for municipalities to finance public redevelopment costs with incremental real estate tax revenues. Incremental tax revenue is derived from the increase in the current equalized

assessed valuation (EAV) of real property within the Project Area over and above the certified initial EAV of the real property. Any increase in EAV is then multiplied by the current tax rate, resulting in the tax increment revenue.

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

- Real property tax increment revenues from the Project Area.
- Tax revenues resulting from the establishment of any Special Service Area districts within the Project Area.
- Interest earned on temporary investments.
- Gifts, grants, and contributions.
- Sale or lease of land proceeds.
- User fees.
- Municipal sales taxes.
- The City's general revenue fund.

The principal source of funds to undertake redevelopment activities will be the incremental increase in real property taxes attributable to the increase in the equalized assessed value of each taxable lot, block, tract or parcel of real property in the project area over the initial equalized assessed value of each such lot, block, tract or parcel. It is estimated that the incremental increase in property taxes over the term of the TIF District in 2002 dollars will be **\$47,175,000**. There may also be other eligible local sources of revenue, such as the sale or lease of City owned property that the City determines are appropriate to allocate to the payment of redevelopment project costs.

Nature and Term of Obligations to be Issued

The financial plan of this Redevelopment Plan is intended to establish a conservative public expenditure approach. Revenues will be accumulated in the special tax allocation fund to pay for public purpose expenditures identified in this Redevelopment Plan, and whenever practical, expenditures will be made on a cash basis. This method of financing shall not preclude the City from undertaking initiatives designed to stimulate appropriate private investment in the Project Area.

Certain redevelopment projects may be of such a scale or on such a time-table as to preclude financing on a cash basis. These projects may be funded by the use of tax increment revenue obligations issued pursuant to the Act for a term not to exceed 20 years. Consistent with the conservative nature of the financial plan 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 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.
- Any other taxes or anticipated receipts that the municipality may lawfully pledge.

Equalized Assessed Valuation

Table 2 lists the most recent (2002) equalized assessed valuation of properties in the Project Area by block. The total 2002 equalized assessed valuation of the Project Area is **\$12,349,414**.

Table 2: Equalized Assessed Valuation

| Section/Block | 2002 Equalized Assessed Value | Section/Block | 2002 Equalized Assessed Value |
|---------------|-------------------------------|---------------|-------------------------------|
| 22-132 | \$210,316 | 22-279 | \$515,576 |
| 22-178 | \$715,828 | 22-280 | \$1,071,361 |
| 22-180 | \$365,370 | 22-281 | \$1,056,287 |
| 22-182 | \$1,196,114 | 22-282 | \$39,285 |
| 22-202 | \$409,581 | 22-283 | \$65,206 |
| 22-251 | \$352,322 | 22-285 | \$213,890 |
| 22-252 | \$1,730,704 | 22-402 | \$303,201 |
| 22-254 | \$792,348 | 22-403 | \$27,003 |
| 22-255 | \$672,598 | 22-406 | \$171,793 |
| 22-256 | \$564,968 | 22-407 | \$80,908 |
| 22-259 | \$171,627 | 22-429 | \$109,351 |
| 22-260 | \$149,173 | 22-501 | \$0 |
| 22-276 | \$27,228 | 23-151 | \$231,544 |
| 22-277 | \$763,814 | 23-155 | \$78,031 |
| 22-278 | \$263,987 | Total | \$12,349,414 |

Upon the completion of anticipated redevelopment projects it is estimated that the equalized assessed valuation of real property within the Project Area will be in excess of **\$73,825,000**. This represents an approximate 504% increase in the total equalized assessed valuation. This figure is based upon estimates of value for the anticipated rehabilitation and 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 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 Downtown Batavia TIF Eligibility Findings Report and this Redevelopment Plan and Program, the City Council of Batavia, Illinois, can adopt the following findings pursuant to Section 11-74.4-3(n) of the Act.

Project Area Not Subject to Growth

The Project Area on the whole has not been subject to 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.

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

- ▶ As described in the Eligibility Study, the physical condition of the Project Area testifies to the lack of maintenance and improvement activities. In particular, the Eligibility Study identifies a prevalence of deterioration both of buildings and surface improvements. Such deterioration is a direct consequence of a lack of investment in the Project Area. While each individual property may not be deteriorated, the Project Area as a whole is characterized by a reasonable extent and meaningful distribution of this lack of investment.
- ▶ The total Equalized Assessed Value (EAV) of the Project Area has consistently lagged that of the balance of the City of Batavia between 1998 and 2001. Relative to the immediate surroundings, the Project Area has not experienced appropriate growth in the tax base or

shown evidence of private investment which increases the value of properties. Further, this is a significant trend that has persisted over a majority of the time period under analysis.

Second, the City finds that the Project Area would not reasonably be anticipated to be developed without adoption of this Redevelopment Plan. This conclusion is based upon the findings in the Downtown Batavia Master Plan, a study conducted by the City of Batavia, and information provided by private property owners in the Project Area, as follows:

- ▶ The Downtown Batavia Master Plan was formally adopted by the City in 2002. The primary impetus for preparation of this plan was the belief of the City that appropriate development and investment, consistent with the goals and objectives of the City, would not take place without specific planning attention to the area.
- ▶ The Downtown Batavia Master Plan specifically recommend the use of Tax Increment Financing as a financial tool to implement the land use and redevelopment recommendations. The Downtown Plan emphasizes that redevelopment of the area will require Tax Increment Financing to make the area attractive for development and redevelopment by eliminating the conditions which inhibit private investment.
- ▶ Development that is consistent with the recommendations of the Downtown Batavia Master Plan is not anticipated to occur without financial and other incentives through Tax Increment Financing. An assessment of the development and redevelopment opportunities outlined by the Downtown Master Plan, conducted by the City determined that the significant disadvantages suggest that achieving the Plan's goals and objectives will not be easy to accomplished. The market influencing disadvantages cited above will tend to reduce the revenues obtainable from the development alternatives under the present conditions, in other words, hinder feasibility. The conclusion of the assessment was that in the absence of municipal subsidy, redevelopment of the area, particularly in the fashion envisioned, would not be feasible.

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

Conformance with the Downtown Batavia Master Plan

This Redevelopment Plan and Program conforms to the Downtown Batavia Master Plan adopted in 2002. The Downtown Plan was prepared with the goal of creating an attractive, mixed use urban downtown that provides a "sense of place" for the City. It further provides a series of recommendations for enhancing the business mix and physical nature of the corridor in order to achieve this goal. The Downtown Batavia Master Plan identified opportunity sites which served as a starting point for the planning of redevelopment projects and public improvements contemplated in this TIF Redevelopment Plan and Program. Further, a TIF district was recommended as an implementation tool for the revitalization objectives identified in these plans.

