

ORDINANCE NO. _____

Date Passed: January 11, 2016

**AN ORDINANCE APPROVING THE PROPOSED DOWNTOWN
AND SOUTHERN GATEWAY TAX INCREMENT
FINANCING REDEVELOPMENT PLAN AND PROJECT**

WHEREAS, the City of Rochelle is a body politic and corporate, organized and existing pursuant to the Illinois Municipal Code, 65 ILCS 5/1-1-1, et. seq.; and

WHEREAS, the Mayor and City Council (collectively, the "*Corporate Authorities*") of the City of Rochelle, Ogle & Lee Counties, Illinois (the "*City*"), have determined that the stable economic and physical development of the City is endangered by the presence of progressive deterioration of structures, by a lack of physical maintenance of such structures, by obsolete and inadequate community facilities, by obsolete platting, and by deleterious land use and layout, all of which impair private investments, threaten the sound growth and the tax base of the City and the taxing districts having the power to tax real property in the City (the "*Taxing Districts*"), and threaten the health, safety, morals, and welfare of the public; and

WHEREAS, the Corporate Authorities have determined that in order to promote and protect the health, safety, morals, and welfare of the public, adverse conditions in the City which require conservation measures in order to encourage redevelopment of the City must be undertaken and restore and enhance the tax base of the City and the Taxing Districts; and

WHEREAS, pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (the "*TIF Act*"), the Corporate Authorities are empowered to undertake the development and redevelopment of a designated area within its municipal boundaries in which conditions permit such area to be classified as a "blighted area" or a "conservation area" as defined in Section 11-74.4-3(a) of the TIF Act; and

WHEREAS, pursuant to the TIF Act, the City now desires to develop and redevelop approximately 264 acres (including rights-of-way), which is generally located south of 6th and 7th Avenues, including properties along South Illinois Route 251 to Veterans Parkway, properties south of First Avenue west of South Main Street to Veterans Parkway, properties north of First Avenue from Jack Dame Road to Caron Road, west of Kyte Creek and north to 7th Avenue, as the Downtown and Southern Gateway Redevelopment Plan and Project Area (the "*Proposed Area*"); and

WHEREAS, in addition, the TIF Act requires that when any Proposed Area contains 75 or more inhabited residential units, a housing impact study should be

prepared which study should include data as to whether such units are single-family or multi-family, number and types of rooms within the units, if available, whether or not inhabited or uninhabited, and the racial and ethnic composition of the residents in the inhabited units; and

WHEREAS, the City caused the preparation of a housing study of the Proposed Area and held a public meeting on September 15, 2015, after due notice as required by the TIF Act, to advise the public, the affected taxing districts, taxpayers and residents of the City's preparation of a redevelopment plan for the Proposed Area; and

WHEREAS, the City has caused the preparation of an eligibility study to determine whether the Proposed Area qualifies as a "redevelopment project area" pursuant to the TIF Act; and

WHEREAS, the City was advised in August 2015 that the Proposed Area qualifies as a "redevelopment project area" under Section 11-74.4-3 of the TIF Act; and

WHEREAS, it is therefore concluded by the Corporate Authorities that the Proposed Area remains qualified as a "redevelopment project area" under Section 11-74.4-3 of the TIF Act as of today's date; and

WHEREAS, the City has further caused the preparation of and made available for public inspection the Downtown and Southern Gateway Tax Increment Financing Plan and Project which includes a proposed redevelopment Plan and Project for the Proposed Area (the "*Plan*" and "*Project*"); and

WHEREAS, the Plan and Project sets forth in writing the program to be undertaken to accomplish the objectives of the City and includes estimated redevelopment project costs proposed for the Proposed Area, evidence indicating that the Proposed Area on the whole has not been subject to growth and development through investment by private enterprise, an assessment of the financial impact of the Proposed Area on or any increased demand for services from any taxing district affected by the Plan and any program to address such financial impact or increased demand, the sources of funds to pay costs, the nature and term of the obligations to be issued, the most recent equalized assessed valuation of the Proposed Area, an estimate as to the equalized assessed valuation after redevelopment, the general land uses to apply in the Proposed Area, and a commitment to fair employment practices and an affirmative action plan, and the Plan and Project accordingly complies in all respects with the requirements of the TIF Act; and

WHEREAS, pursuant to Section 11-74.4-5 of the TIF Act, the Corporate Authorities called a public hearing (the "*Hearing*") relative to the Plan and Project and the designation of the Proposed Area as a redevelopment project area under the TIF Act

and fixed the time and place for such Hearing for 7:00 p.m. on the 19th day of November, 2015, at the City Hall, City of Rochelle, 420 N. 6th Street, Rochelle, Illinois; and

WHEREAS, due notice in respect to such Hearing was given pursuant to Sections 11-74.4-5 and 11-74.4-6 of the TIF Act, said notice, together with a copy of the Plan, was sent to the Taxing Districts and to the Illinois Department of Commerce and Economic Opportunity of the State of Illinois by certified mail on October 4, 2015, by publication on October 22, 2015, and November 1, 2015, and by certified mail to taxpayers within the Proposed Area on November 4, 2015; and

WHEREAS, the City has established and given public notice of an “interested persons registry” for the Proposed Area in compliance with the requirements of the TIF Act; and

WHEREAS, the City has given such notice to all persons and organizations who have registered for information with such registry, all in the manner and at the times as provided in the TIF Act; and

WHEREAS, the City has given due notice of the availability of the Plan and Project to all residents within 750 feet of the boundaries of the Proposed Area in compliance with the requirements of the TIF Act; and

WHEREAS, the Village has convened a Joint Review Board as required by and in all respects in compliance with the provisions of the TIF Act; and

WHEREAS, the Joint Review Board has met at the time and as required by the TIF Act and has reviewed the public record, planning documents, and a form of proposed ordinance approving the Plan and Project; and

WHEREAS, the Joint Review Board has adopted a recommendation on November 12, 2015 (to proceed/to not proceed to) implement the Plan and Project and to designate the Proposed Area as a redevelopment project area under the TIF Act; and

WHEREAS, the Joint Review Board based its decision on the basis of the Proposed Area satisfying the eligibility criteria defined in Section 11-74.4-3 of the TIF Act, all as provided in Section 11-74.4-5(b) of the TIF Act; and

WHEREAS, the City held the Hearing on November 19, 2015, at the City Hall, City of Rochelle, 420 N. 6th Street, Rochelle, Illinois; and

WHEREAS, at the Hearing, any interested person or affected Taxing District was permitted to file with the Municipal Clerk written objections and was heard orally in

respect to any issues embodied in the notice of said Hearing, and the City heard and determined all protests and objections at the Hearing; and

WHEREAS, the Hearing was adjourned on the 19th day of November 2015; and

WHEREAS, the Plan and Project set forth the factors which cause the Proposed Area to be a blighted area, and the Corporate Authorities have reviewed the information concerning such factors presented at the Hearing, and have reviewed other studies and are generally informed of the conditions in the Proposed Area which could cause the area to be a "conservation area," as defined in the TIF Act; and

WHEREAS, the Corporate Authorities have reviewed evidence indicating that the Proposed Area on the whole has not been subject to growth and development through investment by private enterprise, and have reviewed the conditions pertaining to lack of private investment in the Proposed Area to determine whether private development would take place in the Proposed Area as a whole without the adoption of the proposed Plan and Project; and

WHEREAS, the Corporate Authorities have reviewed the conditions pertaining to real property in the Proposed Area to determine whether contiguous parcels of real property and improvements thereon in the Proposed Area would be substantially benefitted by the proposed improvements; and

WHEREAS, the Corporate Authorities have made an assessment of any financial impact of the Proposed Area on or any increased demand for services from any Taxing District affected by the Plan and Project and any program to address such financial impact or increased demand; and

WHEREAS, the Corporate Authorities have reviewed the proposed Plan and Project and the existing comprehensive plan for development of the City as a whole, to determine whether the proposed Plan and Project conform to the comprehensive plan of the City;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCHELLE, OGLE COUNTY, ILLINOIS, as follows:

Section 1. Findings. The Corporate Authorities hereby make the following findings:

- (a) The Proposed Area is legally described in *Exhibit A*, attached hereto and incorporated herein. A map showing the street location for the Proposed Area is attached hereto as *Exhibit B* and incorporated herein.

- (b) Conditions exist which cause the Proposed Area to be subject to designation as a redevelopment project area under the TIF Act and to be classified as a conservation area, as defined in Section 11-74.4-3 of the TIF Act.
- (c) The Proposed Area on the whole has not been subject to growth and development through investment by private enterprise and would not be reasonably anticipated to be developed without the adoption of the Plan and Project.
- (d) The Plan and Project conform to the comprehensive plan for the development of the City as a whole.
- (e) As set forth in the Plan and in the testimony at the public hearing, the estimated date of completion of the Project is December 31, 2039, and the estimated date of the retirement of any obligation incurred to finance redevelopment project costs as defined in the Plan is December 31, 2039.
- (f) The parcels of real property in the Proposed Area are contiguous, and only those contiguous parcels of real property and improvements thereon which will be substantially benefitted by the proposed Project improvements are included in the Proposed Area.

Section 2. Exhibits Incorporated by Reference. The Plan and Project which were the subject matter of the public hearing held on the 19th day of November, 2015, are hereby adopted and approved. A copy of the Plan and Project is set forth in *Exhibit C*, attached hereto and incorporated herein.

Section 3. Invalidity of Any Section. If any section, paragraph, or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph, or provision shall not affect any of the remaining provisions of this Ordinance.

Section 4. Superseder and Effective Date. All ordinances, resolutions, motions, or orders in conflict with this Ordinance are repealed to the extent of such conflict, and this Ordinance shall be in full force and effect immediately upon its passage by the Corporate Authorities and approval as provided by law.

This ordinance shall become effective after its passage, approval and publication as provided by law.

PASSED AND APPROVED this 11th day of January, 2016.

Ayes: _____ Nays: _____ Abstain: _____

Mayor

Attested: _____
City Clerk

EXHIBIT A
Legal Description of Designated Area

Part of the Southeast Quarter of Section 23; part of the South-half of Section 24; part of Section 25 and part of the Northeast Quarter of Section 26, Township 40 North, Range 1 East of the Third Principal Meridian, Ogle County, Illinois, bounded and described as follows:

Commencing at the Southeast Corner of said Section 24; thence Westerly along the South Line of said Section 24, to the Northeasterly Right-of-Way Line of the Burlington Northern Santa Fe Railroad; thence continuing Westerly along said South Line, to the Southwesterly Right-of-Way Line of said railroad; thence Southeasterly along said Southwesterly Right-of-Way Line to the Southerly Right-of-Way Line of a public road designated 1st Avenue; thence Westerly along said Southerly Right-of-Way Line to the Northeasterly Right-of-Way Line of a public road designated 2nd Street; thence Southwesterly to the Northerly corner of Lot 1 of Braiden's 4th Addition to the City of Rochelle; thence Southwesterly along the Northwesterly Line of said Braiden's 4th Addition and the Southwesterly extension thereof to the Northeasterly Right-of-Way Line of a public road designated South Main Street; thence Southeasterly along said Northeasterly Right-of-Way Line to the Southwesterly Corner of parcel #24-25-213-003; thence Southwesterly to the Northeasterly Corner of parcel # 24-25-209-010; thence Southwesterly along the Southeasterly Line of said parcel to the Southwesterly Corner of said parcel; thence Northwesterly along the Southwesterly Line of said parcel to the Southeasterly Line of parcel #24-25-209-009; thence Southwesterly along said Southeasterly Line to the Southwesterly Corner of said parcel; thence Northwesterly along the Southwesterly Line of said parcel to the Northwesterly Corner of said parcel; thence Northeasterly along the Northwesterly Line of said parcel to the Southwesterly Corner of parcel #24-25-209-008; thence Northwesterly along the Southwesterly Line of parcels #24-25-209-008, #24-25-209-007, #24-25-209-006 and #24-25-209-005 to the Southeasterly Line of parcel #24-25-209-002; thence Southwesterly along said Southeasterly Line to the Southwesterly Corner of said parcel; thence Northwesterly along the Southwesterly Line of said parcel to the Southeasterly Right-of-Way Line of a public road designated Avenue "D"; thence Southwesterly along said Right-of-Way Line to the end of said Right-of-Way; thence Northwesterly along said Right-of-Way to the Northwesterly Right-of-Way Line of said Avenue "D"; thence Northeasterly along said Northwesterly Right-of-Way Line to the Southwesterly Corner of parcel #24-25-205-003; thence Northwesterly along the Southwesterly Line of said parcel and the Northwesterly extension of said line to the Southeasterly Line of parcel #24-25-130-003; thence Southwesterly along said Southeasterly Line to the Southwesterly Corner of said parcel; thence Northwesterly along the Southwesterly Line of said parcel to the Northwesterly Corner of said parcel; thence Northeasterly along the Northwesterly Line of said parcel to the Southwesterly Corner of parcel #24-25-130-

002; thence Northwesterly along the Southwesterly Line of said parcel and the Southwesterly Line of parcel #24-25-130-001 and the Northwesterly extension to the center of Kyte Creek; thence Southwesterly along said centerline, a distance of 99.64 feet to a point; thence Northwesterly to a point being in the centerline of an alley on the Easterly projection of the North Line of Lot 7 in Block 1 of Atwater's Addition to the City of Rochelle; thence Westerly along said Easterly projection and the North Line of said Lot 7 to the Easterly Right-of-Way Line of a public road designated Washington Street; thence Southerly along said Easterly Right-of-Way Line to the centerline of said Kyte Creek; thence Westerly along said centerline to the Easterly Right-of-Way Line of a public road designated Illinois Route 251; thence Southerly along said Easterly Right-of-Way Line, a distance of 75.00 feet; thence Southerly along said Easterly Right-of-Way Line, a distance of 270.76 feet; thence Southerly along said Easterly Right-of-Way Line, a distance of 620.51 feet; thence Easterly, perpendicular to the last described course, a distance of 25.00 feet; thence Northeasterly at an angle of 139 degrees 03 minutes 57 seconds as measured clockwise from the last described course, a distance of 115.65 feet; thence Southeasterly at an angle of 237 degrees 10 minutes 34 seconds as measured clockwise from the last described course, a distance of 60.27 feet; thence Northeasterly at an angle of 89 degrees 01 minutes 28 seconds as measured clockwise from the last described course, a distance of 131.12 feet; thence Southeasterly at an angle of 270 degrees 47 minutes 01 seconds as measured clockwise from the last described course, a distance of 198.01 feet; thence Southeasterly at an angle of 225 degrees 52 minutes 10 seconds as measured clockwise from the last described course, a distance of 127.34 feet; thence Southwesterly at an angle of 236 degrees 52 minutes 23 seconds as measured clockwise from the last described course, a distance of 104.81 feet; thence Northwesterly at an angle of 258 degrees 10 minutes 08 seconds as measured clockwise from the last described course, a distance of 120.00 feet; thence Southwesterly at an angle of 89 degrees 23 minutes 40 seconds as measured clockwise from the last described course, a distance of 16.76 feet; thence Northwesterly at an angle of 267 degrees 16 minutes 47 seconds as measured clockwise from the last described course, a distance of 105.01 feet; thence Northwesterly at an angle of 171 degrees 00 minutes 29 seconds as measured clockwise from the last described course, a distance of 183.23 feet to the Easterly Right-of-Way Line of said Illinois Route 251; thence Southerly along said Easterly Right-of-Way Line to the Northwest Corner of Lot 1 of Block 1 of Cleveland Addition to the City of Rochelle; thence Easterly along the North Line of said Lot 1 to the Northwest Corner of Lot 2 of Block 1 of said Cleveland Addition; thence Southerly along the West Line of said Lot 2 to the Southwest Corner of said Lot 2; thence Easterly along the South Line of said Lot 2 and the South Line of Lot 3 of said Subdivision to the Northerly extension of the West Line of Block 4 of said Subdivision; thence Southerly along said West Line and West Line of Cleveland Subdivision No. 5 to the City of Rochelle and the Southerly extension thereof to the Southerly Right-of-Way Line of a public road designated Veterans Parkway; thence Westerly along said Southerly Right-of-Way Line to the East Line of

the West-half of the Southwest Quarter of Section 25; thence Northerly along said East Line to the Southeast Corner of parcel # 24-25-302-007, as recorded as document number 014696 in the Ogle County Recorder's Office; thence Westerly along the South Line of said parcel to the Centerline of Kyte Creek; thence Northerly along said Centerline to a point on the Easterly extension of the Southerly Right-of-Way Line of a public road designated Avenue B; thence Westerly along said Southerly Right-of-Way Line to a point on the Southerly extension of the Westerly Right-of-Way Line of a public road designated 8th Street; thence Northerly along said Westerly Right-of-Way Line to the Southerly Right-of-Way Line of a public road designated 1st Avenue; thence Westerly along said Southerly Right-of-Way Line to the Easterly Right-of-Way Line of a public road designated 13th Street; thence Northerly to the South Line of the Southeast Quarter of Section 23; thence Westerly along said South Line to the Southeasterly Right-of-Way Line of the Union Pacific Railroad; thence Northeasterly along said Southeasterly Right-of-Way Line to the East Line of the Southeast Quarter of said Section 23; thence Northerly along said East Line to the Northwesterly Right-of-Way Line of said Union Pacific Railroad; thence Northeasterly along said Northwesterly Right-of-Way Line to the Westerly Right-of-Way Line of public road designated 9th Street; thence Northerly along said Westerly Right-of-Way Line to the Northerly Right-of-Way Line of a public road designated 4th Avenue; thence Easterly along said Northerly Right-of-Way Line to the Westerly Right-of-Way Line of a public road designated 7th Street (Illinois Route 251); thence Northerly along said Westerly Right-of-Way Line to the Northerly Right-of-Way Line of a public road designed 5th Avenue; thence Easterly along said Northerly Right-of-Way Line to the Westerly Right-of-Way Line of a public road designated 6th Street; thence Northerly along said Westerly Right-of-Way Line to the Northerly Right-of-Way Line of a public road designed 6th Avenue; thence Easterly along said Northerly Right-of-Way Line to the Westerly Right-of-Way Line of a public road designated 2nd Street; thence Northerly along said Westerly Right-of-Way Line to the Northerly Right-of-Way Line of a public road designated 7th Avenue; thence Easterly along said Northerly Right-of-Way Line to the Centerline of Kyte Creek; thence Southeasterly along said Centerline to the Northerly Right-of-Way Line of said Union Pacific Railroad; thence Northeasterly along said Northerly Right-of-Way Line to the East Line of the Southeast Quarter of said Section 24; thence Southerly along said East Line to the Southerly Right-of-Way Line of said Union Pacific Railroad; thence Southwesterly along said Southerly Right-of-Way Line to the Centerline of said Kyte Creek; thence Southwesterly along said Centerline to a point on the Northerly extension of the East Line of parcel #24-24-478-004, as recorded in book 248 page 427 in the Ogle County Recorder's Office; thence Southerly along said East Line to the Northerly Right-of-Way Line of said Burlington Northern Santa Fe Railroad; thence Southeasterly along said Northerly Right-of-Way Line to the Point of Beginning.

