

STATE OF ILLINOIS        )  
  ) SS  
COUNTY OF DU PAGE     )

I, Lynn Curiale, City Clerk of Wood Dale, Illinois DO HEREBY CERTIFY that as such City Clerk and keeper of the records, that the foregoing is a true and correct copy of Ordinance **#O-21-034 AN ORDINANCE AUTHORIZING A STUDY OF THE FEASIBILITY OF ESTABLISHING TAX INCREMENT ALLOCATION FINANCING TO IMPROVE DETERIORATING PHYSICAL CONDITIONS AND STIMULATE NEW ECONOMIC DEVELOPMENT WITHIN A PROPOSED REDEVELOPMENT PROJECT AREA** Passed by The City Of Wood Dale, Du Page County, Illinois, IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the seal of the City of Wood Dale, this 2<sup>nd</sup> day of December, 2021



Lynn Curiale, City Clerk



**Ordinance #O-21-034**

**AN ORDINANCE AUTHORIZING A STUDY OF THE FEASIBILITY OF  
ESTABLISHING TAX INCREMENT ALLOCATION FINANCING TO IMPROVE  
DETERIORATING PHYSICAL CONDITIONS AND STIMULATE NEW ECONOMIC  
DEVELOPMENT WITHIN A PROPOSED REDEVELOPMENT PROJECT AREA**

Passed: December 2, 2021  
Published in Pamphlet Form: December 3, 2021

I, Lynn Curiale, as the City Clerk for the City of Wood Dale, hereby certify that the attached Ordinance is a true and correct copy of #O-21-034

**AN ORDINANCE AUTHORIZING A STUDY OF THE FEASIBILITY OF  
ESTABLISHING TAX INCREMENT ALLOCATION FINANCING TO IMPROVE  
DETERIORATING PHYSICAL CONDITIONS AND STIMULATE NEW ECONOMIC  
DEVELOPMENT WITHIN A PROPOSED REDEVELOPMENT PROJECT AREA**

Passed and approved by the City Council of the City of Wood Dale on December 2, 2021 and hereby published in pamphlet on December 3, 2021



Lynn Curiale, City Clerk



**ORDINANCE NO. O-21-034**

**AN ORDINANCE AUTHORIZING A STUDY OF THE FEASIBILITY  
OF ESTABLISHING TAX INCREMENT ALLOCATION FINANCING  
TO IMPROVE DETERIORATING PHYSICAL CONDITIONS  
AND STIMULATE NEW ECONOMIC DEVELOPMENT  
WITHIN A PROPOSED REDEVELOPMENT PROJECT AREA**

**WHEREAS**, the City of Wood Dale (the "City") is a municipality organized under the laws of the State of Illinois; and

**WHEREAS**, the General Assembly of the State of Illinois has provided by law the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 *et seq.*, (the "Act") to assist in the financing of certain improvements in areas which meet specified requirements for classifications "blighted areas" or "conservation areas"; and

**WHEREAS**, the legislative purpose of the Act is to encourage development through the use of incremental tax revenues derived from increased assessed values in the eligible project areas to assist with development/redevelopment project costs, thereby eliminating adverse and detrimental conditions that erode the tax base both within an eligible area and adjacent to such area; and

**WHEREAS**, the City desires to investigate the feasibility of establishing tax increment allocation financing under the Act for a specific area in the City, being +/- 26 acres of land bounded by Bryn Mawr Ave. on the north, IL Rt. 83 on the east, the residential lots lying immediately west of and adjacent to Pine Street on the west, and the land lying north of Beinoris Drive as if extended east to IL Rt. 83 on the south, described in Exhibit A attached hereto and made part hereof (the "Proposed Redevelopment Project Area"), and to provide for a study therefor.

**WHEREAS**, the City has heretofore retained the municipal and financial consulting services of SB Friedman & Company (“Consultant”) for various purposes, and has determined that Consultant possesses the necessary skills and experience to determine whether the Proposed Redevelopment Project Area qualifies as a “redevelopment project area” under the Act, and to undertake a feasibility study and prepare a proposed redevelopment plan with respect to the Proposed Redevelopment Project Area as a tax increment financing redevelopment project area.