Date of Completion

The estimated year of completion of the redevelopment projects is the year 2027 (23 years from the date of adoption of the ordinance approving the Redevelopment Plan and Program).

FINANCIAL IMPACT OF REDEVELOPMENT

Without the adoption of the Redevelopment Plan and Program, development and redevelopment projects within the Project Area are not reasonably expected to be undertaken by private enterprise. In the absence of City-sponsored redevelopment, there is a prospect that blighting factors will continue to exist and spread, and the Project Area on the whole and adjacent properties will become less attractive for the maintenance and improvement of existing buildings and sites. Erosion of the assessed valuation of property in and outside of the Project Area has already occurred, and could lead to further reductions of real estate tax revenue to all taxing districts.

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

1. Kane County
2. Kane County Forest Preserve District
3. Batavia Township
4. Batavia Township Road District
5. Batavia Library
6. Batavia Library 1998 Bond District
7. Batavia Library 1999 Bond District
8. Batavia Park District
9. Batavia School District 101
10. Waubonsee College District 516
11. City of Batavia

Impact on Kane County

Approximately 380 new residents may live in the Project Area at full build out, and some of these new residents may take advantage of programs offered by Kane County. However, it is likely that many of these residents already live in the County, and these new residents are not a significant increase in the total population of the County. Therefore, there will be minimal increased demand for services from or financial impact upon Kane County, and no program is set forth in the Redevelopment Plan.

Impact on Kane County Forest Preserve District

Approximately 380 new residents may live in the Project Area at full build out, and 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, and this increase in population is only a small percentage of the total population served. No program is set forth in the Redevelopment Plan.

Impact on Batavia Township

Batavia Township offers health services and senior services, such as dial-a-ride. The increased demand for these services by new residents will be incidental in relation to the total operations of the Township. Therefore, no program is set forth in the Redevelopment Plan.

Impact on Batavia Township Road District

The Batavia Township Road District maintains township roads. No new township roads are anticipated as a result of this Redevelopment Plan, and therefore, no program is set forth in the Redevelopment Plan.

Impact on Batavia Library, Batavia Library 1998 Bond District, and Batavia Library 1999 Bond District

Approximately 380 new residents may live in the Project Area at full build out. Whereas new commercial and residential development may increase demand for facilities and programs offered by the Library, this increase demand is only related to a small percentage of the total population served by the Batavia Library District. Additionally, the two (2) Library Bond Districts will continue to receive the same percentage of tax dollars at the time each district was established. No program is set forth in the Redevelopment Plan.

Impact on Batavia Park District

Approximately 380 new residents may live in the Project Area at full build out, and some of the residents of these new dwellings may seek recreational opportunities in Park District facilities. This new residential development should have minimal impacts on the Park District, and this increase in population is only a small percentage of the total population served. No program is set forth in the Redevelopment Plan.

Impact on Batavia School District 101

The Redevelopment Plan assumes a residential component of up to 168 new condominiums and 5 new townhouse units, fifty percent (50%) of which are two (2) bedroom and fifty percent (50%) of which are three (3) bedroom. Based on 1996 Illinois School Consulting Service/Associated Municipal Consultants, Inc. Factors, approximately new 49 school aged children might be anticipated to live in the Project Area at full build out. Of this total, District 101 (McWayne, Alice Gustafson, J.B. Nelson, H.C. Storm, Luis White, and New West Side Elementary Schools) will receive 28 new elementary students; nine (9) new middle school students at Batavia Middle School; and eight (8) new students at Batavia Senior High School. These figures are relatively small, and the increase in services required to support the additional student population is incidental and should not require any new capital expenditures. Therefore, no program is set forth in the Redevelopment Plan.

Impact on Waubensee College District 516

Approximately 310 new adult residents will live in the Project Area at full build out. Whereas, some of the residents of these new dwellings may seek educational opportunities at Waubensee College, the impact will be incidental, as this increase in population is only a small percentage of the total population served. No program is set forth in the Redevelopment Plan.

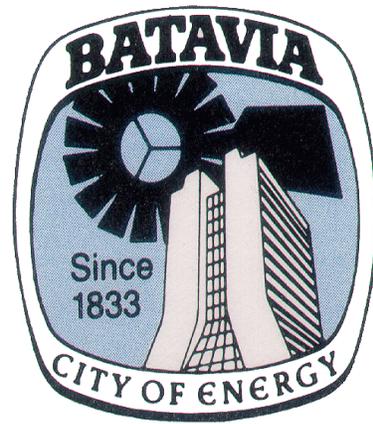
Impact on City of Batavia

As a result of new development in the Project Area, the City of Batavia may experience increased demand for services such as police protection and fire protection. This increased demand should not be so substantial that, on its own, warrants the hiring of additional police officers or the purchasing of additional fire trucks and related equipment. Therefore, no program is set forth in the Redevelopment Plan.

APPENDIX A - DOWNTOWN BATAVIA TIF ELIGIBILITY REPORT

DOWNTOWN BATAVIA
TAX INCREMENT FINANCING
ELIGIBILITY FINDINGS

City of Batavia, Illinois



October 2003

Teska Associates, Inc.
Evanston, IL

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INTRODUCTION

In 1987, the City of Batavia adopted an update to its Comprehensive Plan as a response to a new period of growth. The Plan divided the community into twelve planning districts for which specific goals, objectives, and recommendations were established to guide future growth and development. The downtown was identified as *Planning Unit One*, and conditions at the time revealed that this area of the community was becoming obsolete, evidenced by the fact that many existing buildings and sites were determined to be unsuitable for modern commercial development. To encourage new investment in the downtown, the City adopted its first Tax Increment Financing (TIF) District, the "Riverfront TIF District," in 1989. Subsequent to the establishment of this TIF, the City expanded the scope of downtown planning and in 1993 commissioned *A Strategic Business Plan for Downtown Batavia*, with the purpose of providing a consistent and coherent long-term direction for improving the quality and type of development. In 1994, the City adopted its second TIF District, the "Batavia Junior High Block 253 TIF District," which included the former junior high school building. This site has since become the location of the new municipal library building. Almost fifteen years after the Comprehensive Plan update, City officials continue to support revitalization efforts within the Central Business District as a high priority, recognizing that without an attractive and vibrant central area, the City will lose development opportunities which are important to the survival of the downtown.