EXHIBIT B Map of Designated Area

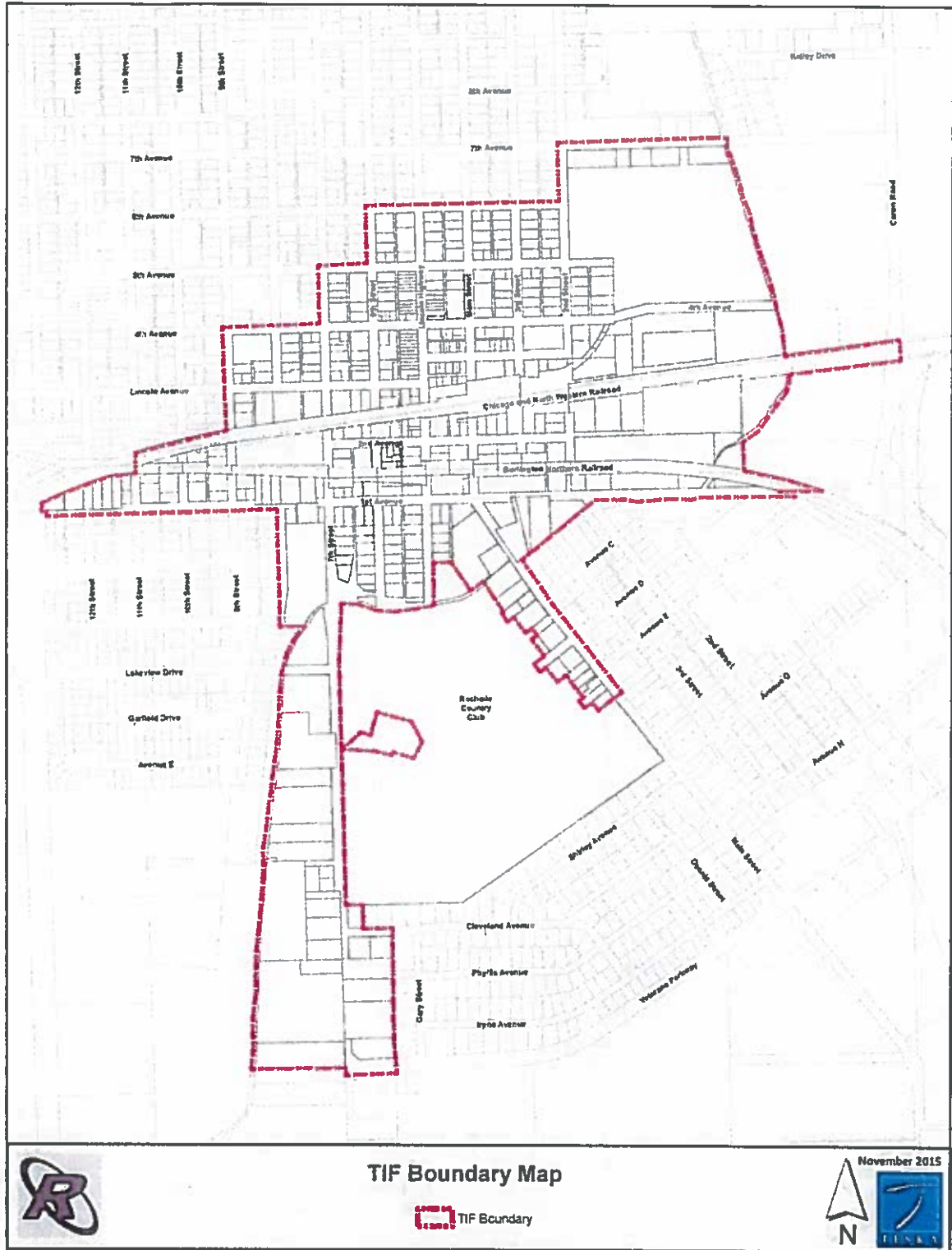


EXHIBIT C
Plan and Project

Redevelopment Plan and Program

Tax Increment Financing District Downtown & South Gateway

City of Rochelle, Illinois



December 16, 2015

Approved by Rochelle City Council

Ordinance No. _____



Prepared by Teska Associates, Inc.

Table of Contents

Introduction.....1
 Project Background.....1
 Tax Increment Financing.....2
 Eligibility of the Proposed TIF District.....2
Redevelopment Project Area Description.....3
Legal Description of the TIF District.....6
Redevelopment Plan and Program9
 Purpose of the Redevelopment Plan9
 Redevelopment Plan Objectives 10
 Redevelopment Land Use Plan..... 11
 Development Opportunity Sites 14
 Phasing of Project..... 16
 Eligible Project Costs 16
 Estimated Project Costs..... 17
 Acquisition and Clearance..... 18
 Land Disposition..... 19
 Public Improvements..... 19
 Sources of Funds..... 20
 Nature and Term of Obligations to be Issued..... 21
 Equalized Assessed Valuation..... 21
 Affirmative Action..... 22
 Payment in Lieu of Taxes 22
 Provision for Amending the Redevelopment Plan and Program..... 22
Findings of Need for Tax Increment Financing..... 22
 Project Area Not Subject to Growth..... 22
 Conformance with the Comprehensive Plan of the City of Rochelle 24
 Date of Completion 24
Financial Impact of Redevelopment..... 24

Appendix A – Downtown & S. Gateway TIF Eligibility Study
Appendix B - Downtown & S. Gateway Housing Impact Study
Appendix C – 2014 Equalized Assessed Valuations for the Downtown & S. Gateway TIF area

List of Exhibits/Tables:

Figure 1: TIF Boundary Map4
Figure 2: Existing Land Use Map.....5
Figure 3: Future Land Use Plan 11
Figure 4: Redevelopment Plan and Phasing Concept..... 13

Table 1: Estimated Redevelopment Project Costs 15
Table 2: 2014 Equalized Assessed Valuations(Appendix C)

INTRODUCTION

PROJECT BACKGROUND

The City of Rochelle's location at the intersection of two major freight rail lines and two interstate highways has well positioned the City to experience significant growth in manufacturing, energy, warehousing and intermodal related business over the past several years. The City's investment in electric utility and fiber-optic broadband infrastructure has provided incentives for recent expansions of high-technology data storage facilities and related businesses. The City's goal to maintain a high quality-of-life for all residents and to provide a progressive business environment is dependent on its ability to create a community that is sustainable economically, ecologically, and socially. This requires a balanced economic base that ensures adequate services to all residents and employers.

In contrast to the growth of Rochelle's industrial base, many of the older commercial districts of the City have not experienced the same type of investment. While the City has experienced some new commercial projects in newer developments along Route 38, commercial sites along Route 251 (7th Street) and in the Downtown lack the kind of investment that has been experienced in the newer commercial areas. The market study prepared by the Buxton Company in 2006 revealed the potential for considerable growth in revenues within the commercial districts of Rochelle. The lack of significant new investment in the area being considered for tax increment financing (TIF) suggests these areas are underperforming, and that potential exists within the proposed Project Area to generate greater revenues. The financial incentives provided by the enactment of a proposed TIF District will serve to enhance the development potential of the Downtown area, and as a result will contribute to attracting new business interests to Rochelle. New development as a result of financial incentives made available through TIF assistance creates synergies that encourage people and companies to visit and invest in Rochelle, and which leads to a stronger and more diversified economic base.

The Rochelle Comprehensive Plan recommends numerous public and private development activities to arrest and reverse trends that have resulted in disinvestment. Acknowledging the deteriorated condition of older commercial districts, and to encourage revitalization and development of strong commercial corridors to diversify the City's tax base, City officials determined that, without direct municipal involvement and financial assistance, planning objectives for this area could not be met. To encourage new investment in the Downtown/Southern Gateway TIF District (the Project Area), the Comprehensive Plan recommends the expansion of financial incentives, such as Tax Increment Financing, as a method to facilitate new investment and redevelopment.

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 as articulated in Rochelle's Comprehensive Plan. In accordance with the TIF Act, public improvements may be constructed and incentives

provided to encourage the type of private investment that will allow the City to achieve its vision and goals.

Establishing the Downtown/Southern Gateway TIF District can help the City meet these goals by facilitating physical improvements, removing blighted conditions, and providing funding sources for improvement projects. These improvements will not only help improve the physical conditions and economic development of the Project Area, but also enhance the quality-of-life of adjacent neighborhoods and for all Rochelle residents.

TAX INCREMENT FINANCING

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

The Act 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

Teska Associates, Inc. conducted a field survey of every property within the Redevelopment Project Area 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 of Rochelle as a "Tax Increment Financing Redevelopment Project Area." The detailed findings of this study are described in Appendix "A" of this report. Based on an inspection of the exteriors of buildings and grounds, field notes were taken to record the condition for each parcel. This survey initially occurred during the Spring of 2012, and was updated on June 23, 2015. Photographs further document the observed conditions. Field observations were supplemented with information provided by City and County officials.

The Project Area qualifies as a "conservation area" under the Act because at least 50% of the structures in the Project Area are at least 35 years old, and because of the presence of at least three (3) of the qualifying conditions. Based on the findings contained herein, the Project Area as a whole qualifies as a "**conservation area**" according to the criteria established by the Act, based on the predominance and extent of parcels exhibiting the following seven characteristics:

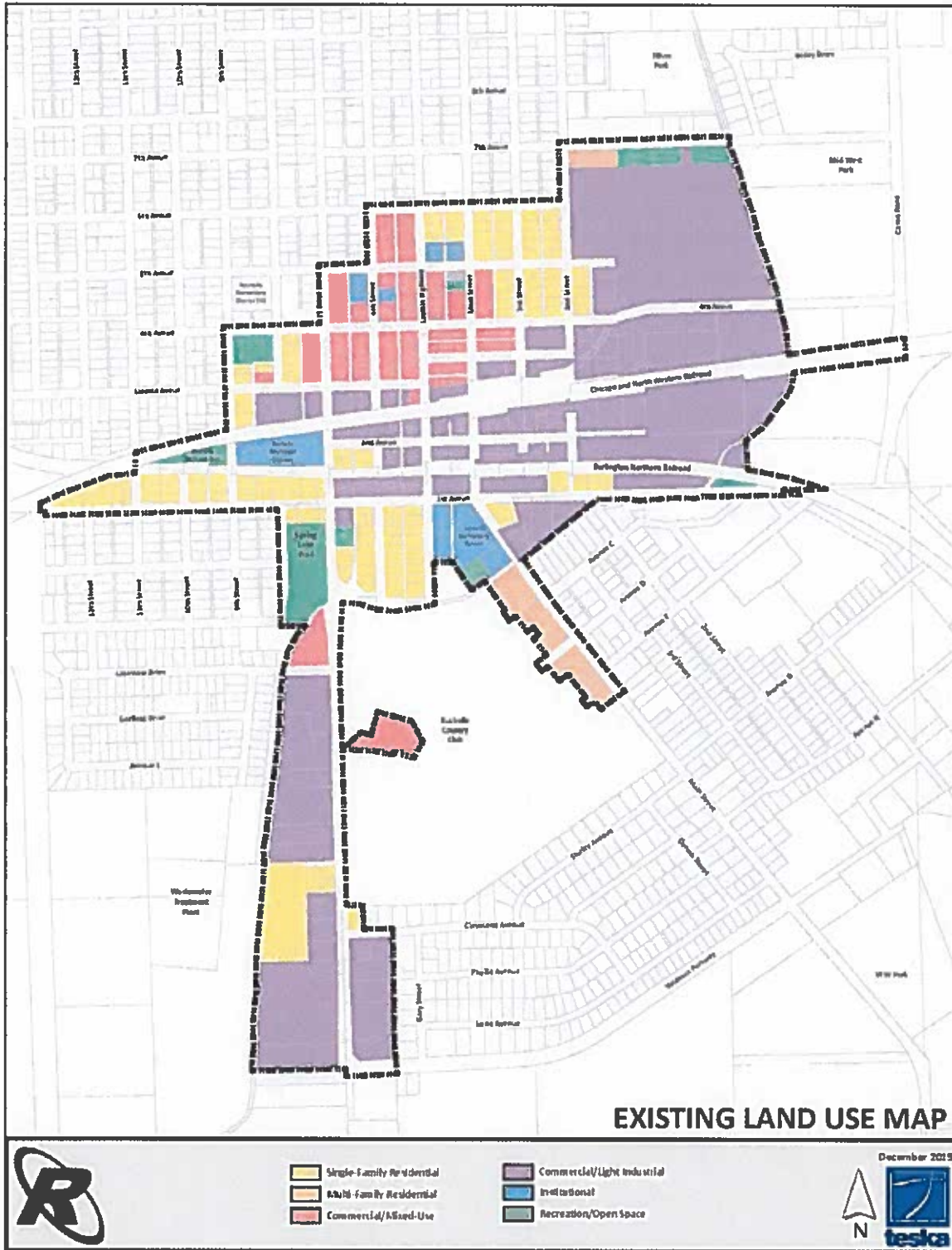
1. Age of Buildings;
2. Deterioration of Buildings and Surface Improvements;
3. Inadequate Utilities;
4. Presence of Structures Below Minimal Code Standards;
5. Deleterious Land Use or Layout;
6. Lack of Planning; and
7. Decline in Minimal Marginal Increase in the Equalized Assessed Value.

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

REDEVELOPMENT PROJECT AREA DESCRIPTION

The Downtown/Southern Gateway TIF Redevelopment Project Area consists of those properties generally located within the Downtown area of Rochelle, and south along 7th Street (Route 251) to Veteran's Parkway. The Redevelopment Project Area contains a mixture of industrial, commercial, residential and municipal/institutional uses, including two-hundred and ninety (290) buildings on four-hundred and fifty-seven (457) parcels. The total area of the Redevelopment Project Area is approximately three-hundred and thirty-seven (337) acres. The exact boundary of the Project Area is shown on the boundary map below.