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

**SECTION 1:** The foregoing recitals are incorporated and made part of this Ordinance as if fully set forth herein.

**SECTION 2:** S.B. Friedman & Co. ("Consultant") is hereby authorized to prepare a study of the feasibility of establishing tax increment allocation financing under Illinois law for the Proposed Redevelopment Project Area, assuming that any portion of the Proposed Redevelopment Project Area that is currently located within another municipality will be disconnected from said other municipality and annexed to the City prior to the City moving forward with the establishment of a new tax increment financing district within the Proposed Redevelopment Project Area, and assuming that any portion of the Proposed Redevelopment Project Area that is currently unincorporated will be annexed into the City prior to the City moving forward with the establishment of a new tax increment financing district within the Proposed Redevelopment Project Area.

**SECTION 3:** The purpose of establishing tax increment allocation financing in the Proposed Redevelopment Project Area is to improve deteriorating physical conditions in the area and thereby stimulate new economic development.

**SECTION 4:** It is reasonably expected that the achievement of the purpose set out in Section 3 above will not result in the displacement of residents from ten (10) or more inhabited residential units, as provides in the Act in Section 11-74.4-4.1(b) (65 ILCS 5/11-74.4-4.1(b)).

**SECTION 5:** A general description of tax increment allocation financing as permitted by Illinois law is attached hereto as Exhibit B and made a part hereof.

**SECTION 6:** All persons who wish to receive more information about the Proposed Redevelopment Project Area or who wish to comment on or make suggestions regarding the redevelopment of the area to be studied should contact:

Bradley W. Wilson, CPFO  
Finance Director  
City of Wood Dale  
404 N. Wood Dale Road  
Wood Dale, Illinois 60191  
Telephone number: (630) 766-4900.

**SECTION 7:** The city Clerk shall cause copies of this Ordinance to be sent by certified mail or messenger delivery to all taxing districts that would be affected by the designation of the Redevelopment Project Area for tax increment allocation financing. A list of the said taxing districts is attached hereto as Exhibit C, and made a part hereof.

**SECTION 8:** This Ordinance shall be in full force and effect upon its passage in the manner provided by law.

ADOPTED this 2nd day of December, 2021, pursuant to a roll call vote as follows:

AYES: 8

NAYS: 0

ABSENT: 0

ABSTENTION:

APPROVED by me the 2<sup>nd</sup> day of December, 2021.