Downtown Batavia has experienced dramatic changes over the past several decades. Historically defined by limestone factories and warehouses, the Central Business District is now dominated by strip shopping centers and surface parking lots. Even though some modest reuse and redevelopment activities are apparent, new investment has not kept pace with the growth of the City. Through the development of the *Downtown Batavia Master Plan*, currently in Draft format, the City hopes to prescribe the foundation for future development within the proposed TIF Project Area. Preliminary recommendations recognized the need for concentrated efforts to encourage mixed-use developments with added residential densities to support existing and future commercial endeavors, as well as contribute to the overall street-life; the development of new public parks and attractions; overall streetscape and facade improvement efforts; the construction of an additional bridge at First Street; and the continued adaptive re-use of existing historically significant structures.

Having established the goals in the Downtown Master Plan to conserve the taxable value of land and buildings and to protect the character and the stability of the residential, business, industrial, and manufacturing areas within Batavia, the City has decided to take direct measures to encourage redevelopment efforts in the Project Area. City officials have determined that, without direct municipal involvement and financial assistance, the City's goals and objectives as expressed in its plan for the downtown cannot be met. To encourage new investment in the designated Downtown Project Area #3, the City of Batavia has decided to explore the feasibility of tax increment financing (TIF) as the financial tool to facilitate development.

Tax increment financing can be used to make the Project Area attractive for redevelopment by eliminating the conditions which 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. Public improvements may be constructed and incentives provided to encourage the type of private investment that will allow the City to achieve its goals for the Downtown area.

TAX INCREMENT FINANCING

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 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").*

Determination of eligibility of the Downtown Batavia TIF Redevelopment Project Areas is based on data gathered through field observation by Teska Associates, Inc. (TAI), document and archival research, and information provided by the City of Batavia. This information was then compared against the eligibility criteria set forth in the Act.

The Project Area is eligible for designation as a "conservation area". This is based on the predominance and extent of parcels exhibiting the following characteristics: **age, deterioration, inadequate utilities, lack of community planning**, and **decline in EAV**. Each of these factors contribute significantly towards the decline of the Project Area.

DESCRIPTION OF THE PROJECT AREA

The Project Area is generally bound on the east side of the Fox River by Delia Street and Prairie Street on the east, the Fox River on the west, State Street on the north, and Adams Street and Locust Street on the south. West of the Fox River, the Project Area is bound by the Fox River on the east, Batavia Avenue and Lincoln Street to the west, Houston Street on the north, and Main Street and Union Avenue on the south. The east and west portions of the Project Area are connected by a bridge that crosses the Fox River at Wilson Street (see *Figure 1* for the Project Area Boundary delineation).

A mixture of land use types are contained within the Project Area, including single-family and multiple-family residential, commercial, industrial, warehousing, institutional/government, office, public and private open space, and mixed use developments. Also contained within the Project Area is the City's sewage treatment plant and various parcels containing quarries that have produced their limit.

The Project Area contains 140 principle structures on 182 parcels. There are 25 full or partial blocks within the Project Area, totaling approximately 103 acres. A total of 48 parcels contain residential units, either single-family, multiple-family, or residential units above first floor commercial uses.

ELIGIBILITY FINDINGS

Teska Associates, Inc. conducted a field survey of every property in the Project Area. Based on an inspection of the exteriors of buildings and grounds, field notes were taken to record the condition for each parcel. Initial surveys occurred on June 22, 2001 and June 26, 2001, with a follow-up survey conducted on January 6, 2002. Photographs were taken to further document the observed conditions. Field observations were supplemented with an existing utility condition analysis provided by the City of Batavia Engineer. The results of the survey are summarized below.

❖Age of Buildings

Based on field analysis and historical records provided by the City of Batavia, 118 out of the 140 buildings, or 84.3% of the structures are 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. These buildings are well distributed throughout the district as a whole (see *Figure 2* for Distribution of Structures Age 35 Years and Older). **Therefore, age is a contributing factor in the eligibility of the Project Area as a TIF District.**

❖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, no structures in the Project Area display this extreme physical state to be classified as dilapidated. Therefore, it does not contribute to the designation of the Project Area.

❖Obsolescence

Obsolescence is the condition or process of falling into disuse. Obsolete structures have become ill-suited for the original use.

Whereas numerous structures within the Project Area were determined to exhibit obsolescence, there is not enough distribution to qualify as a contributing factor.

❖ Deterioration

With respect to buildings, deterioration refers to defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. The field survey found deterioration in 56 out of 140 buildings, or 40% of the structures in the Project Area (see *Figure 3* for Distribution of Parcels Displaying Structural Deterioration).

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 of surface improvements was found in 95 of the 182 total parcels, or 52.2% of the district. This included overpaving, crumbling of parking lots, weeds, unkept vacant lots, standing water, unpaved driveways, and potholes. (see *Figure 4* for Distribution of Parcels Displaying Surface Deterioration).

The deterioration of buildings and deteriorated surface improvements are present throughout the Project Area (see *Figure 5* for Overall Distribution of Parcels Displaying Deterioration). **Because distinct signs of both building deterioration and deteriorated site improvements are present in many parcels in the Project Area, this factor contributes to the designation of a conservation area.**

❖ Presence of Structures Below Minimum Code Standards

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

Correspondence with City staff indicated that there is limited documentation that identifies the number of structures below minimum code.

Field observation conducted by Teska Associates, Inc. Identified 15 structures, or 10.7%, that were below minimum code standards for the City. Excessive coverage, unpaved commercial parking lots, insufficient parking, illegal outdoor storage, and illegal uses were some of the noted observations. Since this factor is not present to a significant extent, it does not contribute to the designation of the Project Area as a conservation area.

❖ 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.

❖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.

Approximately 2.1% of the of the total structures are presently vacant or partially vacant. Deterioration and the age of these buildings is often associated with the incidence of vacancies. The buildings which are currently vacant do show signs of deterioration. In addition, there are 14 vacant parcels. Although this factor is present in the Project Area, it is not distributed enough to contribute to the designation of the Project Area as a conservation area.

❖Lack of Ventilation, Light, or Sanitary Facilities

Inadequate ventilation is characterized by the absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke, or other noxious airborne materials. Inadequate natural light and ventilation means the absence or inadequacy of skylights or windows for interior spaces or rooms and improper window sizes and amounts by room area to window area ratios. Inadequate sanitary facilities 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 there is some evidence of inadequate storage and enclosure within the Project Area, this is a relatively minor factor in the area and is not a significant contribution to the eligibility of the area.