Figure 2: Existing Land Use Map



LEGAL DESCRIPTION OF THE TIF DISTRICT

The legal description of the Project Area is as follows:

CITY OF ROCHELLE DOWNTOWN & S. GATEWAY TIF DISTRICT LEGAL DESCRIPTION

1 Part of the Southeast Quarter of Section 23; part of the South-half of Section 24; part of Section
2 25 and part of the Northeast Quarter of Section 26, Township 40 North, Range 1 East of the Third
3 Principal Meridian, Ogle County, Illinois, bounded and described as follows:
4
5 Commencing at the Southeast Corner of said Section 24; thence Westerly along the South Line of
6 said Section 24, to the Northeasterly Right-of-Way Line of the Burlington Northern Santa Fe
7 Railroad; thence continuing Westerly along said South Line, to the Southwesterly Right-of-Way
8 Line of said railroad; thence Southeasterly along said Southwesterly Right-of-Way Line to the
9 Southerly Right-of-Way Line of a public road designated 1st Avenue; thence Westerly along said
10 Southerly Right-of-Way Line to the Northeasterly Right-of-Way Line of a public road designated
11 2nd Street; thence Southwesterly to the Northerly corner of Lot 1 of Braiden's 4th Addition to the
12 City of Rochelle; thence Southwesterly along the Northwesterly Line of said Braiden's 4th
13 Addition and the Southwesterly extension thereof to the Northeasterly Right-of-Way Line of a
14 public road designated South Main Street; thence Southeasterly along said Northeasterly Right-
15 of-Way Line to the Southwesterly Corner of parcel #24-25-213-003; thence Southwesterly to the
16 Northeasterly Corner of parcel # 24-25-209-010; thence Southwesterly along the Southeasterly
17 Line of said parcel to the Southwesterly Corner of said parcel; thence Northwesterly along the
18 Southwesterly Line of said parcel to the Southeasterly Line of parcel #24-25-209-009; thence
19 Southwesterly along said Southeasterly Line to the Southwesterly Corner of said parcel; thence
20 Northwesterly along the Southwesterly Line of said parcel to the Northwesterly Corner of said
21 parcel; thence Northeasterly along the Northwesterly Line of said parcel to the Southwesterly
22 Corner of parcel #24-25-209-008; thence Northwesterly along the Southwesterly Line of parcels
23 #24-25-209-008, #24-25-209-007, #24-25-209-006 and #24-25-209-005 to the Southeasterly Line
24 of parcel #24-25-209-002; thence Southwesterly along said Southeasterly Line to the
25 Southwesterly Corner of said parcel; thence Northwesterly along the Southwesterly Line of said
26 parcel to the Southeasterly Right-of-Way Line of a public road designated Avenue "D"; thence
27 Southwesterly along said Right-of-Way Line to the end of said Right-of-Way; thence
28 Northwesterly along said Right-of-Way to the Northwesterly Right-of-Way Line of said Avenue
29 "D"; thence Northeasterly along said Northwesterly Right-of-Way Line to the Southwesterly
30 Corner of parcel #24-25-205-003; thence Northwesterly along the Southwesterly Line of said
31 parcel and the Northwesterly extension of said line to the Southeasterly Line of parcel #24-25-
32 130-003; thence Southwesterly along said Southeasterly Line to the Southwesterly Corner of said
33 parcel; thence Northwesterly along the Southwesterly Line of said parcel to the Northwesterly
34 Corner of said parcel; thence Northeasterly along the Northwesterly Line of said parcel to the
35 Southwesterly Corner of parcel #24-25-130-002; thence Northwesterly along the Southwesterly
36 Line of said parcel and the Southwesterly Line of parcel #24-25-130-001 and the Northwesterly
37 extension to the center of Kyte Creek; thence Southwesterly along said centerline, a distance of
38 99.64 feet to a point; thence Northwesterly to a point being in the centerline of an alley on the
39 Easterly projection of the North Line of Lot 7 in Block 1 of Atwater's Addition to the City of
40 Rochelle; thence Westerly along said Easterly projection and the North Line of said Lot 7 to the

41 Easterly Right-of-Way Line of a public road designated Washington Street; thence Southerly
42 along said Easterly Right-of-Way Line to the centerline of said Kyte Creek; thence Westerly along
43 said centerline to the Easterly Right-of-Way Line of a public road designated Illinois Route 251;
44 thence Southerly along said Easterly Right-of-Way Line, a distance of 75.00 feet; thence
45 Southerly along said Easterly Right-of-Way Line, a distance of 270.76 feet; thence Southerly
46 along said Easterly Right-of-Way Line, a distance of 620.51 feet; thence Easterly, perpendicular to
47 the last described course, a distance of 25.00 feet; thence Northeasterly at an angle of 139
48 degrees 03 minutes 57 seconds as measured clockwise from the last described course, a distance
49 of 115.65 feet; thence Southeasterly at an angle of 237 degrees 10 minutes 34 seconds as
50 measured clockwise from the last described course, a distance of 60.27 feet; thence
51 Northeasterly at an angle of 89 degrees 01 minutes 28 seconds as measured clockwise from the
52 last described course, a distance of 131.12 feet; thence Southeasterly at an angle of 270
53 degrees 47 minutes 01 seconds as measured clockwise from the last described course, a distance
54 of 198.01 feet; thence Southeasterly at an angle of 225 degrees 52 minutes 10 seconds as
55 measured clockwise from the last described course, a distance of 127.34 feet; thence
56 Southwesterly at an angle of 236 degrees 52 minutes 23 seconds as measured clockwise from the
57 last described course, a distance of 104.81 feet; thence Northwesterly at an angle of 258
58 degrees 10 minutes 08 seconds as measured clockwise from the last described course, a distance
59 of 120.00 feet; thence Southwesterly at an angle of 89 degrees 23 minutes 40 seconds as
60 measured clockwise from the last described course, a distance of 16.76 feet; thence
61 Northwesterly at an angle of 267 degrees 16 minutes 47 seconds as measured clockwise from the
62 last described course, a distance of 105.01 feet; thence Northwesterly at an angle of 171
63 degrees 00 minutes 29 seconds as measured clockwise from the last described course, a distance
64 of 183.23 feet to the Easterly Right-of-Way Line of said Illinois Route 251; thence Southerly
65 along said Easterly Right-of-Way Line to the Northwest Corner of Lot 1 of Block 1 of Cleveland
66 Addition to the City of Rochelle; thence Easterly along the North Line of said Lot 1 to the
67 Northwest Corner of Lot 2 of Block 1 of said Cleveland Addition; thence Southerly along the West
68 Line of said Lot 2 to the Southwest Corner of said Lot 2; thence Easterly along the South Line of
69 said Lot 2 and the South Line of Lot 3 of said Subdivision to the Northerly extension of the West
70 Line of Block 4 of said Subdivision; thence Southerly along said West Line and West Line of
71 Cleveland Subdivision No. 5 to the City of Rochelle and the Southerly extension thereof to the
72 Southerly Right-of-Way Line of a public road designated Veterans Parkway; thence Westerly
73 along said Southerly Right-of-Way Line to the East Line of the West-half of the Southwest Quarter
74 of Section 25; thence Northerly along said East Line to the Southeast Corner of parcel # 24-25-
75 302-007, as recorded as document number 014696 in the Ogle County Recorder's Office; thence
76 Westerly along the South Line of said parcel to the Centerline of Kyte Creek; thence Northerly
77 along said Centerline to a point on the Easterly extension of the Southerly Right-of-Way Line of a
78 public road designated Avenue B; thence Westerly along said Southerly Right-of-Way Line to a
79 point on the Southerly extension of the Westerly Right-of-Way Line of a public road designated
80 8th Street; thence Northerly along said Westerly Right-of-Way Line to the Southerly Right-of-Way
81 Line of a public road designated 1st Avenue; thence Westerly along said Southerly Right-of-Way
82 Line to the Easterly Right-of-Way Line of a public road designated 13th Street; thence Northerly
83 to the South Line of the Southeast Quarter of Section 23; thence Westerly along said South Line
84 to the Southeasterly Right-of-Way Line of the Union Pacific Railroad; thence Northeasterly along
85 said Southeasterly Right-of-Way Line to the East Line of the Southeast Quarter of said Section 23;
86 thence Northerly along said East Line to the Northwesterly Right-of-Way Line of said Union
87 Pacific Railroad; thence Northeasterly along said Northwesterly Right-of-Way Line to the Westerly
88 Right-of-Way Line of public road designated 9th Street; thence Northerly along said Westerly
89 Right-of-Way Line to the Northerly Right-of-Way Line of a public road designated 4th Avenue;

90 thence Easterly along said Northerly Right-of-Way Line to the Westerly Right-of-Way Line of a
91 public road designated 7th Street (Illinois Route 251); thence Northerly along said Westerly Right-
92 of-Way Line to the Northerly Right-of-Way Line of a public road designated 5th Avenue; thence
93 Easterly along said Northerly Right-of-Way Line to the Westerly Right-of-Way Line of a public
94 road designated 6th Street; thence Northerly along said Westerly Right-of-Way Line to the
95 Northerly Right-of-Way Line of a public road designated 6th Avenue; thence Easterly along said
96 Northerly Right-of-Way Line to the Westerly Right-of-Way Line of a public road designated 2nd
97 Street; thence Northerly along said Westerly Right-of-Way Line to the Northerly Right-of-Way
98 Line of a public road designated 7th Avenue; thence Easterly along said Northerly Right-of-Way
99 Line to the Centerline of Kyte Creek; thence Southeasterly along said Centerline to the Northerly
100 Right-of-Way Line of said Union Pacific Railroad; thence Northeasterly along said Northerly Right-
101 of-Way Line to the East Line of the Southeast Quarter of said Section 24; thence Southerly along
102 said East Line to the Southerly Right-of-Way Line of said Union Pacific Railroad; thence
103 Southwesterly along said Southerly Right-of-Way Line to the Centerline of said Kyte Creek; thence
104 Southwesterly along said Centerline to a point on the Northerly extension of the East Line of
105 parcel #24-24-478-004, as recorded in book 248 page 427 in the Ogle County Recorder's Office;
106 thence Southerly along said East Line to the Northerly Right-of-Way Line of said Burlington
107 Northern Santa Fe Railroad; thence Southeasterly along said Northerly Right-of-Way Line to the
108 Point of Beginning.

REDEVELOPMENT PLAN AND PROGRAM

The adoption of this Redevelopment Area Plan and Program will aid in the implementation of the goals and objectives identified in the City of Rochelle's Comprehensive Plan (hereinafter the "Comprehensive Plan") and will assist in stimulating redevelopment and rehabilitation in this area which otherwise could not reasonably be anticipated to develop without the adoption of this Plan and Program. The revitalization of the Redevelopment Project Area is a large and complex undertaking that presents many challenges and opportunities for the City. The success of this effort will depend on the cooperation between the private sector and the local government. Public and private development efforts have not, as yet, been able to stimulate the comprehensive revitalization of the designated Project Area. 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.

As required for the adoption of this Redevelopment Plan and Program, pursuant to 65 ILCS Section 5/11-74.4.3 (n) (5) of the Act, a Housing Impact Study has been completed and is attached (Appendix B) as the as the Project Area has more than 75 inhabited units, and more than ten (10) inhabited residential units may need relocation in order to complete the plan.

PURPOSE OF THE REDEVELOPMENT PLAN

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

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

REDEVELOPMENT PLAN OBJECTIVES

The goals and objectives of the Redevelopment Plan are both those articulated in the Illinois Tax Allocation Redevelopment Act, and those discussed in Comprehensive Plan. They are summarized below:

- ***Strengthen the Central Business District's commercial function and encourage business development that maximizes links to related businesses, infrastructure, and customers.*** New and expanded commercial uses within the Project Area should accommodate a variety and mix of commercial and office uses that are compatible and that complement the existing uses.
- ***Promote Rochelle as a center of business activity and economic growth both locally and regionally.*** The Project Area should support the economic needs of local residents and residents in neighboring communities. The City should capitalize on this asset through the promotion of economic assets and resources, not only concentrating on local needs, but those of regional.
- ***Promote a variety and concentration of uses.*** The City of Rochelle will encourage an intensive development pattern that will provide a substantial employment and residential base. Development will contain a mix of uses, including office, retail and support services, restaurants, entertainment, housing, civic and recreational opportunities. Vehicular circulation and parking will be managed to ensure that these functions are supportive but do not dominate the pedestrian orientation of the Downtown area.
- ***Promote and enhance the Downtown and Southern Gateway as viable commercial districts.*** A concerted effort should be made to encourage aesthetic improvements and to attract appropriate land uses. The City will work with business owners, community residents, and the private sector to overcome constraints and capitalize on the opportunities and strengths of the Project Area.
- ***Strengthen the Downtown residential function.*** An expanded 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, higher density residential uses in the Downtown will accommodate a variety of household types and income levels.
- ***Enhance the marketability of vacant and underutilized properties and encourage private investment to strengthen the City's tax base.*** The City will effectively market all vacant or underutilized properties in an effort to attract new commercial investment. Additionally, efforts will be made to retain the existing, viable uses that contribute to the desired quality and the ultimate vision of the Project Area.

- **Encourage public/private partnerships.** The success of the Redevelopment Plan for the Project Area is dependent upon the private and public sectors working together toward the revitalization eliminating the conditions which, if continued, will likely result in a lack of investment or even disinvestment in the Project Area. Beyond cost sharing for infrastructure, partnerships can be applied to joint-venture developments, decision-making, education, marketing, maintenance, and the implementation of new projects.
- **Enhance the overall quality of the City of Rochelle and the welfare of its residents.** The Project Area includes the City's downtown area and an important gateway from I-88. Through appropriate planning efforts, the City should work with other public agencies and the private sector to eliminate or mitigate deteriorated or blighted conditions within the Project Area through lighting, signage, façade, landscape, streetscape, bicycle and pedestrian improvements, and central public places for events.
- **Create a safe and attractive pedestrian environment.** Improvements to the visual character, comfort, and convenience of the pedestrian experience will help draw increasing numbers of people to the Downtown. Streetscape and public space improvements should include adequate walkway widths, improved crosswalks, quality paving, clear signage, appropriate lighting, and attractive public gathering spaces.
- **Develop a distinctive image and identity.** A unified approach to design and development should be encouraged within the Downtown and Route 251 corridor in order to create a unique and positive community identity, foster community pride, and distinguish it from other communities. Implementing the City's new branding theme and developing design guidelines will be priorities to promote a sound economic and physical design approach that respects the character of Rochelle.
- **Emphasize action and tangible results.** Tangible results can ensure continued interest and enthusiasm both by the citizens of Rochelle as well as the development community. Specific short-term, highly visible projects will be implemented to demonstrate the commitment of the public sector to the revitalization of the Project Area.

REDEVELOPMENT LAND USE PLAN

The aim of the Redevelopment Plan is the revitalization of the Project Area as a vibrant mixed-use district which contributes to the health and vitality of the City of Rochelle. The recommended land uses, redevelopment opportunities, and public improvements of this Redevelopment Plan are intended to be guidelines for the design and development opportunities presented in this Plan.

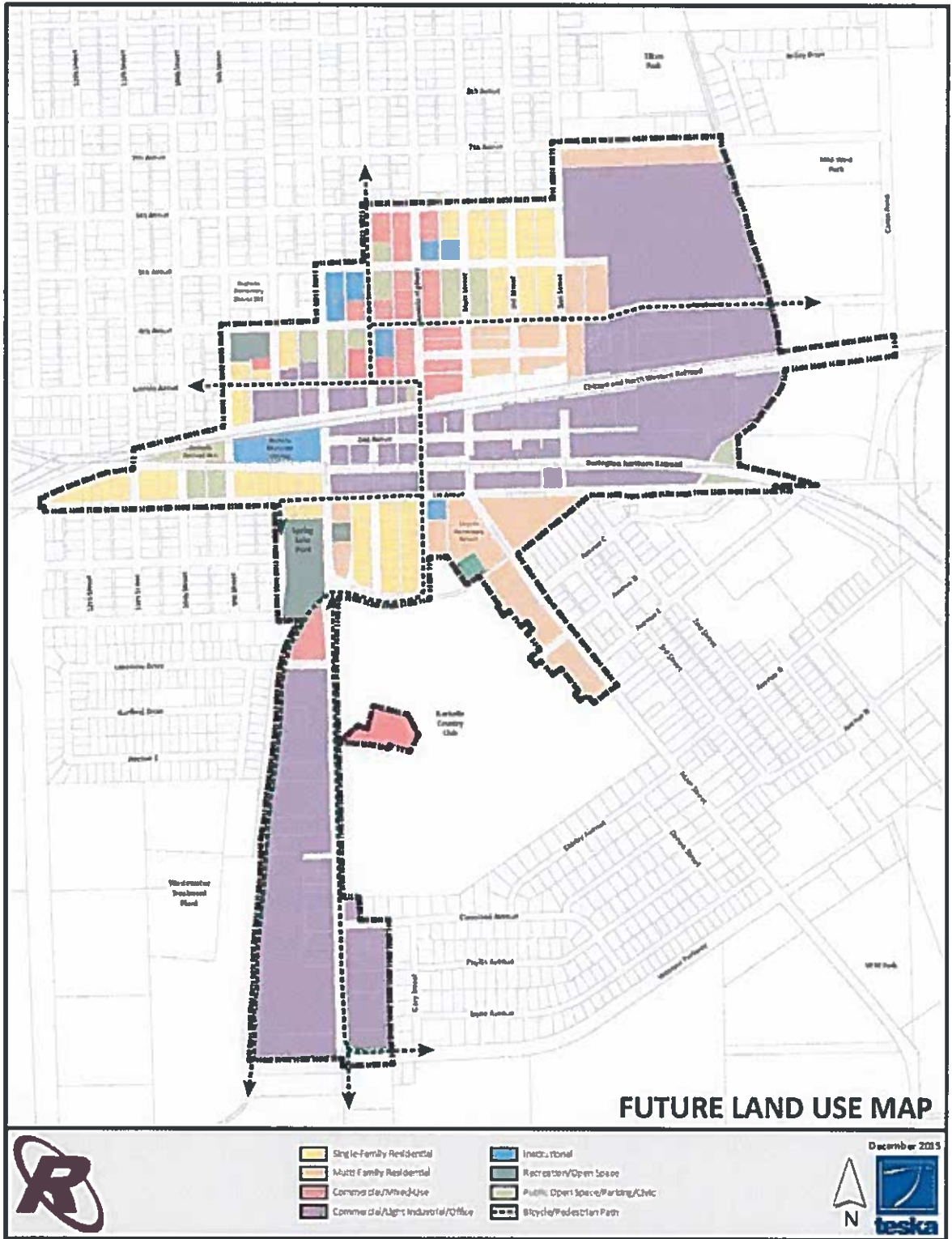
Undertaking these redevelopment activities will generate increased tax revenues through the expansion of the availability of high quality retail, residential, entertainment, and office space in Rochelle, and will provide a stimulus for additional development in surrounding areas.