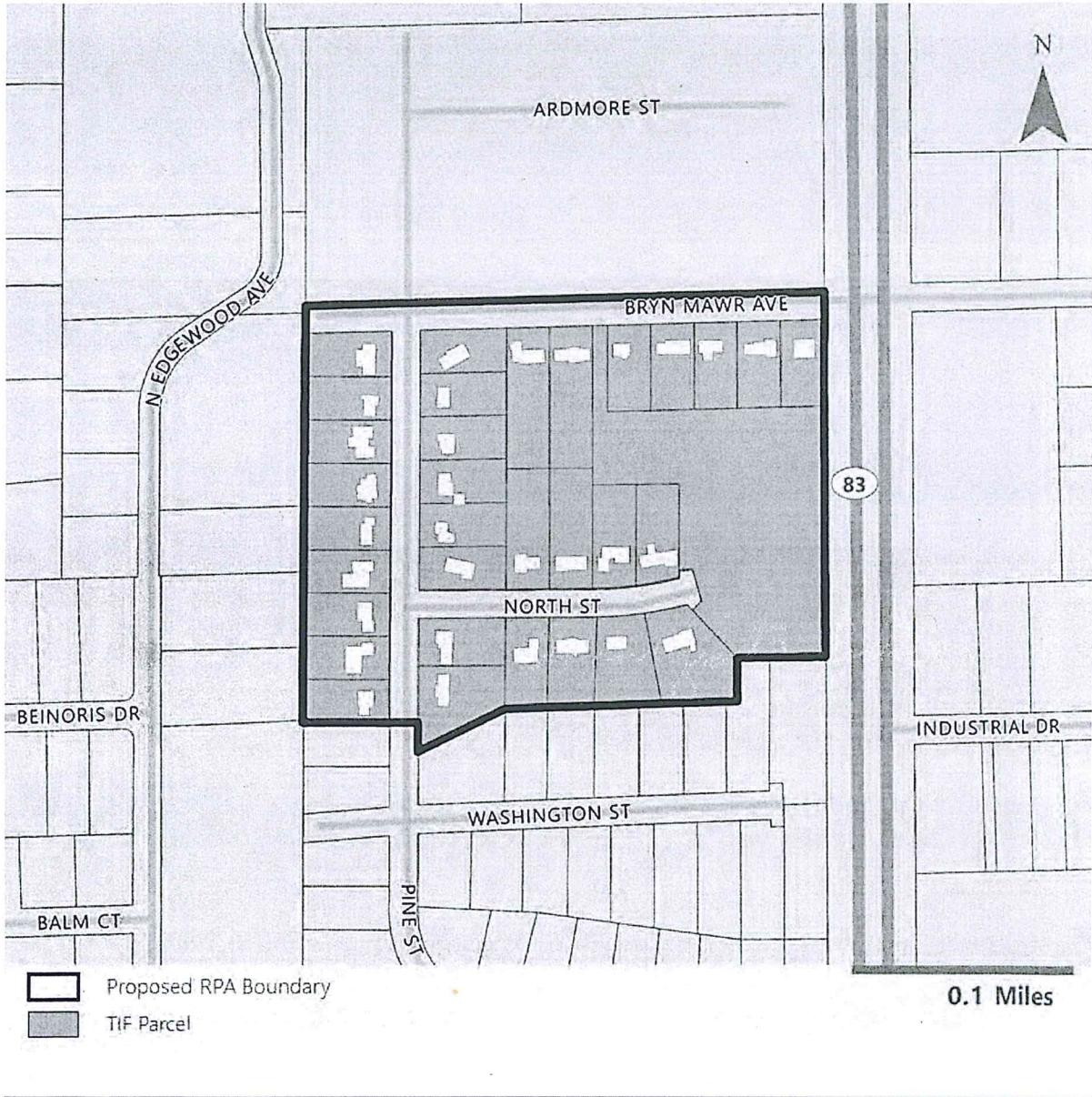
Annunziato Pulice  
Annunziato Pulice, Mayor of the  
City of Wood Dale, DuPage County, Illinois

ATTESTED and filed in my office,  
this 2nd day of December, 2021.

Lynn Curiale  
Lynn Curiale, Clerk of the City  
of Wood Dale, DuPage County, Illinois

Exhibit A

**Proposed Redevelopment Project Area**



## Exhibit B

### **A General Description of Tax Increment Allocation Financing as Permitted by Illinois Law**

Tax Increment Allocation Financing (TIF) was enacted into law in 1977. As an economic development tool, it enables municipalities to target financial assistance to, among other things, eliminate or prevent blighted conditions in developed areas like established older downtowns and other commercial areas.

TIF is permitted under Chapter 65 of the Illinois Compiled Statutes, 65 ILCS 5/11-74.4-1 et seq. (the "Act"). The Act authorizes municipalities to receive increments generated from increased property tax revenues in an area designated for TIF. The "increment" is the amount of growth in property taxes attributable to the increase in the value of the property in the TIF area after private redevelopment has taken place and/or as a result of the value of the property otherwise increasing. The growth amount is set aside by the tax collector into a special municipal fund to pay redevelopment costs, including debt service. To identify the increment, at the adoption of TIF for an area, the equalized assessed value ("EAV") of each parcel in the area is frozen at its current amount (the "Initial EAV"). During the life of TIF in the designated area, the taxing districts will receive taxes attributable to the lower of the then-current EAV or the Initial EAV. As improvements are made in the TIF area, and EAVs rise, tax revenue attributable to the increase in EAV, above the Initial EAV, goes to the municipality's special fund to pay redevelopment costs as permitted by the Act.