❖Inadequate Utilities

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

Findings of inadequate utilities has been determined by the submission of information from the City Engineer. According to the City, the storm and sanitary sewers and water mains in the Project Area were originally constructed between 1895 and 1930; water mains were constructed between 1895 and 1925. The City has determined that the older mains that have not been replaced will need to be replaced in the future. To support new development within the Project Area, the noted storm and sanitary and water main replacements are summarized as follows:

- ❑ *Area along North River Street from Madison to Church: replacement of 6" water main to 12" main along River Street;*
- ❑ *Area between Lincoln and Route 31 from Houston to Main Street: replacement of 4" water main to 10" main in Lincoln, and an 8" water main should be added along Wilson Street;*
- ❑ *"Downtown" Area west of the Fox River, north of Main Street: additional reinforcement water mains are planned for in this area;*
- ❑ *Area east of the Fox River to Van Buren between State and Webster: replacement of 8" water main to 12" main along River Street, and the 4" water main in Van Buren should be replaced with an 8" main;*

- ❑ *Area including North River Street between River Street, and Van Buren from State to Webster: replacement of existing old Limestone tunnel with a pipe for its entire length; sanitary sewer along River Street is nearing capacity and will need to be replaced unless the stretch south of Spring Street is replaced with a larger pipe, or a companion pipe is added;*
- ❑ *Area at Main Street and Route 31: replacement of 4" pipe to 8" on Main Street;*
- ❑ *Area west of the Route 31 to Fox River between Union and Main Street: replacement of 4" pipe to 8" main on Main Street, and the extension of a 10" pipe down Union from Water Street to the existing 10" main at the wastewater treatment plant;*
- ❑ *Area between Prairie and Delia from Wilson to State: the existing 6" main on Prairie predates 1960; an additional storm sewer is required to drain the property at 415 Wilson Street (450 L.F. of 12" pipe with 5 catch basins would be required).*

Based on the information provided by the City Engineer, it has been determined that this factor contributes to the designation of the Project Area as a conservation area (see *Figure 6* for a description of the Inadequate Utilities).

❖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.*

Properties in the Project Area were not determined to display excessive coverage beyond that typically found in a downtown setting. This factor does not make a contribution to the designation of the Project Area as a conservation area.

❖Deleterious Land Use or Layout

Deleterious land uses include the existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses considered to be noxious, offensive, or unsuitable for the surrounding area. Nine parcels in the Project Area were determined to exhibit deleterious land use or layout. Given the limited distribution of deleterious land uses in the Project Area, this factor does not contribute significantly to the eligibility of the area.

❖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 was established in 1833, and the City's most recent Comprehensive Plan was adopted in 1987. According to the draft *Downtown Batavia Master Plan*, the Plan of 1987 is "the most recent guide for planning decisions, yet is rather vague and sufficiently out-of-date with the current situation in Batavia, as well as with current planning practice." A majority of the Project Area developed without the guidance of the current Plan of 1987, with over 75% of the existing structures being constructed prior to its existence. The most problematic evidences of this factor include the creation of parcels of inadequate shape and size; "flag" lots with insufficient frontage; parcels without frontage or access to a road; access to lots via adjacent lots; the existence of "sliver" lots of insufficient width and/or depth; lack of on-site parking; inappropriate lot configurations and inappropriate subdivisions.

Additionally, the City's past development Plans did not foresee the amount of growth and development that would occur on both sides of the Fox River and failed to plan for additional bridge crossings to link the two areas. The construction of a second bridge has by discussed by the community recently; approval and construction of a bridge within the downtown area would have a large impact on future development efforts within the City.

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.

❖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.

Properties in the Project Area are not known to display an obvious need for environmental clean-up, however discussions with City staff have revealed ongoing IEPA clean-up at the 12-22-256 block of the project area. Prior to significant redevelopment projects within the project area, appropriate environmental audits should be performed. Due to the remoteness of this factor, it does not make a contribution to the designation of the Project Area as a conservation area.

❖ 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.

Overall, the EAV of the Project Area does not indicate substantial growth or investment, with the largest increase occurring between the years 2001 and 2002. Most significantly, the percent change in the EAV of the Project Area was less than the percent change in EAV of the balance of the City of Batavia in 1997, 1998, 1999, 2000, and 2001. Relative to the immediate surroundings, the Project Area has not experienced appropriate growth relative to the City's tax base or shown evidence of a level of private investment which substantially increases the value of properties. **Based on this evidence, lag in growth of EAV is a contributing factor toward the designation of the Project Area as a conservation area.**

| | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| Total Equalized Assessed Value (EAV) of Project Area | \$12,394,414 | \$11,027,688 | \$10,151,904 | \$9,726,454 | \$9,585,433 | \$9,618,329 |
| Percent Change in EAV from Prior Year | 10.70% | 7.94% | 4.19% | 1.45% | -0.34% | 2.55% |
| Equalized Assessed Value of City of Batavia (Excluding Project Area) | \$676,138,857 | \$614,356,450 | \$556,734,449 | \$501,343,362 | \$461,006,441 | \$430,631,021 |
| Percent Change in City EAV from Prior Year | 9.08% | 9.44% | 9.95% | 8.05% | 6.59% | 5.68% |