Figure 3 shows the anticipated land uses at completion of project activities. The majority of land uses within the Project Area are shown as either "**Commercial/Mixed-Use**" for the Downtown core retail area; "**Multi-Family**" which provides for both multi-story buildings and single-family attached housing (townhomes, duplexes, rowhomes); "**Single-Family**" to support the improvement and stabilization of viable neighborhoods; and "**Commercial/Light Industrial/Office**" to encourage retail, service and limited industrial businesses. This plan also identifies the new and/or reconfigured parking facilities.

Parking to support desired uses will be provided in a combination of surface lots, on-street spaces, and in above and below ground parking structures. All identified redevelopment sites are anticipated to provide on-site parking for the planned use, with additional parking being accommodated by on-site structured parking (above or below grade), existing parking facilities (surface lots and garages) and on-street parking.

The Redevelopment Land Use Plan shall serve as a guideline for the Project Area. It is not meant to establish specific requirements and should not be rigidly interpreted. Adjustments may be made in response to market conditions and other key factors as long as they remain consistent with the City's overall goals and objectives for the Project Area. This Redevelopment Plan is consistent with the Comprehensive Plan Update, and is intended to be the primary vehicle for implementing the goals and objectives of said Plan.

Figure 3: TIF Redevelopment Plan: Future Land Use



DEVELOPMENT OPPORTUNITY SITES

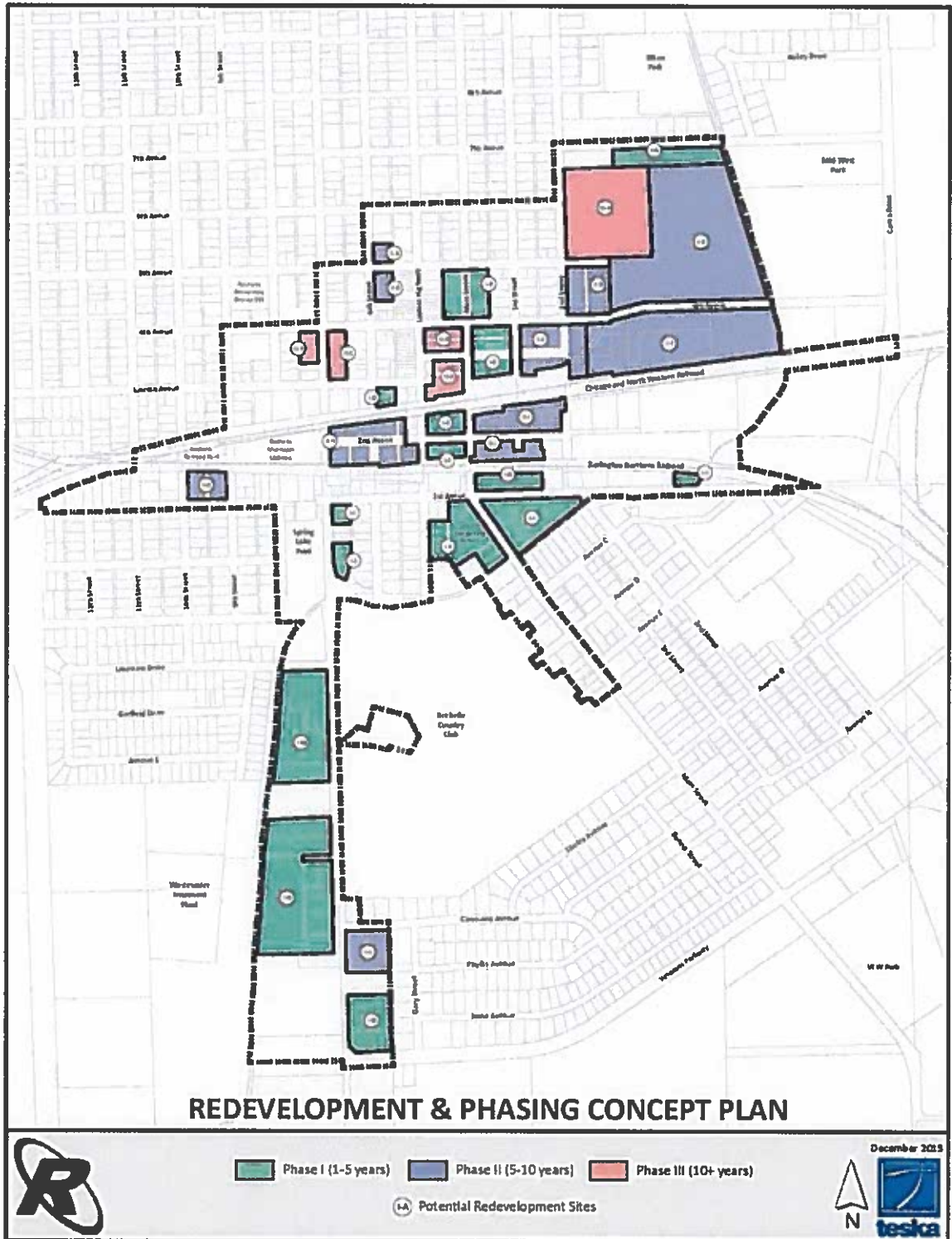
The TIF Redevelopment Plan (Figure 4) identifies thirty-one (31) redevelopment opportunity sites within the Project Area. Recommendations for these sites, including the anticipated land uses and general design characteristics, are described below. It should be noted that these recommendations may not be the only appropriate redevelopment opportunities for each individual site, or other sites throughout the Project Area, nor should they be viewed as a limitation to redevelopment potential or alternative land uses. The City does not intend to acquire, clear, or assemble any properties within the Project Area at this time. The Redevelopment sites are posed here as a guide to suggest the anticipated intent and scale of each identified redevelopment project site. The estimated revenue and cost forecasts used in this report have also been generated from the redevelopment activities which follow.

- **Multifamily Residential – High Density (2 to 4 stories)**
Sites 1C, 1I, 1J, 2D, and 2E shown on Figure 4 are anticipated to be redeveloped as a two (2) to four (4) story multi-family residential developments. On-site surface parking as well as one (1) level of structured or underground parking for all the sites are suggested to meet the parking requirements for the anticipated dwelling units.
- **Multifamily Residential – Moderate Density (2 to 3 story townhomes)**
Sites 1K and 1L, shown on Figure 4 are anticipated to be redeveloped as two (2) to three (3) story townhomes. On-site garage and surface parking is anticipated for all the townhomes to meet the parking requirements.
- **Mixed Use (Ground floor commercial with 2 to 4 stories of multi-family residential above)**
Sites 3D and 3E are anticipated to have ground floor space occupied by commercial uses like retail, restaurants, or other service-oriented activities that serve the public with upper stories occupied by multi-family residential units. Parking for these developments is to be provided on site in the form of structured parking, limited on-site spaces, and off-street lots.
- **Single Story Commercial, Office, and Light Industrial Use**
All remaining 22 sites shown on Figure 4, with the exception of public spaces, landscaped open spaces, and parking areas, are anticipated to be redeveloped as single story auto-oriented commercial, service or light industrial developments.

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

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

Figure 4: TIF Redevelopment Plan: Redevelopment Sites and Phasing Concept



Phasing of Project

Redevelopment projects anticipated in this Plan may commence over the next ten or more years in phases. Redevelopment projects identified on the Redevelopment Plan (*Figure 4*) are allocated into three phases or time frames. The determination of project phasing considers the availability and condition of property, number of parcels required to be assembled for redevelopment, the likely market demand for such uses, and the importance of the project in fulfilling City goals. Any building rehabilitations and other activities on individual properties will be encouraged 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.

ELIGIBLE PROJECT COSTS

Redevelopment project costs mean and include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to a redevelopment plan and a redevelopment project, as allowed by Statute. Such costs may include, without limitation, the following:

1. Costs of studies, surveys, development of plans, and specifications, implementation and administration of the Redevelopment Plan including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning or other services.
2. The cost of marketing sites within the Project Area to prospective businesses, developers, and investors.
3. Property assembly costs including, but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, site preparation and site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land.
4. Costs of rehabilitation, reconstruction, repair, or remodeling of existing private or public buildings, fixtures, and leasehold improvements; and the cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment.
5. Costs of the construction of public works or improvements.
6. Costs of job training and retraining projects, including the cost of "welfare to work" programs implemented by businesses located within the Project Area, and costs of advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, as provided in the Act.
7. Financing costs, including but not limited to, all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued under the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued, and not exceeding 36 months thereafter and including reasonable reserves related thereto.

8. To the extent the City by written agreement accepts and approves the same, all or a portion of a taxing district's capital costs resulting from the Redevelopment Project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the Redevelopment Plan.
9. An elementary, secondary, or unit school district's increased costs attributable to assisted housing units as provided in the Act.
10. Relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by Federal or State law.
11. Payment in lieu of taxes.
12. Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project, as provided by the Act.
13. Up to 50% of the cost of construction, renovation, and/or rehabilitation of all low- and very low-income housing units as defined in Section 3 of the Illinois Affordable Housing Act, as provided by the Act.

ESTIMATED PROJECT COSTS

Estimated costs for public improvement projects listed above are provided in Table 1 below:

Table 1: Estimated Redevelopment Project Costs

Expense Categories	Budget
Property assembly, acquisition of land, relocation, demolition of buildings, site preparation and site improvements	\$13,196,838
Environmental, market and planning studies, surveys, development of engineering and architectural plans, specifications, implementation and administration fees	\$ 9,307,301
Rehabilitation, reconstruction, façade improvements	\$ 3,102,434
Streetscape improvements, including but not limited to: landscaping, signs, street furniture, trash receptacles, bike racks, banners, bollards, grading and detention	\$ 10,600,000
Development financing costs, taxing districts eligible reimbursement and capital costs	\$ 15,512,169
Environmental remediation	\$ 5,000,000
Utility and public facility improvements, including but not limited to: sanitary sewer, water system maintenance, repair; replacement of water mains, valves, hydrants; upgrade and replacement of electric meters, services and facilities; public buildings and fire department repairs, maintenance and improvements.	\$ 3,891,500

Road improvements, including but not limited to: sidewalks, new repaved or reconstructed roads; road or intersection widening; streetlights; floodplain and wetland mitigation, stormwater replacements or improvements, bridges, railroad quiet zone improvements, traffic signalization improvements, pedestrian crossings	\$ 3,336,000
Total Estimated Project Costs	\$63,946,242

Notes:

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

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

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

(4) Public improvements may also include capital costs of taxing districts and other costs allowable under the Act. Specifically, public improvements as identified in the Redevelopment Plan and as allowable under the Act may be made to property and facilities owned or operated by the City or other public entities. As provided in the Act, Redevelopment Project Costs may include, to the extent the City by written agreement accepts and approves the same, all or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the Redevelopment Plan.

ACQUISITION AND CLEARANCE

To meet redevelopment objectives, it may be necessary for the City to assemble properties in the Project Area. At this time, the City does not intend to acquire, clear, or assemble any properties within the Project Area. Acquisition, clearance, and assembly of properties within the Project Area will likely result from the actions of the private sector. The City will help to market and promote such redevelopment opportunities. The City does, however, reserve the right to acquire, clear, or assemble any properties within the TIF District during the 23-year duration of the TIF. For instance, in order to support the increased parking demands in the Project Area, the City may determine the need to acquire property for new parking facilities. All action(s) will be consistent with the stated intent of the TIF Plan and should not result in the need for additional amendments to this Plan. Any clearance of existing structures will be scheduled to coincide with redevelopment activities so that facilities do not remain unused for extended periods of time, and to minimize the adverse effects of rehabilitation or clearance activities.

LAND DISPOSITION

Per the TIF Statute, property acquired by a municipality may be assembled into appropriate redevelopment sites. These properties may be sold or leased by said municipality to other public bodies or to private developers, in whole or in part. The City does not have plans at this time to acquire and/or assembling any property within the Project Area for the purpose of selling or leasing to other public bodies or to private developers. The City does, however, reserve the right to sell or lease any property acquired within the TIF District during the 23-year duration of the TIF. Any future modifications to the stated disposition actions of this Plan will be in accordance with the objectives of this Redevelopment Plan and Program, and will not require any amendment to the Plan. Terms of conveyance may be incorporated into appropriate disposition documents or agreements, and may include more specific restrictions than contained in this Redevelopment Plan or in other municipal codes and ordinances governing the use of the land.

No conveyance, lease, mortgage, disposition of land or other property, or agreement relating to the development of property will be made except upon the adoption of an ordinance by the City. Furthermore, no conveyance, lease, mortgage, or other disposition of land or agreement relating to the development of property owned by the City shall be made without providing reasonable opportunity for the submission of alternative proposals or bids.

PUBLIC IMPROVEMENTS

The City of Rochelle will provide public improvements in the Project Area to facilitate redevelopment, support the Redevelopment Plan, and to serve the needs of Rochelle residents, property and business owners. Appropriate public improvements may include, but are not limited to, the following:

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

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

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:

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

The principal source of funds will be the incremental increase in real property taxes attributable to the increase in the equalized assessed value of each taxable lot, block, tract or parcel of real property in the 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 2013 dollars will be **\$61,299,153**. There may be other eligible local sources of revenue that the City determines are appropriate to allocate to the payment of redevelopment project costs as provided in the next section.

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

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

NATURE AND TERM OF OBLIGATIONS TO BE ISSUED

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

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

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

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

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

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

EQUALIZED ASSESSED VALUATION

Table 2 (Appendix C) lists the most recent (2014) equalized assessed valuation of properties in the Project Area by individual property tax identification (pin) number. The total 2014 equalized

assessed valuation of the Project Area is **\$9,661,876**. 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 **\$60,453,568**. This represents an approximate 526% increase in the total equalized assessed valuation. This figure is based upon estimates of value for the anticipated redevelopment projects described in the Redevelopment Project Plan section of this report.

AFFIRMATIVE ACTION

The City of Rochelle 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 & South Gateway TIF Eligibility Study* and this Redevelopment Plan and Program, the City Council of Rochelle, 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. This finding is supported by the following additional findings:

1. The City finds that the Project Area on a whole has not achieved the type and extent of growth and redevelopment through investment by private enterprise as desired and planned by the City, based on the physical condition and the lag in growth in property values as follows:
 - o As described in the Eligibility Study the present condition, mix of land uses, and configuration of parcels inhibits redevelopment potential, and negatively impacts properties within and near the Project Area. In particular, the Eligibility Study identifies the deterioration of both buildings and surface improvements due to a lack of adequate maintenance of properties and vacancies. This is a direct consequence of a lack of investment in the Project Area which has resulted in large commercial parcels remaining either under-utilized or vacant.

- As described in the Eligibility Study, the equalized assessed value of for all parcels within the Project Area has decreased in each of the previous 5 years (2010 - 2014). In addition, the equalized assessed value has increased at an annual rate that is less than the balance of the City of Rochelle in 4 of the previous 5 years (2011 – 2014), and less than the Consumer Price Index in each of the previous 5 years (2010 – 2014). Therefore, the Project Area has not experienced appropriate growth in the tax base or shown evidence of significant private investment, which increases the value of properties.
2. The City finds that the Project Area would not reasonably be anticipated to be developed without adoption of this Redevelopment Plan.
- In 1996, the City of Rochelle adopted the Downtown Rochelle Action Agenda. This plan outlined several public and programing improvement and development strategies to revitalize the City and attract new investment. Although the Comprehensive Plan establishes broad goals and land use recommendations for the South Gateway, no specific improvement or redevelopment plan has been adopted for this important corridor into the City. However, almost twenty years after its adoption the Downtown area still lacks significant redevelopment activity as envisioned in the Plan, except for a few isolated projects. Therefore, a financial mechanism like TIF needs to be in place in order for the City to make this plan a reality.
 - The Project Area exhibits instances of structures with vacant units resulting in a significant loss in tax revenues, and contributing to the blighting condition of the area. Instances of vacant or partially vacant structures are present throughout the Project Area. Vacancies primarily consist of commercial buildings within the Project Area, as well as industrial and residential buildings. Observations during the field study indicate that accessory residential uses (apartments) may also exhibit high levels of vacancy. However, verification of residential occupancy rates is difficult to verify and unavailable at the time of this report. Although not extensive throughout the Project Area, the type, size and location of vacancies exerts a blighting affect throughout the Project Area to the point that it will have a negative impact on adjacent properties and uses if not corrected. The duration and continued vacancies indicate that a significant portion of the Project Area is under-performing, and the appearance of vacancies will exert a further drain upon the perception and vitality of the City.
 - With the establishment of the railroad lines through the Project Area, manufacturing and other industrial uses became prevalent on properties immediately adjacent or proximate to commercial and residential uses. Industrial enterprises by their very nature generate noxious or offensive odors, noise and truck traffic. Now, several of these remnant industrial uses, juxtaposed against neighboring residential and commercial properties in the Redevelopment Project Area, have contributed to the lack of private investment. These conditions pose significant barriers to redevelopment for more desirable uses as described in the Future Land Use Plan, due to environmental concerns and excessive acquisition, relocation, and demolition cost. The continued presence of outdated industrial uses indicates that a significant portion of the redevelopment Project Area is under-performing, and the condition of these properties exerts a further drain upon the perception and vitality of the City.