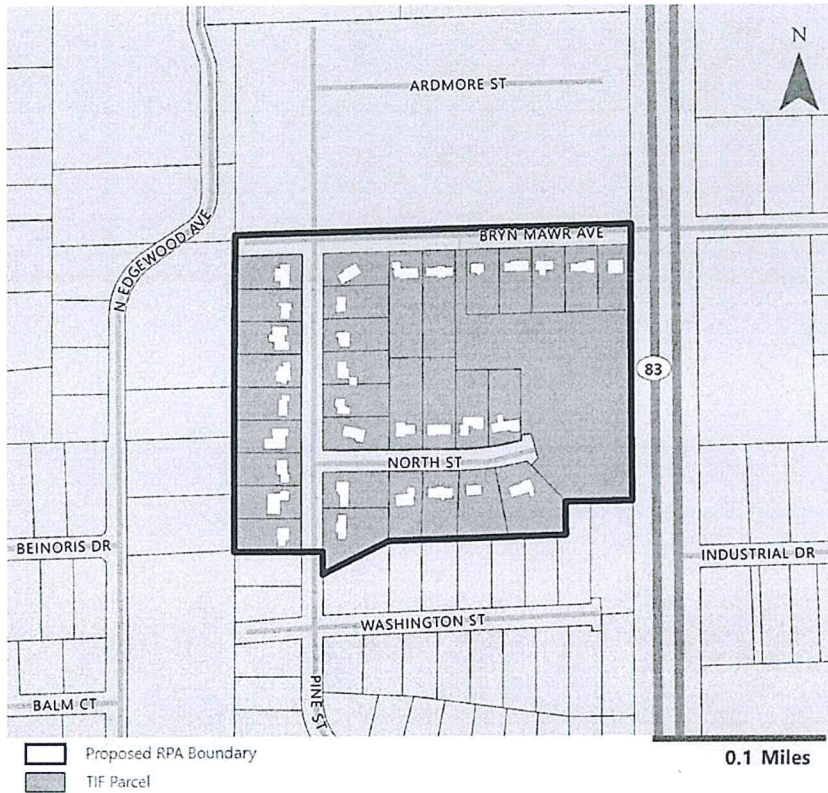
Once the improvements are completed and all project costs paid, or at a time specified in the original municipal ordinances establishing TIF for the area, the TIF area is dissolved and future incremental tax revenue is paid directly to the local taxing bodies.



Exhibit C

**Taxing District Service List**

- DuPage County
- DuPage County Forest Preserve
- DuPage County Airport Authority
- Addison Township
- Addison Township Road
- City of Wood Dale
- Wood Dale Park District
- Wood Dale Fire District
- Wood Dale Library District
- Wood Dale Grade School District 7
- Fenton Community High School District 100
- DuPage Community College District 502



CITY OF WOOD DALE, IL

# Busse Highway

# Redevelopment Project Area

Tax Increment Financing District

Eligibility Report and Redevelopment Plan and Project

FINAL REPORT | December 1, 2021



CITY OF WOOD DALE, IL  
**BUSSE HIGHWAY**  
**Redevelopment Project Area**

Tax Increment Financing District

Eligibility Report and Redevelopment Plan and Project

December 1, 2021

**S. B. FRIEDMAN & COMPANY**

221 N. LaSalle St. Suite 820 Chicago, IL 60601

T: 312.424.4250 F: 312.424.4262 E: info@sbfriedman.com

**Contact:** Geoff Dickinson

T: 312.384.2404 E: gdickinson@sbfriedman.com

**CITY OF WOOD DALE, IL**  
**Busse Highway Redevelopment Project Area**  
**Tax Increment Financing District**  
**Eligibility Report and Redevelopment Plan and Project**

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# 1. Introduction

The City of Wood Dale (the "City") seeks to establish a Tax Increment Financing ("TIF") district to serve as an economic development tool and promote the revitalization of land at the southwest corner of the IL-83/Busse Highway and Bryn Mawr Avenue intersection. The City engaged SB Friedman Development Advisors ("SB Friedman") in July 2021 to conduct a Redevelopment Project Area ("RPA" or "TIF District") feasibility study and prepare a Redevelopment Plan and Project (the "Redevelopment Plan").

This document serves as the Eligibility Report and Redevelopment Plan (together, the "Report") for the proposed Busse Highway Redevelopment Project Area ("Busse Highway RPA" or the "RPA"). **Section 2** of the Report, the Eligibility Report, details the eligibility factors found within the proposed RPA in support of its designation as a "conservation area," within the definitions set forth in the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq., as amended (the "Act"). **Section 3** of this Report, the Redevelopment Plan, outlines the comprehensive program to revitalize the proposed RPA, as required by the Act.