Conclusion

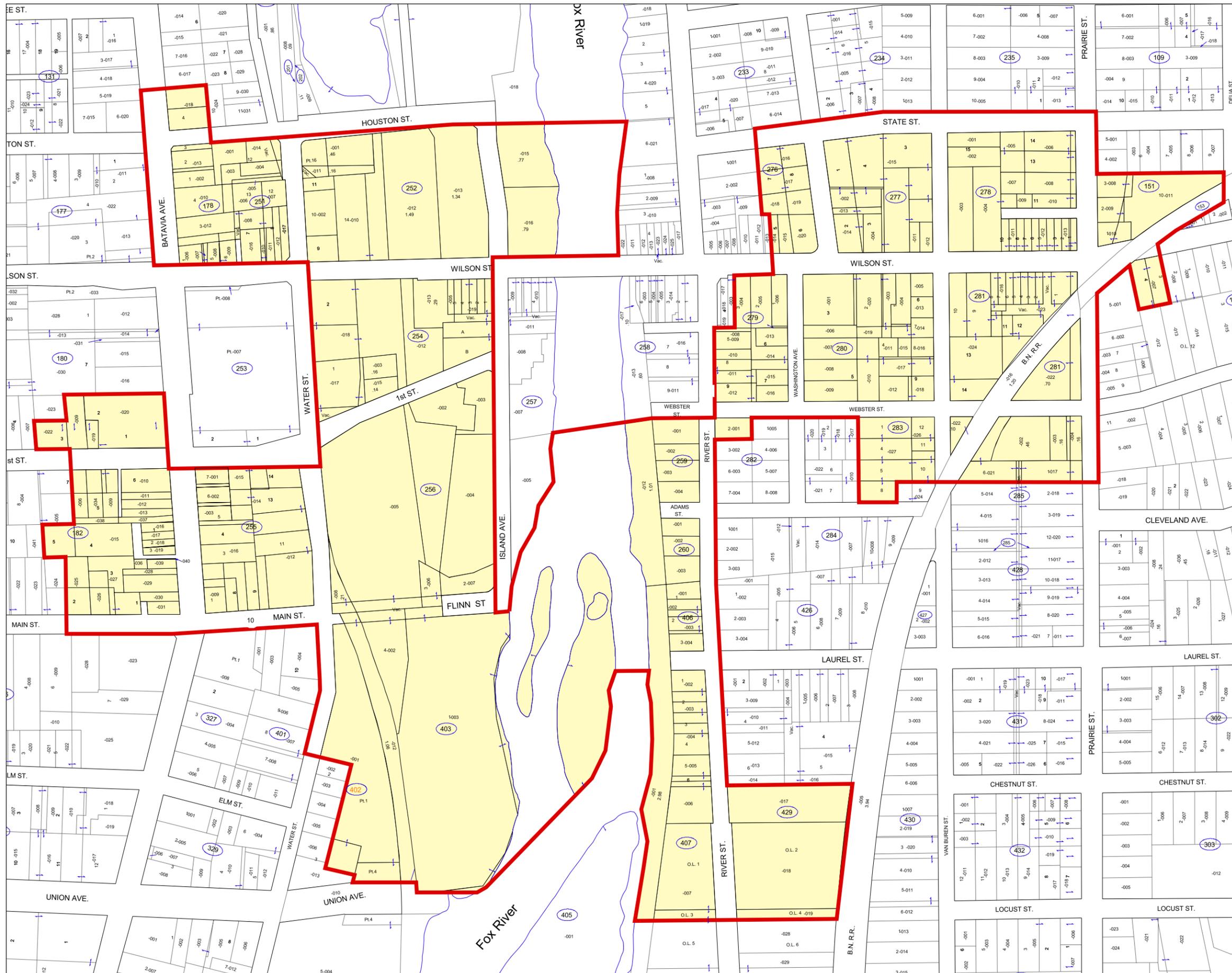
Based on the findings contained herein, the Project Area qualifies as a conservation area according to the criteria established by the Act, based on the predominance and extent of parcels exhibiting the following characteristics:

1. Age
2. Deterioration
3. Inadequate Utilities
4. Lack of Community Planning
5. EAV Decline

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.

Figure 1:
**TIF Project
 Boundary Area**
**City of Batavia
 Downtown TIF Project**

- Lots within Boundary
- Project Area



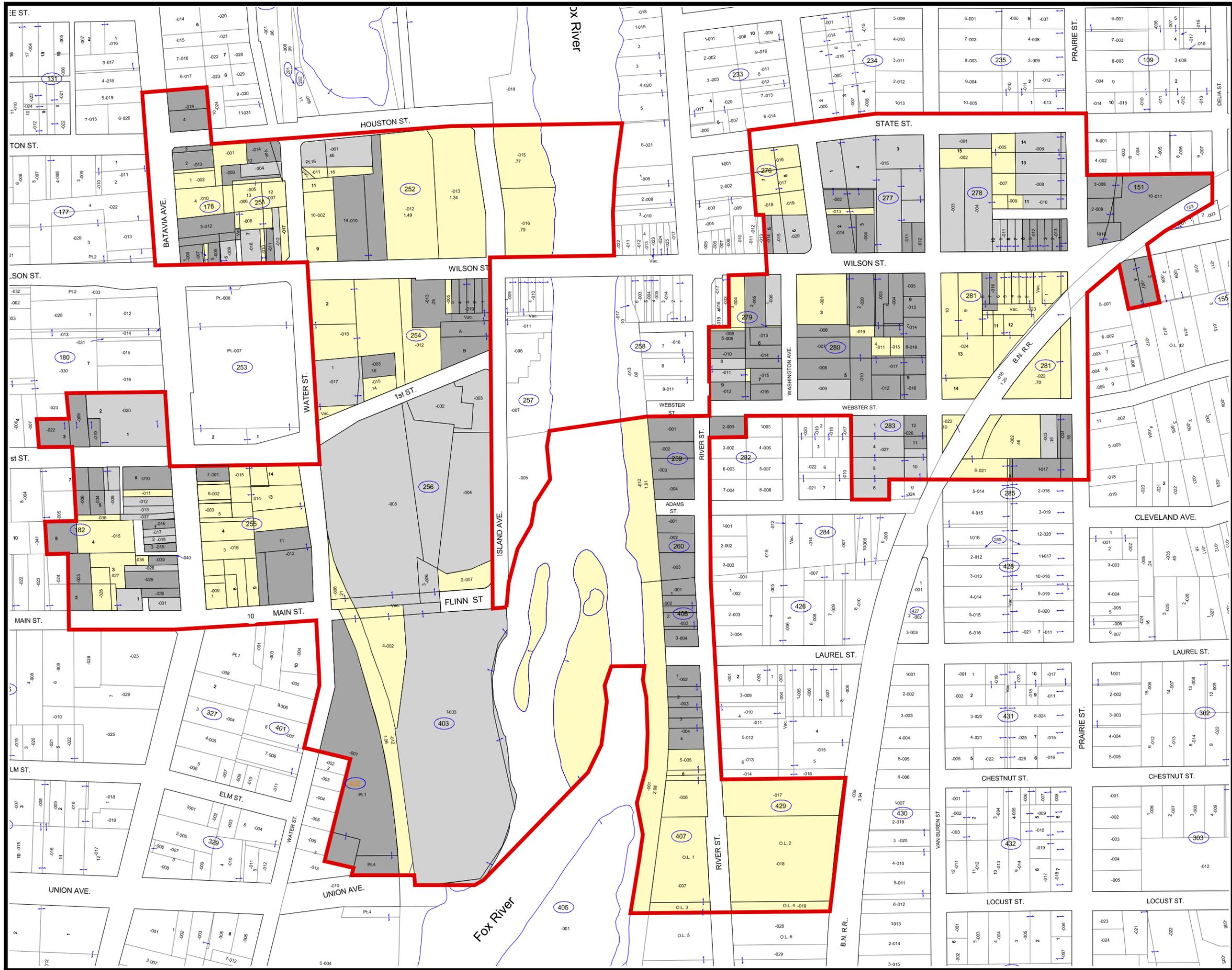


Figure 2:
**Buildings Over
 35 Years of Age**
 City of Batavia
 Downtown TIF Project