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

CONFORMANCE WITH THE COMPREHENSIVE PLAN OF THE CITY OF ROCHELLE

This Redevelopment Plan and Program conforms to the City of Rochelle's Comprehensive Plan (2009). The Comprehensive Plan outlines general goals, land use and transportation recommendations, infrastructure improvements, and general development guidelines for the future use of land within the Project Area. The Plan recommendations serve as a "starting point" for the planning of the redevelopment projects and public improvements discussed in this Redevelopment Plan and Program. Furthermore, exploring Tax Increment Financing Districts was recommended in the Plan as an implementation tool for the development of projects in line with the vision for this area.

DATE OF COMPLETION

The estimated year of completion of the redevelopment projects is the year 2038 (23 years from the date of adoption of the Downtown & South Gateway District ordinance approving the Redevelopment Plan and Program in 2016).

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 the factors qualifying this area as a conservation area will continue to exist and to spread, and that the Project Area along with adjacent properties will become less attractive for maintaining and improving existing buildings and sites. Erosion of the assessed valuation of property in and outside of the 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:

- City of Rochelle
- Ogle County
- Rochelle Grade School District #231

- Rochelle High School District #212
- Kishwaukee College #523
- Flagg-Rochelle Library District
- Flagg-Rochelle Park District
- Flagg Township Road District
- Flagg Township

IMPACT ON CITY OF ROCHELLE

As a result of new development in the Project Area, the City of Rochelle may experience increased demand for administrative, public works, police, and fire protection services for an estimated 1,500 additional residents at build-out of all residential sites in the Redevelopment Plan. Although this represents a significant increase in the City's population, not all of the projects may occur within the term of the TIF District. The City will monitor this activity and may determine that additional facilities or equipment is need, at which time the use of TIF funds may be utilized as prescribed under the TIF Act. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan at this time.

IMPACT ON GRADE SCHOOL DISTRICT #231

New residential development is recommended in this Redevelopment Plan that may generate an estimated forty-five additional children to the Grade School #231. Due to the anticipated types of multiple family units, dwelling unit sizes, the anticipated school-age population will represent only a small or marginal increase in student population of the District as a whole, and should not result in a significant financial impact. To address the potential impact on Grade School #231, the TIF Act under subsection (q) "Redevelopment Project Costs", subsection (7.5) requires that if a redevelopment project results in increased attendance from a project that has received TIF assistance, SD #231 shall be paid, from the TIF fund, the increase cost in accordance with the method described in the Act. Therefore, no additional redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON HIGH SCHOOL DISTRICT #212

New residential development is recommended in this Redevelopment Plan that may generate an estimated fifteen additional children to the High School District #212. Due to the anticipated types of multiple family units, dwelling unit sizes, the anticipated school-age population, the impact on School District #201 is estimated to represent only a small or marginal increase in student population of the District as a whole, and should not result in a significant financial impact. To address the potential impact on SD #201, the TIF Act under subsection (q) "Redevelopment Project Costs", subsection (7.5) requires that if a redevelopment project results in increased attendance from a project that has received TIF assistance, SD #201 shall be paid, from the TIF fund, the increase cost in accordance with the method described in the Act. Therefore, no additional redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON FLAGG-ROCHELLE PARK DISTRICT

As a result of new development in the Project Area, the Park District may experience increased demand for recreational services and facilities for an estimated 1,500 additional residents at build-out of all residential sites in the Redevelopment Plan. Although this represents a significant increase

in the City's population, not all of the projects may occur within the term of the TIF District. The City, with the Park District, will monitor this activity and may determine that additional facilities or equipment is need, at which time the use of TIF funds may be utilized as prescribed under the TIF Act. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan at this time.

IMPACT ON FLAGG-ROCHELLE LIBRARY DISTRICT

As a result of new development in the Project Area, the Library District may experience increased demand for recreational services and facilities for an estimated 1,500 additional residents at build-out of all residential sites in the Redevelopment Plan. Although this represents a significant increase in the City's population, not all of the projects may occur within the term of the TIF District. The City, with the Library District, will monitor this activity and may determine that additional facilities or equipment is need, at which time the use of TIF funds may be utilized as prescribed under the TIF Act. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan at this time.

IMPACT ON KISWAUKEE COLLEGE 523

Residential development is planned to occur within the Project Area that may result in an estimated 1,500 additional residents. Some of the residents may seek educational opportunities at the community college level. It is anticipated that the impact will be incidental, as it is likely that many of these residents already reside in the Kiswaukee College jurisdiction, and this increase in population is only a small percentage of the total population served. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON OGLE COUNTY

Residential development is encouraged by this Redevelopment Plan, and some of the potential new 1,500 residents may take advantage of programs offered by the County. However, it is likely that many of these residents already live in the County, and the increase in demand for services from or financial impact upon the County will be marginal. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan.

IMPACT ON FLAGG TOWNSHIP & ROAD DISTRICT

Flagg Township provides services such as general financial aid, emergency aid, funds for rent and electric utility services, economic development grants and supports the Flagg-Center Cemetery. As a result of new development in the Project Area, the Flagg Township may experience increased demand for recreational services and facilities for an estimated 1,500 additional residents at build-out of all residential sites in the Redevelopment Plan. Although this represents a significant increase in the townships population, not all of the projects may occur within the term of the TIF District. The City, with the Township, will monitor this activity and may determine that additional facilities or equipment is need, at which time the use of TIF funds may be utilized as prescribed under the TIF Act. Therefore, no redevelopment projects or direct mitigations are set forth in the Redevelopment Plan at this time.

APPENDIX A – DOWNTOWN & S. GATEWAY
TIF ELIGIBILITY STUDY

CITY OF ROCHELLE TAX INCREMENT FINANCING ELIGIBILITY FINDINGS

Downtown / Southern Gateway TIF District



DRAFT REPORT

December 2015

Prepared by Teska Associates, Inc.



TABLE OF CONTENTS

Introduction	2
Tax Increment Financing Overview.....	3
Description of the Redevelopment Project Area	4
Eligibility Findings.....	6
Age of Buildings	6
Dilapidation.....	6
Obsolescence	8
Deterioration	8
Illegal Use of Individual Structures.....	11
Presence of Structures Below Minimum Code Standards	11
Excessive Vacancies.....	12
Lack of Ventilation, Light, or Sanitary Facilities	12
Inadequate Utilities.....	13
Excessive Land Coverage and Overcrowding of Structures and Community Facilities.....	13
Deleterious Land Use or Layout.....	14
Lack of Community Planning.....	15
Environmental Remediation Costs Impeding Development.....	15
Decline or Minimal Marginal Increase in the Equalized Assessed Value	16
Conclusion.....	17
 Exhibits	
1. Aerial Location Map	4
2. TIF Boundary Map	5
3. Age of Buildings	7
4. Building and Site Deterioration	10
5. Equalized Assessed Valuation	16

INTRODUCTION

The City of Rochelle's location at the intersection of two major freight rail lines and two interstate highways has well positioned the City to experience significant growth in manufacturing, energy, warehousing and intermodal related business over the past several years. The City's investment in electric utility and fiber-optic broadband infrastructure has provided incentives for recent expansions of high-technology data storage facilities and related businesses. The City's goal to maintain a high quality-of-life for all residents and to provide a progressive business environment is dependent on its ability to create a community that is sustainable economically, ecologically, and socially. This requires a balanced economic base that ensures adequate services to all residents and employers.

In contrast to the growth of Rochelle's industrial base, many of the older commercial districts of the City have not experienced the same type of investment. While the City has experienced some new commercial projects in newer developments along Route 38, commercial sites along Route 251 (7th Street) and in the Downtown lack the kind of investment that has been experienced in the newer commercial areas. The market study prepared by the Buxton Company in 2006 revealed the potential for considerable growth in revenues within the commercial districts of Rochelle. The lack of significant new investment in the area being considered for tax increment financing (TIF) suggests these areas are underperforming, and that potential exists within the proposed Project Area to generate greater revenues. The financial incentives provided by the enactment of a proposed TIF District will serve to enhance the development potential of the downtown area, and as a result will contribute to attracting new business interests to Rochelle. New development as a result of financial incentives made available through TIF assistance creates synergies that encourage people and companies to visit and invest in Rochelle, and which leads to a stronger and more diversified economic base.

The Rochelle Comprehensive Plan recommends numerous public and private development activities to arrest and reverse trends that have resulted in disinvestment. Acknowledging the deteriorated condition of older commercial districts, and to encourage revitalization and development of strong commercial corridors to diversify the City's tax base, City officials determined that, without direct municipal involvement and financial assistance, planning objectives for this area could not be met. To encourage new investment in the Downtown/Southern Gateway TIF District (the Project Area), the Comprehensive Plan recommends the expansion of financial incentives, such as Tax Increment Financing, as a method to facilitate new investment and redevelopment.

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 as articulated in Rochelle's Comprehensive Plan. In accordance with the TIF Act public improvements may be constructed and incentives provided to encourage the type of private investment that will allow the City to achieve its vision and goals.

Establishing the Downtown/Southern Gateway TIF District can help the City meet these goals by facilitating physical improvements, removing blighted conditions, and providing funding sources for improvement projects. These improvements will not only help improve the physical conditions and economic development of the Project Area, but also enhance the quality-of-life of adjacent neighborhoods and for all Rochelle residents.

TAX INCREMENT FINANCING OVERVIEW

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

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

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

"any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where: (1) If improved, industrial, commercial, and residential buildings or improvements are detrimental to the public safety, health, or welfare because of a combination of 5 or more of the following factors: dilapidation; obsolescence; deterioration; presence of structures below minimum code standards; illegal use of individual structures; excessive vacancies; lack of ventilation, light, or sanitary facilities; inadequate utilities; excessive land coverage and overcrowding of structures and community facilities; deleterious land use or layout; lack of community planning; need for environmental remediation; or declining total equalized assessed value."

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

"...any improved area within the boundaries of a Redevelopment Project Area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area, but because of a combination of three 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: 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; need for environmental remediation; or declining total equalized assessed value."

Determination of eligibility of the proposed TIF Project Area is based on a comparison of data gathered through field observations by Teska Associates, Inc. (Teska), document and archival research, and information provided by the City of Rochelle and Ogle County against the eligibility criteria set forth in the Act.

This report summarizes the analyses and findings of Teska's work, and has prepared this report with the understanding that the City would rely on: (1) the findings and conclusions of this report in proceeding with the designation of one or more of the study areas as a 'Redevelopment Project Area' under the Act; and (2) the fact that Teska has obtained the necessary information to conclude that each of the study areas can be designated as a Redevelopment Project Area in compliance with the Act.

DESCRIPTION OF THE REDEVELOPMENT PROJECT AREA

The Downtown/Southern Gateway TIF Redevelopment Project Area consists of those properties generally located within the downtown area of Rochelle, and south along 7th Street to Veteran's Parkway. The Redevelopment Project Area contains a mixture of industrial, commercial, residential and municipal/institutional uses, including two-hundred and ninety (290) buildings on four-hundred and fifty-seven (457) parcels. The total area of the Redevelopment Project Area is approximately two-hundred and sixty-four (264) acres more or less.



Exhibit 1 – Aerial Location Map

ELIGIBILITY FINDINGS

Teska Associates, Inc. conducted a field survey of every property within the Redevelopment Project Area. Based on an inspection of the exteriors of buildings and grounds, field notes were taken to record the condition for each parcel. This survey occurred on June 23, 2015. Photographs further document the observed conditions. Field observations were supplemented with information provided by City and County officials.

In order to be designated as a 'blighted area', a combination of at least five (5) blighting factors must be present to a meaningful extent and reasonably distributed throughout the Study Area. In order to be designated as a 'conservation area', at least 50% of the structures must be 35 years or more in age, and a combination of at least three (3) of the other blighting factors must be present to a meaningful extent and reasonably distributed throughout the Project Area.

Age of Buildings

Based on field analysis and historical records provided by the City of Rochelle and the Ogle County Assessor's Office, an estimated 249 out of 290 total buildings (86%) within the Redevelopment Project Area are at least 35 years of age or older. This exceeds the statutory requirement that at least 50% of the buildings in a conservation area be 35 years of age or older.

Dilapidation

Dilapidation refers to an advanced state of disrepair of buildings or improvements or the neglect of necessary repairs, causing the building or improvement to fall into a state of decay. At a minimum, dilapidated buildings should be those with critical defects in primary structural components (roof, bearing walls, floor structure, and foundation), building systems (heating, ventilation, lighting, and plumbing), and secondary structural components in such combination and extent that (i) major repair is required or, (ii) the defects are so serious and so extensive that the buildings must be removed.

There are a number of dilapidated structures within the Project Area, particularly in the downtown area as well as accessory buildings (sheds, garages, etc.) throughout the Project Area. However, instances of dilapidation are widespread or evenly distributed throughout the entire Project Area to a degree as to be a qualifying factor towards eligibility of the Project Area as a "conservation area."



Exhibit 3 – Age of Buildings



Obsolescence

Structures are typically built for specific uses or purposes with design, location, height and space arrangement each intended for a specific occupancy at a given time. Buildings are obsolete when they contain characteristics or deficiencies, which limit the re-use and marketability of such buildings. The characteristics may include loss in value to a property resulting from an inherent deficiency existing from poor or outdated design or layout, improper orientation of building on site, etc., which detracts from the overall usefulness or desirability of a property. Obsolescence in such buildings is typically difficult and expensive to correct. Generally, functional obsolescence relates to the physical utility of a property or structure, and economic obsolescence relates to the ability of a property or building to compete in the market place.

Commercial buildings within the downtown area have been modified and adapted throughout the years, including the addition of residential units. Industrial buildings may be suited for their original and/or current users but may not meet current standards for future reuse. As noted previously in this report, a large percentage of buildings within the Project Area were constructed more than 35 years ago, and modern building practices and amenities that contemporary users require are not present (high ceilings, loading areas, adequate parking, etc.).

While obsolescence is present to some degree and reasonably distributed throughout the Project Area, the extent of this factor is primarily limited to obsolescence of use due to lack of modern building practices and amenities, and is not considered to be a qualifying factor towards eligibility of the Project Area as a "conservation area."

Deterioration

Buildings in a state of deterioration exhibit defects, which are not easily correctable in the course of normal maintenance. Such buildings may be classified as deteriorating or in an advanced stage of deterioration, depending upon the degree or extent of defects. This would include buildings with major defects in the secondary building components (e.g., doors, windows, porches, gutters and downspouts, fascia materials, etc.), and major defects in primary building components (e.g., foundations, frames, roofs, etc.), respectively.

Deterioration of buildings and site improvements is widespread and evenly distributed throughout the entire Project Area. Common building issues include deteriorating doors and windows, roofs, gutters and downspouts, porches and patios, and crumbling masonry. Common issues relating to surface improvements include deterioration of paved parking areas, potholes in roadways, cracks in curbs, and fencing. Out of 457 total parcels within the Project Area, a total of 352 parcels (77%) exhibit some type of building and/or site deterioration.