## Proposed Redevelopment Project Area

The proposed Busse Highway RPA is located within the City of Wood Dale in DuPage County (the "County"), as shown on **Map 1**. The proposed Busse Highway RPA consists of 33 tax parcels (all improved parcels) and 32 buildings. It comprises approximately 26 acres of land, of which approximately 22 acres are improved and approximately 4 acres are right-of-way. The parcels included in the proposed RPA are roughly bounded by Busse Highway to the east, Bryn Mawr Avenue to the north, and includes parcels adjacent to Pine and North Street, as illustrated in **Map 2**. Based upon SB Friedman's research, the proposed RPA currently consists of residential and recreational land uses, as shown in **Map 3**.

## Determination of Eligibility

This Report concludes that the proposed Busse Highway RPA is eligible for designation as a "conservation area," per the Act. For the purposes of analysis, in a developed area, parcels that include side yards or parking lots related to an adjacent building are considered improved.

### IMPROVED PARCELS: CONSERVATION AREA FINDINGS

For the proposed RPA, SB Friedman's analysis indicated that 91% of primary structures are aged 35 years or older. This satisfies the requirement that 50% or more of the structures have an age of 35 years or more. Further, the following four (4) eligibility factors have been found to be present to a meaningful extent and reasonably distributed throughout the proposed RPA:

1. Deterioration;
2. Inadequate Utilities;
3. Presence of Structures below Minimum Code Standards; and
4. Lack of Community Planning.

These factors are defined under the Act at 65 ILCS 5/11-74.4-3 (a) and (b) and are more fully described in Appendix 2.

Based on the age of primary structures in the proposed RPA and the presence of four (4) eligibility factors, the proposed RPA qualifies under a conservation area finding.

## SUMMARY OF ELIGIBILITY FINDINGS

SB Friedman has found that the proposed RPA qualifies as a “conservation area,” with 91% of the primary structures within the proposed RPA at least 35 years of age or older, and four (4) of the thirteen (13) eligibility factors were found to be present to a meaningful extent and reasonably distributed within the proposed RPA.

These conditions hinder the potential to redevelop the proposed RPA and capitalize on its unique attributes. The proposed RPA will benefit from a strategy that addresses aged buildings, deterioration, and associated infrastructure issues to facilitate the overall improvement of its physical condition.

## Redevelopment Plan Goal, Objectives and Strategy

**GOAL.** The overall goal of the Redevelopment Plan and Project is to reduce or eliminate conditions that qualify the proposed RPA as a “conservation area,” and to provide the direction and mechanisms necessary to redevelop the proposed RPA as a vibrant industrial mixed-use district. Redevelopment of the proposed RPA is intended to revitalize the area, strengthen the economic base and enhance the City’s overall quality of life.

**OBJECTIVES.** The following five (5) objectives support the overall goal of revitalization of the proposed RPA:

1. Encourage the construction of new industrial and office development and facilitate the physical improvement and/or rehabilitation of existing structures and façades within the proposed RPA, where appropriate;
2. Foster the replacement, repair, construction and/or improvement of public infrastructure, where needed, to create an environment conducive to private investment;
3. Facilitate the assembly and preparation, including demolition and environmental clean-up, where necessary, and marketing of available sites in the proposed RPA for redevelopment and new development by providing resources as allowed by the Act; and
4. Support the goals and objectives of other overlapping plans, including the City of Wood Dale’s Comprehensive Strategic Plan Update published in 2018 (the “2018 Comprehensive Plan”) and subsequent plans; and
5. Coordinate available federal, state and local resources to further the goals of this Redevelopment Plan and Project.

**STRATEGY.** Redevelopment of the proposed RPA is to be achieved through an integrated and comprehensive strategy that leverages public resources to stimulate additional private investment. The underlying strategy is to use TIF, as well as other funding sources, to reinforce and encourage further private investment.

## Financial Plan

**ELIGIBLE COSTS.** The Act outlines several categories of expenditures that can be funded using incremental property taxes. These expenditures, referred to as eligible redevelopment project costs, include all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Redevelopment Plan pursuant to the Act.

**ESTIMATED REDEVELOPMENT PROJECT COSTS.** The estimated eligible redevelopment project costs of this Redevelopment Plan are \$50 million. The total of eligible redevelopment project costs provides an upper limit on expenditures that are to be funded using tax increment revenues, exclusive of capitalized interest, issuance costs, interest and other financing costs.