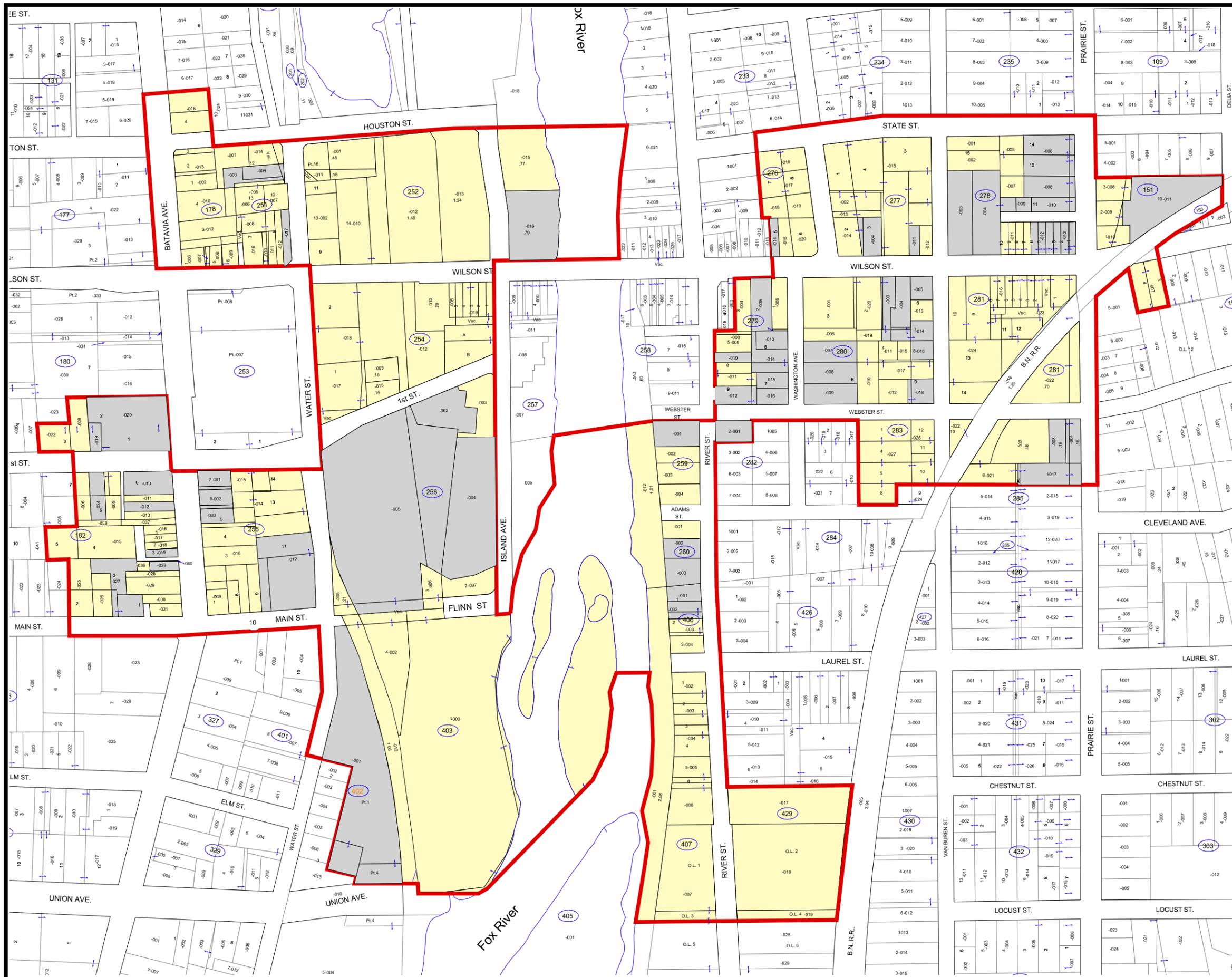
- Lots within Boundary
- Project Area
- Buildings Over 35 Years of Age (Based on Building Records)
- Buildings Over 35 Years of Age (Based on Site Inspections)