The extent and widespread distribution of deterioration, both of buildings and surface improvements, has a powerful negative effect upon neighboring properties. When buildings or improvements on adjacent properties are in a declining state, a property owner has less incentive to maintain or improve his or her own property. Deterioration has the potential to spread, which could lead the entire Project Area to a blighted condition. **Deterioration is therefore a significant primary contributing factor towards designation of the Project Area as a "conservation area."**

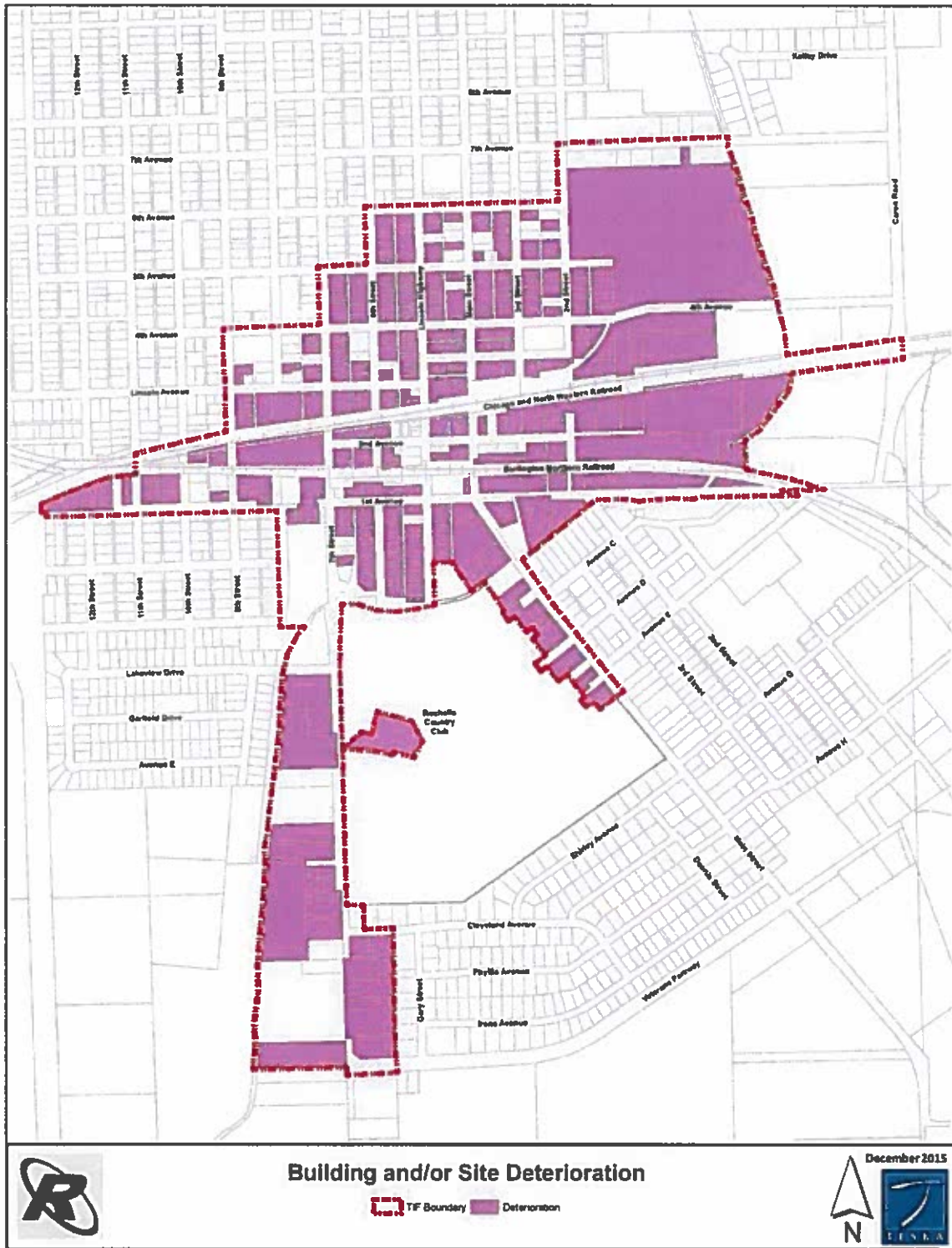


Examples of Building Deterioration



Examples of Site Deterioration

Exhibit 4 – Building and/or Site Deterioration



Illegal Use of Individual Structures

This factor applies to the use of structures in violation of applicable national, state, or local laws, and not to legal, nonconforming uses. Examples of illegal uses may include, but not be limited to the following:

- Illegal home occupations;
- Conduct of any illegal vice activities such as gambling, drug manufacture or dealing, prostitution, sale and/or consumption of alcohol by minors;
- Uses not in conformance with local zoning codes and not previously grandfathered in as legal nonconforming uses;
- Uses in violation of national, state or local environmental and occupational safety and health regulations;
- Uses involving manufacture, sale, storage or use of dangerous explosives and firearms.

Although instances of uses not in conformance with local zoning codes are present within the Project Area, these nonconforming uses are isolated and not widespread nor evenly distributed throughout the entire Project Area. Therefore, illegal use of individual structures is not considered as a qualifying factor towards designation of the Project Area as a “conservation area.”

Presence of Structures Below Minimum Code Standards

Structures below minimum code standards include all structures, which do not meet the standards of zoning, subdivision, building, housing, property maintenance, fire, or other governmental codes applicable to the property. The principal purposes of such codes are to require buildings to be constructed in such a way as to sustain safety of loads expected from this type of occupancy, to be safe for occupancy against fire and similar hazards, and/or establish minimum standards essential for safe and sanitary habitation. Structures below minimum code are characterized by defects or deficiencies, which presume to threaten health and safety.

Data provided by the City of Rochelle indicates that 165 out of 457 parcels (36%) have been documented to exhibit some type of code violation. The vast majority of these violations involve ADA and/or electrical issues, likely resulting from the age of the structures. Scattered instances of condemned and nonconforming structures are also present within the Project Area. Due to the high percentage of parcels exhibiting documented code violations, the presence of structures below minimal code standards is considered a qualifying factor towards designation of the Project Area as a ‘conservation area.’

Excessive Vacancies

Establishing the presence of this factor requires the identification, documentation, and mapping of the presence of vacant buildings and vacant portions of buildings. Excessive vacancy refers to the presence of buildings which are unoccupied or underutilized and which represent an adverse influence on the area because of the frequency, extent, or duration of such vacancies. It includes properties which evidence no apparent effort directed toward their occupancy or utilization and vacancies within buildings.

Instances of vacant or partially vacant structures are present throughout the Project Area. Vacancies primarily consist of commercial buildings within the downtown area, as well as isolated industrial and residential buildings. Observations during the field study indicate that accessory residential uses (apartments) may also exhibit high levels of vacancy. However, verification of residential occupancy rates is difficult to verify and unavailable at the time of this report.

Although vacancies are present throughout the Project Area, they are not present to such a high degree or so widely distributed as to be considered a qualifying factor towards designation of the Project Area as a “conservation area.”



Lack of Ventilation, Light, or Sanitary Facilities

Many older structures fail to provide adequate ventilation, light or sanitary facilities as required by local building or housing codes. This is also a characteristic often found in illegal or improper building conversions. The criteria used for determining the presence of this factor can be found in local codes and ordinances, or in locally adopted national codes such as the Uniform Building Code, Building Officials Code of America (BOCA), and the Model Housing Code of the American Public Health Association (APHA). Lack of ventilation, light, or sanitary facilities is presumed to adversely affect the health and building occupants, e.g., residents, employees, or visitors.

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

Inadequate Utilities

This factor relates to all underground and overhead utilities, including, but not limited to, storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone and electric service, which may be shown to be inadequate. Inadequate utilities would include those which are (i) of insufficient capacity to serve the uses in the redevelopment project and surrounding areas, (ii) deteriorated, antiquated, obsolete, or in disrepair or are lacking.

The Project Area contains widespread instances of inadequate utilities. Based on information provided by the City, significant roadway improvements are necessary throughout the Project Area. Water mains are undersized and in need of replacement. Sanitary sewer lines are over 100 years old and need to be replaced as roadway improvements are completed. The current low voltage electric service is also inadequate throughout the RFP. **Due to the amount of infrastructure upgrades required and widespread distribution of such upgrades, inadequate utilities is a significant contributing factor towards designation of the Project Area as a “conservation area.”**



Excessive Land Coverage and Overcrowding of Structures and Community Facilities

This factor may be documented by showing all instances where building coverage is excessive. Excessive land coverage refers to the over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Problem conditions include buildings either improperly situated on the parcel or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety, and multiple buildings on a single parcel. The resulting inadequate conditions include such factors as insufficient provision for light and air, increased threat of spread of fires due to close proximity to nearby buildings, lack of adequate or proper access to a public right-of-way, lack of required off-street parking, and inadequate provision for loading and service. Excessive land coverage conditions are presumed to have an adverse or blighting effect on nearby development. This characteristic is viewed relative to its urban context, common practice, and contemporary development standards.

Although there are isolated instances of buildings that are improperly situated on a parcel, and multiple buildings on a single parcel, these instances are not widely distributed throughout the Project Area and therefore do not significantly contribute towards designation of the Project Area as a “conservation area.”

Deleterious Land Use or Layout

Deleterious land uses include all instances of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses which may be considered noxious, offensive or environmentally unsuitable.

The Project Area contains a mix of downtown commercial retail, residential, institutional and industrial uses. Residential uses adjacent to industrial uses are common and widely distributed throughout the Project Area. **Therefore, deleterious land use or layout is considered a significant contributing factor towards designation of the Project Area as a “conservation area.”**



Examples of Incompatible Land Use Relationships

Lack of Community Planning

Lack of community planning may be a significant factor if the proposed Project Area developed prior to or without the benefit or guidance of a community plan. This means that no community plan existed or it was considered inadequate, and/or was virtually ignored during the time of the area's development. Lack of planning may be documented by establishing the date of adoption of the Village's Comprehensive Plan (or other plans which may be relevant) and determining whether the area developed before or after that date. This finding may be amplified by other evidence which shows the deleterious results of the lack of community planning, including cross-referencing other factors cited in the blight finding.

The City of Rochelle adopted its first comprehensive plan in 1973. Based on information provided by the City and the County Assessor's office, 241 out of 290 buildings in the Project Area (83%) were constructed prior to the adoption of the first comprehensive plan. This has resulted in widespread planning issues including inappropriate land use relationships, oddly shaped parcels, parcels which extend into the right-of-way, and multiple structures on a single parcel. **Therefore, lack of community planning is a significant contributing factor towards designation of the Project Area as a "conservation area."**

Environmental Remediation Costs Impeding Development

This factor may be documented by determining if any requirements by the Illinois Environmental Protection Agency (IEPA), the United States Environmental Protection Agency (EPA), or any study conducted by a recognized independent expert consultant has resulted in the need to incur remediation costs for a site that have resulted in impeding further site redevelopment.

The presence of heavy industrial users within the Project Area, suggests that environmental issues may be present to some extent on parcels within the Project Area. A total of 14 parcels out of 457 total parcels (3%) are documented brownfield sites. However, these documented environmental issues are concentrated and not widely distributed throughout the entire Project Area. **Therefore, this factor is not considered to significantly contribute towards the designation of the Project Area as a "conservation area."**

Decline in Minimal Marginal Increase in the Equalized Assessed Value

This factor can be cited if the total equalized assessed value of the Amendment Area has declined for 3 of the last 5 calendar years in 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.

Exhibit 5 – Equalized Assessed Valuation

	2009	2010	2011	2102	2013	2014
Total EAV Project Area	\$11,514,888	\$11,506,887	\$11,161,525	\$10,538,263	\$10,144,197	\$9,661,876
% Change	-0.55%	-0.07%	-3.00%	-5.58%	-3.74%	-4.75%
Total EAV Rochelle (excluding Project Area)	\$197,070,472	\$190,379,965	\$203,340,989	\$203,626,542	\$205,537,867	\$201,778,095
% Change	3.35%	-3.39%	6.81%	0.14%	0.94%	-1.83%
Consumer Price Index (USA)	214.537	218.056	224.939	229.594	232.957	236.736
% Change	-0.36%	1.64%	3.16%	2.07%	1.46%	1.62%

As shown in Exhibit 5 above, the equalized assessed value of for all parcels within the Project Area has decreased in each of the previous 5 years (2010 - 2014). In addition, the equalized assessed value has increased at an annual rate that is less than the balance of the City of Rochelle in 4 of the previous 5 years (2011 – 2014), and less than the Consumer Price Index in each of the previous 5 years (2010 – 2014). Based on this evidence, the lag in growth of equalized assessed valuation is a contributing factor towards designation of the Project Area as a “conservation area.”

CONCLUSION

Based on the findings contained herein, the Project Area as a whole 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 of Buildings;
2. Deterioration of Buildings and Surface Improvements;
3. Inadequate Utilities;
4. Presence of Structures Below Minimal Code Standards;
5. Deleterious Land Use or Layout;
6. Lack of Planning; and
7. Decline in Minimal Marginal Increase in the Equalized Assessed Value.

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

APPENDIX B – DOWNTOWN & S. GATEWAY TIF
HOUSING IMPACT STUDY

APPENDIX "B"

DOWNTOWN & SOUTH GATEWAY TAX FINANCING DISTRICT HOUSING IMPACT STUDY

City of Rochelle, Illinois



August 5, 2015

Prepared by:
Teska Associates, Inc.



TABLE OF CONTENTS

INTRODUCTION	1
PART I: HOUSING INVENTORY	2
Number of Residents	2
Type of Residential Units	3
Number and Type of Bedrooms.....	6
Units with Kitchen and Plumbing Facilities	6
Inhabited Units.....	7
Racial and Ethnic Composition	8
Economic Composition.....	8
PART II: RELOCATION PLANS.....	10
Residential Units Which May be Displaced	10
Availability of Replacement Housing.....	10
City of Rochelle Plans for Relocation Assistance and Type and Extent of Relocation Assistance	12

LIST OF EXHIBITS

Table 1: Housing Units and Population.....	2
Table 2: Dwelling Units by Type.....	3
Exhibits: Census Tracts and Block Groups	4,5
Table 3: Estimated Number of Bedrooms Per Dwelling Unit.....	6
Table 4: Estimated Number of Units with Kitchen and Plumbing Facilities.....	7
Table 5: Estimated Number Inhabited Units by Block Group	7
Table 6: Estimated Number and Percent of Inhabited Units.....	8
Table 7: Estimated Racial and Ethnic Composition of Residents	8
Table 8: Study Area Very Low, Low and Moderate Household Income Level.....	9
Table 9: Owner vs. Renter Occupancy	10
Table 10: Real Estate for Sale within Rochelle Area Vicinity	11
Table 11: Real Estate for Rent within Rochelle Area Vicinity	11

INTRODUCTION

For the Downtown & South Gateway TIF District, officials of the City of Rochelle have determined that without direct municipal involvement and financial assistance planning objectives for this area cannot be met. To encourage new investment in the TIF District the City has decided to utilize Tax Increment Financing (TIF) as one of several potential financial tools to facilitate redevelopment.

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

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

The Downtown & S. Gateway TIF contains approximately 738 residential units which clearly exceeds the 75-unit threshold and thus requires completion of a Housing Study. This estimate is based on U.S. Census 2010 data (ACS 2013 Estimates). While no definitive redevelopment proposals are currently under consideration, some of these units may be displaced over the 23-year term of the TIF District in order to facilitate redevelopment opportunities. Therefore, the City of Rochelle has prepared this report to satisfy the requirements of Section 11-74.4-3(n)(5).

The number and type of residential buildings in the Project Area potentially affected by the Redevelopment Plan were identified during the building condition and land use survey conducted as part of the eligibility analysis for the Project Area. A good faith estimate and determination of the number of residential units within each such building, whether such residential units were inhabited, and whether the inhabitants were low-income or very low-income households were based on a number of research and analytical tools including physical building surveys, 2010 U.S. Census Bureau, and 2013 American Community Survey estimates (ACS).

PART I: HOUSING INVENTORY

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

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

Number of Residents

For purposes of this study, data has been gathered from the 2010 United States Census and 2013 ACS Estimates that represented in the form of Block Groups. A Block Group is a subset of the Census Tract, and is a combination of census blocks. The Block Group is the lowest level of geography for which the Census Bureau has tabulated data. In this study, we have relied on the 2010 United States Census and 2013 ACS estimates as it is the best available information regarding the status of structures and residents in the TIF District Project Area. The Project Area contains all or portions of the following census tracts and block groups (see map on following page for the location of each census tract and block. In total, there are 738 housing units and approximately 2046 residents within the Project Area.

Table 1: Housing Units and Population (Source: 2010 U.S. Census)

Census Tract	Block Group	% Project Area of Block Group	Single-Family Household Size	Multi-Family Household Size	Single-Family Housing Units in TIF	Multi-Family Housing Units in TIF	Total Housing Units in Block Group	Estimated Total Housing Units in TIF	Estimated Number of Residents in TIF	Source	Percent Total Housing Units in TIF
9611	1	0.69%	2.9	2.34	446	70	1,079	516	1457	2010 Census Data, Field Count, & US Census American Community Survey 2013 Estimates	48%
9612	4	21.96%	2.65	1.85	60	0	273	00	159	2010 Census Data, Field Count, & US Census American Community Survey 2013 Estimates	22%
9616	1	2.68%	2.7	3.85	2	0	319	2	5	2010 Census Data, Field Count, & US Census American Community Survey 2013 Estimates	1%
9616	2	8.94%	2.88	2.2	92	21	818	113	311	2010 Census Data, Field Count, & US Census American Community Survey 2013 Estimates	14%
9616	3	0.57%	2.62	3.26	39	3	371	47	113	2010 Census Data, Field Count, & US Census American Community Survey 2013 Estimates	13%
					640	94	2860	738	2046		97%

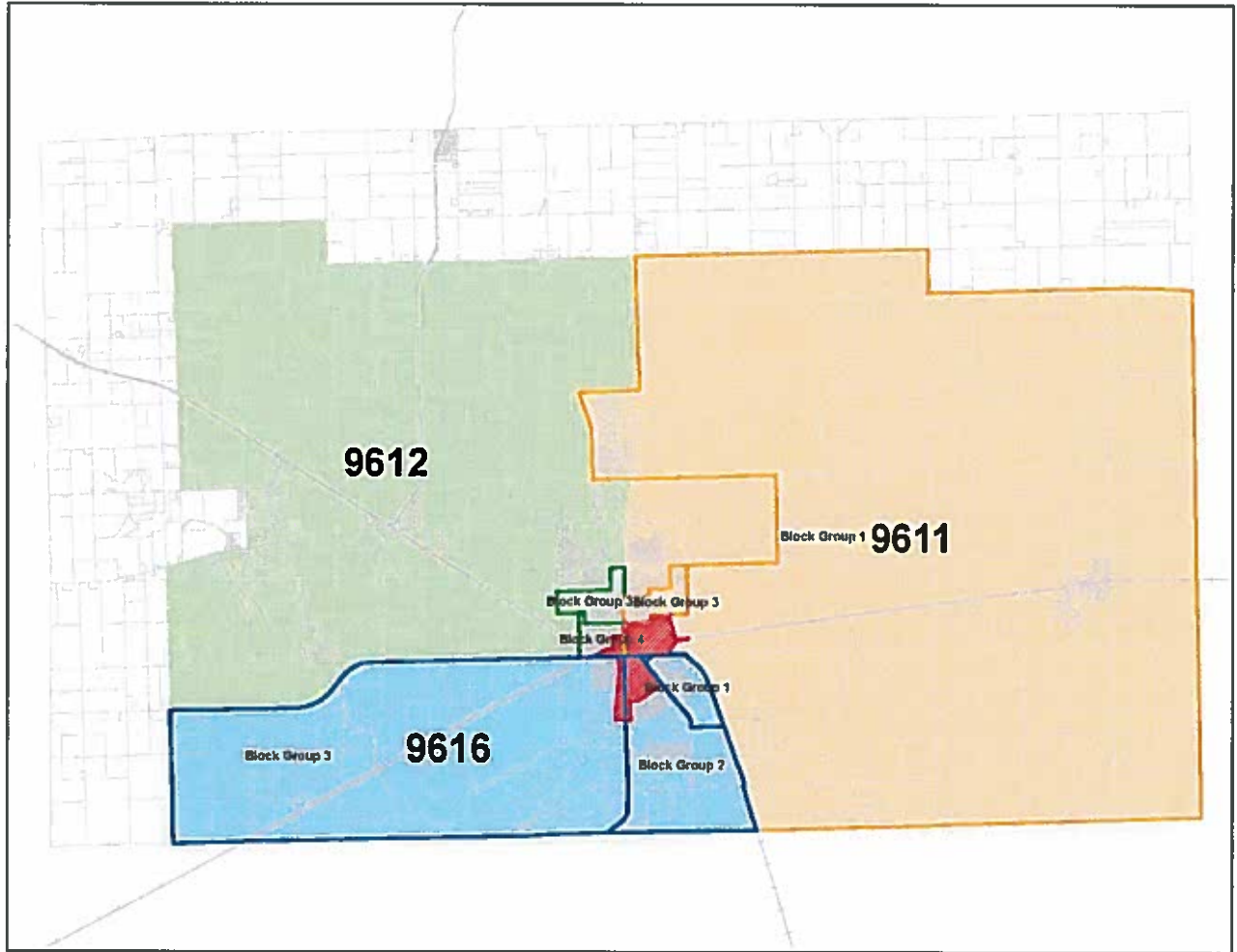
Type of Residential Units

Table 2 describes the TIF District residential units by type.

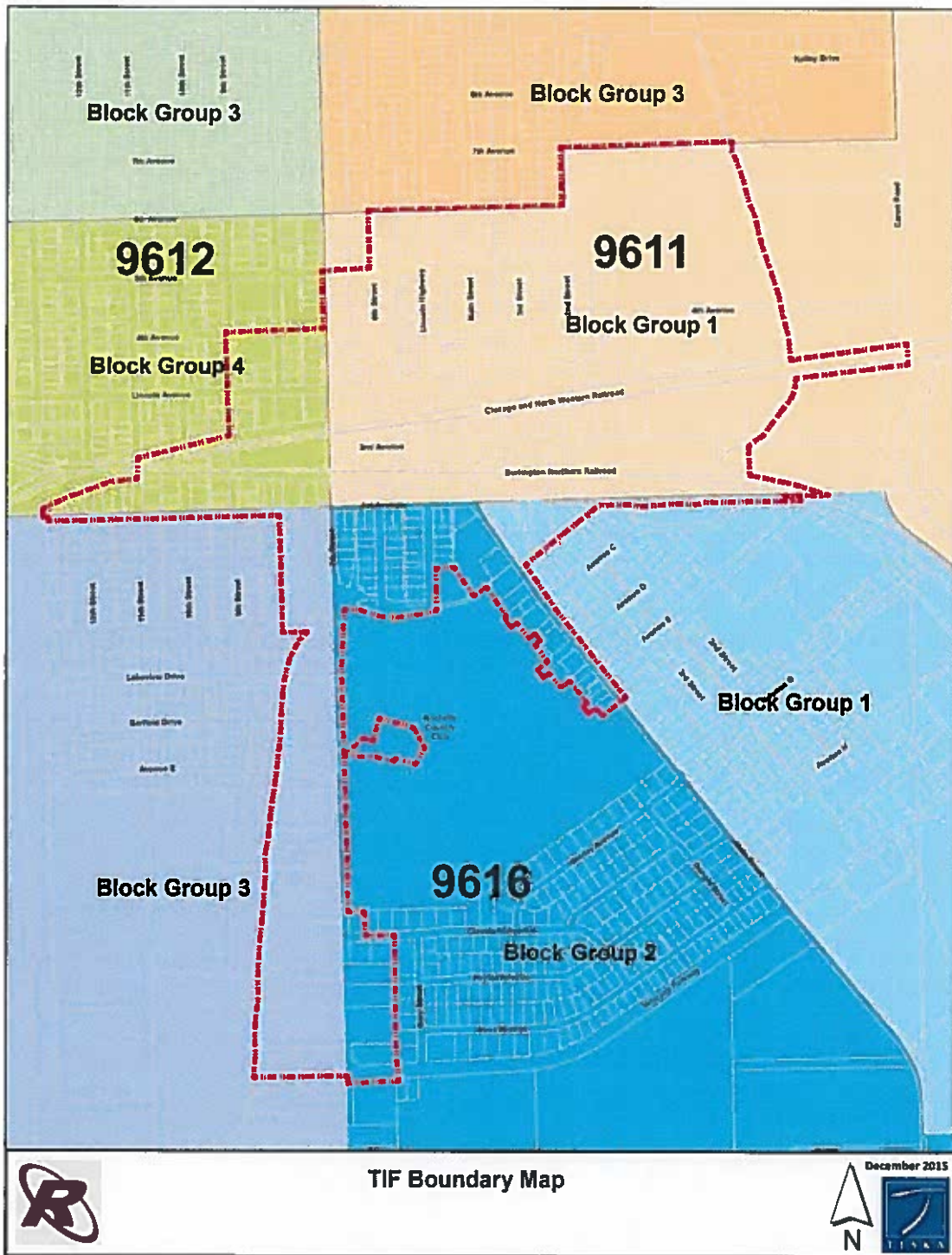
Table 2: Dwelling Units by Type (Source: 2010 U.S. Census)

Housing Type	Number of Housing Units in TIF	% of Total Residential Housing Units in TIF
Single-Family	640	22.36%
Multi-Family	94	3.28%
Total	733	25.65%

Census Tract & Block Maps



Source: U.S. Census Bureau, TIGERweb



Source: U.S. Census Bureau, TIGERweb

Number and Type of Bedrooms

Tables 3, 4, 5, and 6 respectively, describe the distribution of the residential units in the Project Area by number of bedrooms, kitchen and plumbing facilities, and uninhabited units.

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

Table 3: Estimated Number of Bedrooms and Percent per Dwelling Unit

Number of Bedrooms	9611-BG1	Estimated Number in TIF	9612-BG4	Estimated Number in TIF	9616-BG1	Estimated Number in TIF	9616-BG2	Estimated Number in TIF	9616-BG3	Estimated Number in TIF	Total in TIF
0 BDR	16	8	0	0	0	0	0	0	0	0	8
1 BDR	94	45	41	9	8	0	111	15	0	0	69
2 BDR	233	111	67	15	155	1	191	26	99	13	166
3 BDR	502	240	122	27	150	1	375	52	213	27	347
4 BDR	170	81	43	9	6	0	115	16	99	7	114
5+ BDR	64	31	0	0	0	0	26	4	0	0	34
	1079	516	273	60	319	2	888	113	371	47	738

Number of Bedrooms	9611-BG1-TIF	9612-BG4-TIF	9616-BG1-TIF	9616-BG2-TIF	9616-BG3-TIF	Percent of Total in TIF
0 BDR	1%	0%	0%	0%	0%	1%
1 BDR	9%	15%	3%	14%	0%	9%
2 BDR	22%	25%	49%	23%	27%	23%
3 BDR	47%	45%	47%	46%	57%	47%
4 BDR	16%	16%	2%	14%	16%	15%
5+ BDR	6%	0%	0%	3%	0%	5%
total	100%	100%	100%	100%	100%	100%

Source: 2010 U.S. Census, ACS 2013 Estimate

Units with Kitchen and Plumbing Facilities

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

Table 4: Estimated Number of Units with Kitchen and Plumbing Facilities
Source: 2010 U.S. Census

Est. Kitchen Facilities	9611-BG1	Estimated Number in TIF	9612-BG4	Estimated Number in TIF	9616-BG1	Estimated Number in TIF	9616-BG2	Estimated Number in TIF	9616-BG3	Estimated Number in TIF	Total in TIF
Complete Kitchen Facilities	1077	515	273	60	319	2	808	113	371	47	737
Lacking Complete Kitchen Facilities	2	1	0	0	0	0	0	0	0	0	1
	1079	516	273	60	319	2	808	113	371	47	738

Est. Plumbing Facilities	9611-BG1	Estimated Number in TIF	9612-BG4	Estimated Number in TIF	9616-BG1	Estimated Number in TIF	9616-BG2	Estimated Number in TIF	9616-BG3	Estimated Number in TIF	Total in TIF
Complete Plumbing Facilities	1074	514	273	60	319	2	808	113	371	47	736
Lacking Complete Plumbing Facilities	5	2	0	0	0	0	0	0	0	0	2
	1079	516	273	60	319	2	808	113	371	47	738

Inhabited Units

The occupancy status of the residential units in the Project Area must be determined not less than 45 days prior to the adoption of an ordinance or resolution fixing the time and place for public hearing. The City of Rochelle adopted an ordinance fixing the time and place for public hearing on August 24, 2015, and the occupancy status of the residential units was determined in June, 2015. As of that date, as determined initially by a building-by-building field survey and then confirmed using data from the 2010 U.S. Census Bureau and the ACS 2013 Estimate, an estimated 10.51% of units in the Project Area were determined to be uninhabited. Therefore, 661 residential units in the Project Area are assumed to be inhabited, as shown in Table 5 and 6:

Table 5: Estimated Number of Inhabited Units by Block Group

	9611-BG1	Estimated Total in TIF	9612-BG4	Estimated Total in TIF	9616-BG1	Estimated Total in TIF	9616-BG2	Estimated Total in TIF	9616-BG3	Estimated Total in TIF
Total Occupied Housing Units	953	453	273	60	246	2	735	99	371	46
Owner Occupied Units	627	298	117	26	138	2	381	51	230	29
Owner Occupied Population	1,817	864	310	68	372	5	1,097	148	608	75
Owner Occupied Household Size	2.9		2.65		2.7		2.88		2.62	
Renter Occupied Units	327	155	156	34	108	0	355	48	141	18
Renter Occupied Population	765	364	288	63	329	0	780	105	459	57
Renter Occupied Household Size	2.34		1.85		3.05		2.2		3.26	

Source: Teska Associates Field Survey and 2010 U.S. Census Bureau, ACS 2013 Estimates

Table 6: Estimated Number and Percent of Inhabited Units in TIF

TIF Occupancy	Total in TIF	Occupied	% Occupied	Vacant	% Vacant
9611-BG1	516	453	87.88%	63	12.12%
9612-BG4	60	60	99.87%	0	0.13%
9616-BG1	2	2	100.00%	0	0.00%
9616-BG2	113	99	87.61%	14	12.39%
9616-BG3	47	46	97.87%	1	2.13%
Total	738	661	89.49%	78	10.51%

Source: Teska Associates Field Survey and 2010 U.S. Census Bureau, ACS 2013 Estimates

Racial and Ethnic Composition

As required by the Act, the racial and ethnic composition of the residents in the inhabited residential units is determined according to the most recent Federal census data. As noted, there are an estimated 2046 residents in the Project Area. Racial and ethnic composition is available from the 2010 United States Census and ACS 2013 Estimates. Table 7 describes the racial and ethnic composition of the estimated residents of the Project Area.

Table 7: Estimated Racial and Ethnic Composition of Residents

RACE	Percent for City	Number in TIF
White	92%	1893
Black	3%	57
American Indian	0%	0
Asian	1%	29
Hawaiian/Pacific	0%	0
Other	2%	36
2 or more	2%	32
Hispanic	25%	514
total (not incl Hispanic)	100.00%	2046

Source: 2010 Census, US Bureau of the Census, ACS 2013 Estimate

Economic Composition

The distribution of household income for residents within the Project Area is based on U.S. Census 2012, and 2013 American Community Survey data. In order to estimate the number of moderate-, low-, and very low-income households in the Project Area, Census Tract household incomes from the 2013 American Community Survey were used. As determined by the US Department of Housing and Urban Development ("HUD"), the definitions of the income categories, adjusted for household size, are as follows:

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

The median household income for the City of Rochelle is \$41,106, based on data from the 2013 American Community Survey. The estimates of households at or below the moderate-income level collectively represent approximately 18% of the total inhabited residential units in the Project Area.

Table 8: Study Area Very Low, Low, and Moderate Household Income Level

Median Household Income Level	Income Level Based on Median Household Income	% Households within Study Area (4)
Very Low Income (1)	\$ 20,580	4%
Low Income (2)	\$ 32,928	5%
Moderate Income (3)	\$ 49,392	8%
	Total	18%

Source: 2010 Census, US Bureau of the Census, ACS 2013 Estimate

- (1) *Definition of Very Low Income Household as Defined by the Illinois Affordable Housing Act: "Very low-income household" means a single person, family or unrelated persons living together whose adjusted income is not more than 50% of the median income of the area of residence.*
- (2) *Definition of Low Income Household as Defined by the Illinois Affordable Housing Act: "Low-income household" means a single person, family or unrelated persons living together whose adjusted income is more than 50% but less than 80% of the median income of the area of residence.*
- (3) *"Moderate income household" means a single person, family or unrelated persons living together whose adjusted income is more than 80% but less than 120% of the median income of the area of residence.*
- (4) *The percentages of the study area households that qualify as very low, low, and moderate income were determined at the census tract level, as per the 2010 U.S. Census and ACS 2013 Estimate data.*

PART II: RELOCATION PLANS

The Act specifies that the second part of a housing impact study must:

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

Residential Units Which May be Displaced

The Redevelopment Plan and Phasing Concept Plan map (Figure 4) indicates that inhabited residential units may be acquired as part of redevelopment projects during the lifetime of the Project Area. The result is that residents in these or other residential units may be displaced in order to facilitate potential future development opportunities. The potential removal of any buildings containing residential units and any displacement of residents of inhabited units is expected to occur as described in Redevelopment Plan. These units, if acquired and redeveloped, are likely to occur over time throughout the life of the TIF District.

Availability of Replacement Housing

According to data in the 2010 United States Census, ACS 2013 Estimates, and field observations, approximately 55% of housing units in the Project Area are owner occupied. Conversely, approximately 35% of housing units in the Project Area are renter occupied. The remaining 10% of residential units are vacant. Therefore, both for-sale and for-rent units are considered for potential replacement housing.

Table 9: Owner vs. Renter Occupancy

	Number	Percentage
Owner Occupied	406	55%
Renter Occupied	255	35%
Vacant	77	10%
Total Housing Units	738	100%

Source: Teska Associates Field Survey, 2010 U.S. Census Bureau, ACS 2013 Estimates

In order to determine appropriate replacement housing, real estate listings were examined within Rochelle, and in areas in close proximity to the Rochelle. The median sales price for Rochelle for April to July 2015, was \$118,507 (according to Trulia.com), and the median gross rent was \$971 (according to Areavibes.com). Listings were obtained for homes with list prices approximately equivalent to the market

values of homes which may be displaced (\$118,000 and below). The location, type, and cost of a sample of possible replacement housing units in these areas are shown in Table 10 and 11. The information presented is based on classified advertisements from the *Daily Herald*, *Trulia.com*, *Zillow.com* and *Apartments.com* during November 2014. If relocation for displaced residents of the Rochelle Downtown & S. Gateway TIF is required, there are similar priced single-family homes and rental units available both within and in the immediate vicinity.

Table 10: Real Estate for Sale in Rochelle & Vicinity

Housing Type	Location	Price
Single-Family, 2-bedroom	1133 N 7th St, Rochelle, IL	\$ 92,500
Single-Family, 2-bedroom	1213 1st Ave, Rochelle, IL	\$ 47,000
Single-Family, 3-bedroom	400 N 12th St, Rochelle, IL	\$ 31,000
Single-Family, 3-bedroom	540 S 3rd St, Rochelle, IL	\$ 85,000
Single-Family, 3-bedroom	411 Phyllis Ave, Rochelle, IL	\$ 100,000
Single-Family, 4-bedroom	815 Lincoln Ave, Rochelle, IL	\$ 74,600

Source: Trulia.com, Zillow.com, movoto.com, and Apartments.com

Table 12: Real Estate for Rent in Rochelle & Vicinity

Housing Type	Location	Price/mo.
Apartment, Studio	White Oak Apt, 111 McConaughy Ave, Rochelle, IL	\$ 455
Apartment, Studio	Amber Manor, 807-833 Ridge Drive, Dekalb, IL	\$ 530
Apartment, 1 br	Lida Lake Estates, 433 Willis Avenue, Rochelle, IL	\$ 675
Apartment, 1 br	Varsity Square, 1212 Varsity Blvd, Dekalb, IL	\$ 570
Apartment, 1 br	Varsity Square, 1212 Varsity Blvd, Dekalb, IL	\$ 625
Apartment, 1 br	White Oak Apt, 111 McConaughy Ave, Rochelle, IL	\$ 550
Apartment, 1 br	Amber Manor, 807-833 Ridge Drive, Dekalb, IL	\$ 650
Apartment, 2 br	Amber Manor, 807-833 Ridge Drive, Dekalb, IL	\$ 699
Townhome, 2 br.	1043 Avenue E, Rochelle, IL	\$ 550

Source: Apartments.com, Realtor.com, Apartmentguide.com, and Rent.com

City of Rochelle Plans for Relocation Assistance and Type and Extent of Relocation Assistance

The City of Rochelle may provide relocation assistance to residents displaced by this Redevelopment Plan. Such assistance may include reimbursement for actual reasonable expenses for moving, including real estate transaction costs up to 8% of the value of the replacement housing unit.