Figure 3:
Structural
Deterioration

City of Batavia
Downtown TIF Project

- Lots within Boundary
- Project Area
- Deterioration Present



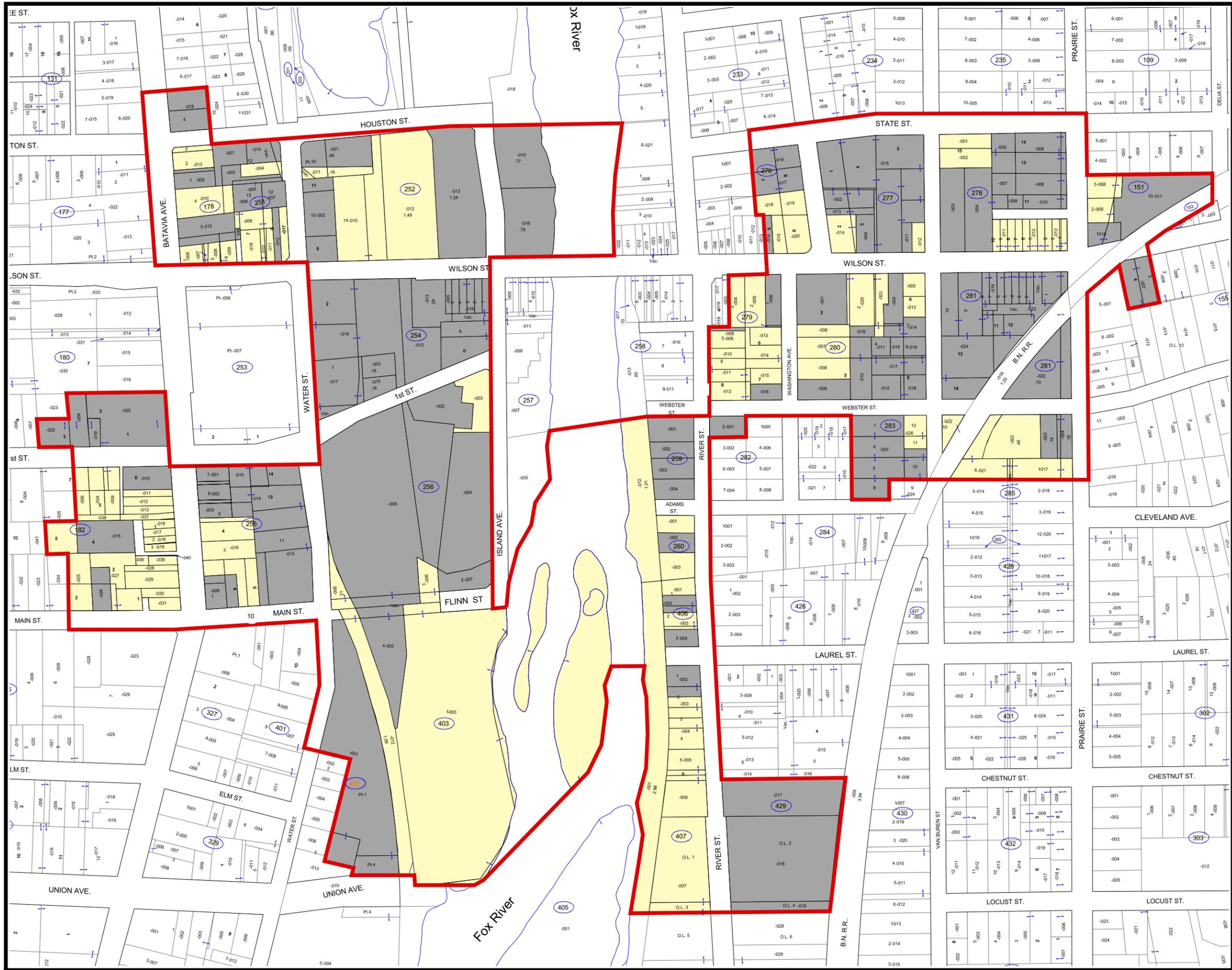


Figure 4:
**Deteriorated Site
 Improvements**

**City of Batavia
 Downtown TIF Project**

- Lots within Boundary
- Project Area
- Lots Exhibiting Deteriorated Site Improvements



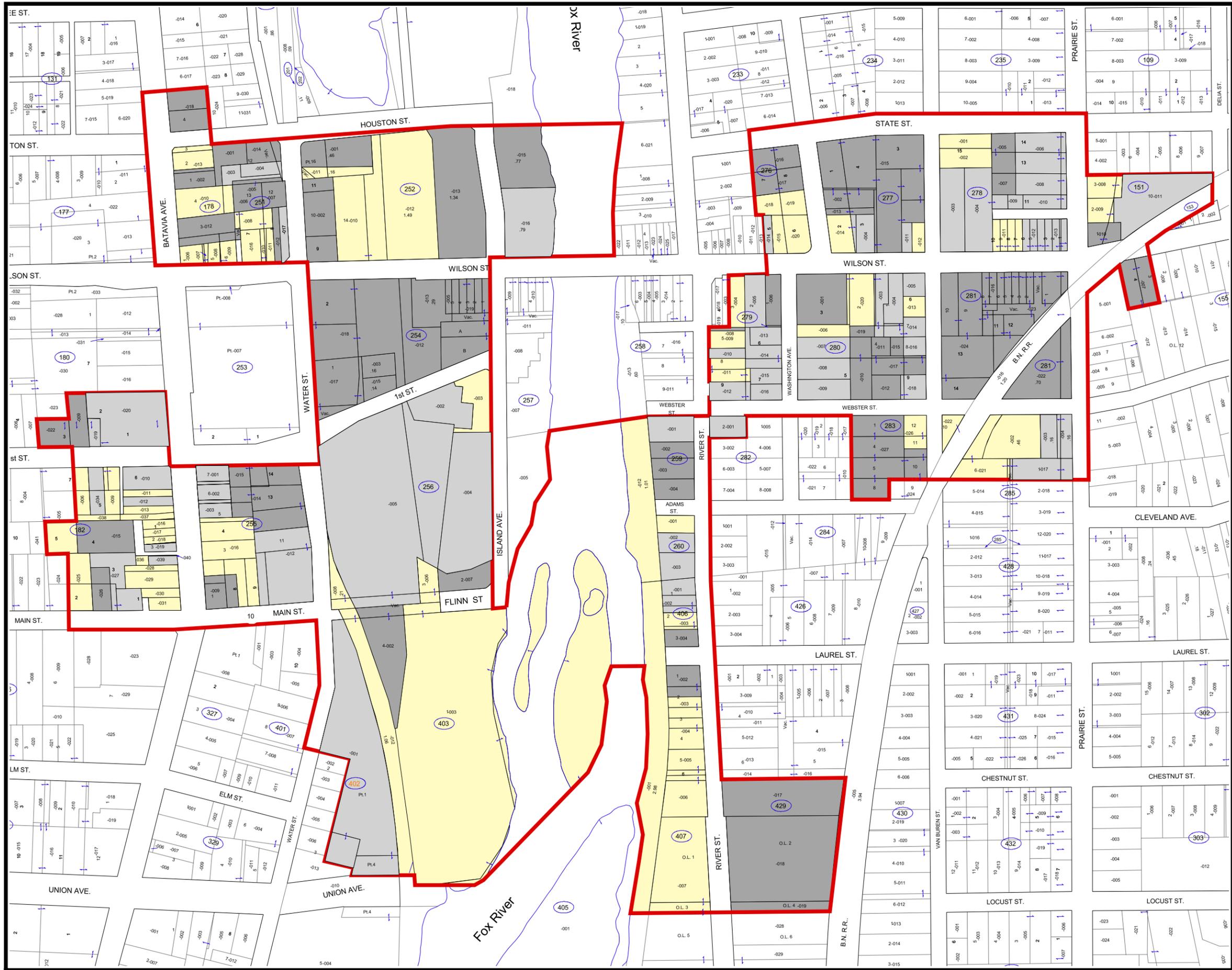


Figure 5:
**Overall
 Deterioration**
 City of Batavia
 Downtown TIF Project

-  Project Boundary
-  Lots within Boundary
-  Structural Deterioration
-  Surface Deterioration