In addition, to the extent that any removal or displacement will affect households of low-income and very low-income persons, the City will provide affordable housing and relocation assistance not less than that which would be provided under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations there under, including the eligibility criteria. Affordable housing may consist of existing or newly constructed housing and the City shall make a good faith effort to ensure that the affordable housing is located in or near the Project Area. For the purposes of this Housing Impact Study, "low-income households," "very low-income households," and "affordable housing" shall have the meanings set forth in the Illinois Affordable Housing Act. As of the date of this Redevelopment Plan, these statutory terms have the following meaning: (i) "low-income household" means a single person, family or unrelated persons living together whose adjusted income is more than 50 percent but less than 80 percent of the median income of the area of residence, adjusted for family size, as such adjusted income and median income are determined from time to time by the United States Department of Housing and Urban Development ("HUD") for purposes of Section 8 of the United States Housing Act of 1937 ("Section 8"); (ii) "very low-income household" means a single person, family, or unrelated persons living together whose adjusted income is not more than 50 percent of the median income of the area of residence, adjusted for family size, as so determined by HUD for the purposes of Section 8 of the United States Housing Act of 1937; and (iii) "affordable housing" means residential housing that, so long as the same is occupied by low-income households or very low-income households, requires payment of monthly housing costs, including utilities other than telephone, of no more than 30 percent of the maximum allowable income for such households, as applicable.

APPENDIX C – 2014 EQUALIZED ASSESSED VALUATIONS FOR THE DOWNTOWN & S. GATEWAY TIF AREA

Table 2: 2014 Equalized Assessed Valuations

Parcel ID # (PIN)	EAV 2014
4-23-485-001	\$20,965
24-23-485-003	\$15,283
24-23-485-004	\$21,168
24-23-485-005	\$9,746
24-23-485-006	\$3,614
24-23-485-007	\$6,080
24-23-485-008	\$20,363
24-23-485-009	\$0
24-23-485-010	\$3,296
24-24-335-001	\$113,427
24-24-335-002	\$29,599
24-24-335-003	\$9,333
24-24-335-004	\$27,400
24-24-335-005	\$30,838
24-24-335-006	\$13,968
24-24-335-007	\$56,679
24-24-335-008	\$2,682
24-24-336-001	\$35,023
24-24-336-002	\$31,776
24-24-336-003	\$79,765
24-24-336-004	\$0
24-24-336-005	\$25,255
24-24-336-006	\$9,105
24-24-336-007	\$0
24-24-336-008	\$0
24-24-336-009	\$0
24-24-337-001	\$34,904
24-24-337-002	\$25,893
24-24-337-003	\$27,192

4-24-337-004	\$34,633
24-24-337-005	\$24,644
24-24-337-006	\$17,288
24-24-337-007	\$19,195
24-24-337-008	\$1,348
24-24-337-009	\$26,309
24-24-337-010	\$28,124
24-24-337-011	\$22,981
24-24-337-012	\$23,262
24-24-337-013	\$8,948
24-24-338-001	\$6,954
24-24-338-002	\$0
24-24-338-003	\$0
24-24-338-004	\$0
24-24-338-005	\$0
24-24-338-006	\$0
24-24-338-007	\$14,691
24-24-338-008	\$122,220
24-24-339-001	\$39,896
24-24-339-003	\$0
24-24-339-004	\$14,015
24-24-339-005	\$18,779
24-24-339-006	\$8,986
24-24-339-007	\$19,794
24-24-339-008	\$13,369
24-24-339-009	\$25,358
24-24-339-010	\$23,909
24-24-339-012	\$18,010
24-24-339-013	\$29,038
24-24-339-014	\$20,641
24-24-339-015	\$25,220
24-24-339-016	\$19,368
24-24-339-017	\$21,320
24-24-339-018	\$22,299
24-24-339-019	\$20,626
24-24-339-020	\$24,498
24-24-339-021	\$30,360

24-24-339-022	\$11,377
24-24-339-023	\$35,042
24-24-339-024	\$0
24-24-339-025	\$14,373
24-24-340-001	\$47,677
24-24-340-002	\$106,542
24-24-340-003	\$46,032
24-24-340-004	
24-24-340-005	\$20,913
24-24-340-006	\$25,382
24-24-340-007	\$0
24-24-340-008	\$72,516
24-24-340-009	\$22,433
24-24-340-010	\$0
24-24-340-011	\$0
24-24-340-012	\$0
24-24-341-001	\$32,201
24-24-341-002	\$63,979
24-24-341-003	\$51,174
24-24-341-004	\$23,655
24-24-341-005	\$18,449
24-24-341-006	\$16,932
24-24-341-007	\$27,558
24-24-341-008	\$18,048
24-24-341-009	\$25,063
24-24-353-001	\$0
24-24-353-002	\$18,870
24-24-353-003	\$25,839
24-24-353-004	\$1,900
24-24-353-006	\$34,221
24-24-353-007	\$56,315
24-24-354-001	\$29,563
24-24-354-002	\$23,946
24-24-354-003	\$18,599
24-24-354-004	\$25,936
24-24-354-005	\$31,103
24-24-354-006	\$24,010

24-24-354-007	\$23,054
24-24-354-008	\$25,516
24-24-354-010	\$7,560
24-24-354-011	\$2,873
24-24-354-012	\$14,300
24-24-357-001	\$31,783
24-24-357-002	\$18,666
24-24-357-003	\$23,171
24-24-357-004	\$44,764
24-24-357-012	\$48,220
24-24-357-013	\$34,513
24-24-358-001	\$0
24-24-359-001	\$0
24-24-359-002	\$0
24-24-359-003	\$0
24-24-360-001	\$0
24-24-361-001	\$18,806
24-24-361-002	\$6,967
24-24-361-003	\$13,813
24-24-361-004	\$23,011
24-24-362-001	\$3,509
24-24-362-002	\$0
24-24-362-003	\$0
24-24-362-004	\$21,751
24-24-363-001	\$18,067
24-24-363-002	\$20,562
24-24-363-003	\$16,112
24-24-363-004	\$14,221
24-24-363-005	\$16,418
24-24-363-006	\$32,951
24-24-363-007	\$37,386
24-24-363-008	\$13,984
24-24-363-013	\$15,061
24-24-376-002	\$22,708
24-24-376-003	\$9,519
24-24-376-004	\$16,493
24-24-376-005	\$4,761

24-24-376-006	\$38,930
24-24-376-007	\$7,577
24-24-376-009	\$33,078
24-24-376-010	\$19,549
24-24-376-012	\$0
24-24-376-013	\$17,072
24-24-376-016	\$19,050
24-24-376-017	\$6,154
24-24-377-002	\$8,675
24-24-377-003	\$16,154
24-24-377-004	\$0
24-24-377-005	\$21,080
24-24-377-006	\$15,519
24-24-377-007	\$15,817
24-24-377-008	\$17,185
24-24-377-009	\$16,155
24-24-377-010	\$18,512
24-24-377-011	\$30,153
24-24-377-012	\$16,574
24-24-377-013	\$27,202
24-24-377-014	\$23,705
24-24-377-015	\$22,342
24-24-377-019	\$1,700
24-24-377-020	\$0
24-24-377-021	\$0
24-24-377-022	\$19,077
24-24-378-001	\$0
24-24-378-002	\$23,178
24-24-378-003	\$27,040
24-24-378-004	\$9,776
24-24-378-005	\$20,340
24-24-378-006	\$0
24-24-378-007	\$18,720
24-24-378-008	\$13,874
24-24-378-009	\$14,256
24-24-378-010	\$15,954
24-24-378-011	\$0

24-24-378-012	\$0
24-24-379-001	\$28,754
24-24-379-004	\$35,899
24-24-379-005	\$0
24-24-379-006	\$15,863
24-24-379-007	\$4,303
24-24-379-008	\$0
24-24-379-013	\$23,835
24-24-379-014	\$8,627
24-24-380-001	\$18,030
24-24-380-002	\$28,260
24-24-380-003	\$27,350
24-24-381-001	\$19,008
24-24-381-002	\$11,810
24-24-381-004	\$11,062
24-24-381-005	\$18,455
24-24-381-006	\$0
24-24-381-007	\$3,788
24-24-382-003	\$18,527
24-24-382-004	\$16,689
24-24-382-005	\$25,856
24-24-382-006	\$24,995
24-24-382-007	\$13,197
24-24-382-008	\$28,152
24-24-382-011	\$2,000
24-24-382-012	\$1,000
24-24-382-016	\$1,800
24-24-382-017	\$27,000
24-24-382-019	\$1,000
24-24-382-020	\$27,779
24-24-382-021	\$51,902
24-24-383-001	\$50,043
24-24-383-002	\$0
24-24-383-003	\$16,295
24-24-384-006	\$7,875
24-24-384-007	\$1,730
24-24-384-008	\$25,269

24-24-385-002	\$22,581
24-24-385-003	\$1,003
24-24-385-004	\$0
24-24-385-005	\$6,299
24-24-385-006	\$28,950
24-24-385-007	\$40,553
24-24-386-001	\$32,105
24-24-386-002	\$8,804
24-24-386-003	\$1,406
24-24-386-004	\$19,138
24-24-387-001	\$8,894
24-24-387-002	\$3,637
24-24-387-003	\$25,120
24-24-387-006	\$27,566
24-24-388-001	\$19,182
24-24-388-002	\$8,531
24-24-388-003	\$11,894
24-24-389-001	\$8,144
24-24-389-002	\$5,388
24-24-389-003	\$2,789
24-24-389-005	\$24,464
24-24-389-007	\$1,529
24-24-389-008	\$527
24-24-389-009	\$9,186
24-24-390-001	\$14,455
24-24-390-002	\$11,228
24-24-390-003	\$30,117
24-24-391-001	\$48,517
24-24-391-002	\$4,377
24-24-392-001	\$11,300
24-24-392-002	\$18,200
24-24-392-003	\$38,159
24-24-392-004	\$25,508
24-24-392-005	\$23,159
24-24-392-006	\$0
24-24-392-007	\$17,066
24-24-393-004	\$13,430

24-24-393-006	\$30,441
24-24-394-002	\$50,012
24-24-404-001	\$23,018
24-24-404-002	\$17,096
24-24-404-003	\$9,128
24-24-404-004	\$27,279
24-24-404-005	\$5,899
24-24-404-006	\$45,209
24-24-404-007	\$14,795
24-24-404-008	\$31,000
24-24-404-009	\$40,834
24-24-404-011	\$18,115
24-24-404-012	\$18,530
24-24-405-001	\$13,153
24-24-405-002	\$15,457
24-24-405-003	\$39,898
24-24-405-004	\$13,235
24-24-405-005	\$29,278
24-24-405-006	\$27,013
24-24-405-007	\$14,758
24-24-405-008	\$20,881
24-24-405-009	\$36,335
24-24-405-010	\$27,687
24-24-405-011	\$22,213
24-24-406-007	\$88,656
24-24-407-001	\$0
24-24-407-002	\$31,158
24-24-407-003	\$10,771
24-24-407-004	\$17,927
24-24-407-005	\$53,149
24-24-407-006	\$7,976
24-24-407-007	\$39,750
24-24-407-008	\$1,108
24-24-407-009	\$1,108
24-24-408-006	\$1,971
24-24-408-007	\$3,179
24-24-408-008	\$17,150

24-24-408-009	\$3,179
24-24-408-010	\$91,828
24-24-451-001	\$89,300
24-24-452-001	\$51,260
24-24-452-002	\$1,693
24-24-452-004	\$0
24-24-453-003	\$14,461
24-24-453-004	\$2,027
24-24-453-005	\$4,415
24-24-453-006	\$10,995
24-24-454-001	\$3,959
24-24-454-002	\$12,933
24-24-455-004	\$22,071
24-24-456-001	\$27,917
24-24-456-002	\$4,941
24-24-456-003	\$34,625
24-24-457-002	\$2,183
24-24-457-004	\$66,223
24-24-457-007	\$1,050
24-24-457-012	\$30,179
24-24-457-013	\$16,722
24-24-457-015	\$30,086
24-24-457-019	\$183,889
24-24-457-020	\$3,538
24-24-458-001	\$17,166
24-24-458-004	\$31,597
24-24-458-005	\$177,074
24-24-458-006	\$188,007
24-24-459-002	\$7,070
24-24-459-007	\$450
24-24-460-001	\$29,431
24-24-460-002	\$11,858
24-24-460-004	\$0
24-24-460-005	\$28,526
24-24-460-008	\$5,483
24-24-476-001	\$9,515
24-24-478-004	\$0

24-24-478-005	\$382
24-24-479-002	\$10,723
24-24-501-001	\$0
24-24-501-002	\$0
24-24-501-003	\$0
24-24-501-004	\$0
24-24-501-005	\$0
24-24-501-006	\$0
24-24-501-007	\$0
24-24-501-008	\$0
24-24-501-009	\$0
24-24-501-010	\$0
24-24-501-011	\$0
24-24-501-012	\$0
24-24-501-013	\$0
24-24-501-014	\$0
24-24-501-015	\$0
24-24-501-017	\$0
24-24-501-019	\$0
24-24-501-020	\$0
24-24-501-021	\$0
24-24-501-022	\$0
24-24-501-023	\$0
24-24-501-024	\$0
24-24-501-025	\$0
24-24-501-026	\$0
24-24-501-027	\$0
24-24-503-001	\$0
24-24-503-002	\$0
24-24-503-003	\$0
24-24-503-004	\$0
24-24-503-005	\$0
24-24-503-006	\$0
24-24-503-007	\$0
24-24-503-007	\$0
24-25-104-001	\$24,638
24-25-104-002	\$18,759

24-25-104-003	\$2,569
24-25-104-005	\$0
24-25-111-001	\$131,217
24-25-126-001	\$13,547
24-25-126-002	\$17,241
24-25-126-003	\$23,786
24-25-126-004	\$16,854
24-25-126-005	\$1,272
24-25-126-006	\$1,272
24-25-126-007	\$1,272
24-25-126-010	\$50,819
24-25-126-011	\$16,940
24-25-126-012	\$32,936
24-25-126-013	\$15,158
24-25-126-014	\$19,726
24-25-126-015	\$11,520
24-25-126-018	\$0
24-25-126-019	\$8,302
24-25-126-021	\$18,022
24-25-126-022	\$14,091
24-25-126-024	\$0
24-25-127-001	\$57,770
24-25-127-002	\$12,397
24-25-127-003	\$18,735
24-25-127-004	\$12,005
24-25-127-005	\$12,567
24-25-127-006	\$11,629
24-25-127-007	\$19,149
24-25-127-008	\$13,590
24-25-127-012	\$14,750
24-25-127-013	\$19,513
24-25-127-014	\$19,411
24-25-127-015	\$4,375
24-25-127-016	\$9,003
24-25-127-017	\$6,284
24-25-127-019	\$0
24-25-127-020	\$22,000

24-25-127-021	\$8,082
24-25-127-022	\$22,692
24-25-128-001	\$0
24-25-128-002	\$0
24-25-128-003	\$0
24-25-128-004	\$0
24-25-128-005	\$0
24-25-128-006	\$0
24-25-128-008	\$0
24-25-128-010	\$31,512
24-25-128-011	\$0
24-25-129-001	\$16,135
24-25-129-002	\$4,770
24-25-129-003	\$24,202
24-25-130-001	\$28,862
24-25-130-002	\$21,589
24-25-130-003	\$26,126
24-25-130-004	\$12,692
24-25-154-002	\$25,000
24-25-154-003	\$15,101
24-25-154-004	\$122,822
24-25-154-005	\$43,883
24-25-154-006	\$0
24-25-154-007	\$50,864
24-25-154-008	\$17,298
24-25-155-001	\$17,045
24-25-155-002	\$13,148
24-25-155-003	\$32,148
24-25-176-007	\$156,273
24-25-201-001	\$9,540
24-25-201-002	\$0
24-25-205-001	\$103,453
24-25-205-002	\$23,883
24-25-205-003	\$14,102
24-25-205-004	\$163,804
24-25-209-002	\$31,960
24-25-209-003	\$94,053

24-25-209-005	\$16,938
24-25-209-006	\$17,447
24-25-209-007	\$2,340
24-25-209-008	\$14,261
24-25-209-009	\$17,043
24-25-209-010	\$33,251
24-25-302-003	\$0
24-25-302-004	\$33,431
24-25-302-007	\$84,277
24-25-302-009	\$263,546
24-25-302-010	\$100,374
24-25-302-011	\$0
24-25-302-012	\$44,134
24-25-302-013	\$40,308
24-25-326-002	\$43,700
24-25-328-001	\$28,219
24-25-328-002	\$27,716
24-25-328-003	\$103,213
24-25-328-004	\$66,332
24-25-328-005	\$43,172
24-25-328-006	\$72,731
Total EAV	\$9,661,876