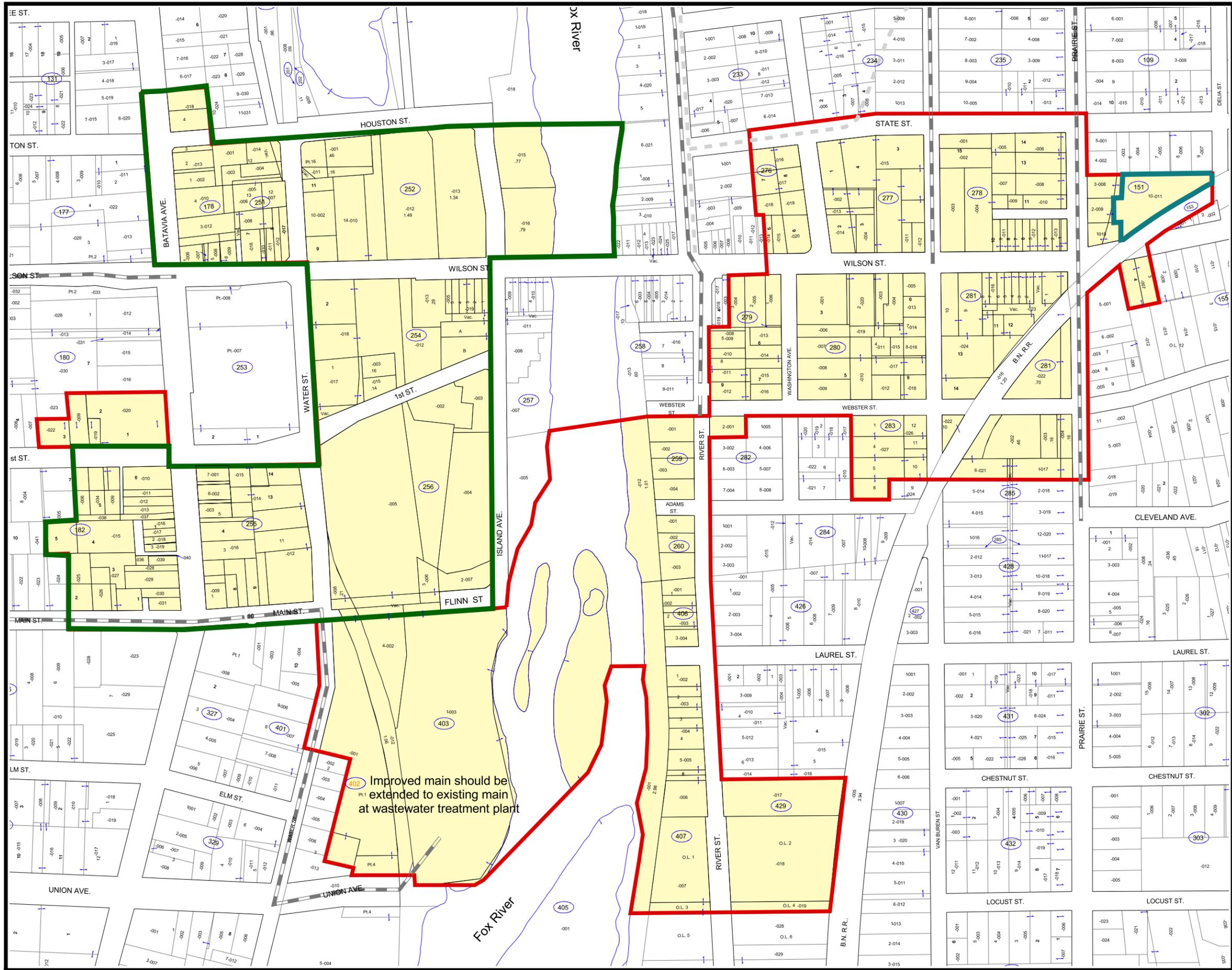


Figure 6:
Inadequate Utilities
 City of Batavia
 Downtown TIF Project

- Lots within Boundary
- Project Area
- Sewer Line Improvements
- Water Main Improvements
- Additional water main reinforcements planned for in designated area
- Additional storm sewer required to drain site



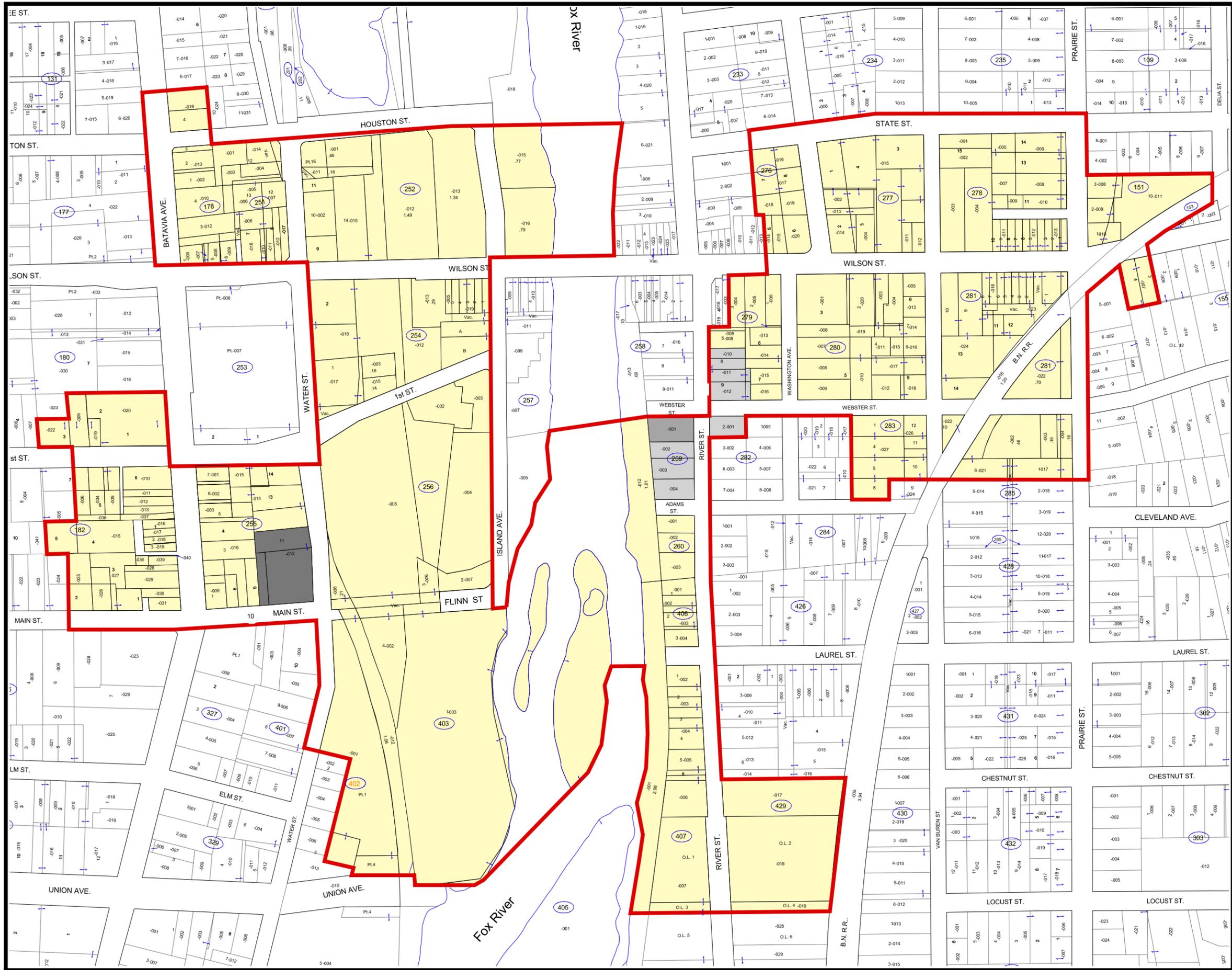


Figure 7:
Housing Impact
 City of Batavia
 Downtown TIF Project

-  Project Boundary
-  Lots within Boundary
-  Single-Family (1 Unit)
-  Multi-Family (2 Units)
-  Vacant Single-Family