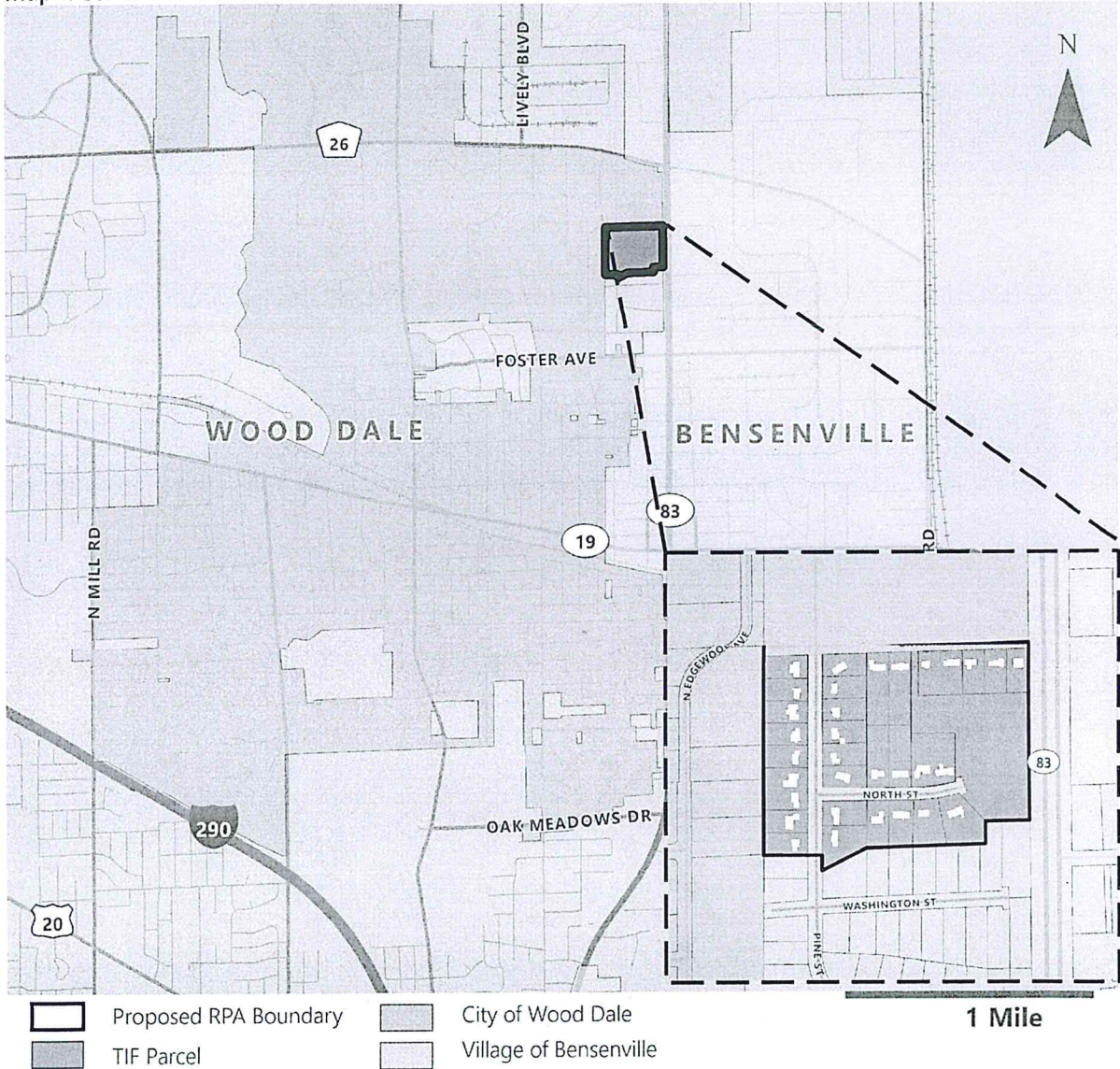
**EQUALIZED ASSESSED VALUE OF PROPERTIES IN THE PROPOSED RPA.** The 2020 EAV (the most recent year in which assessed values and the equalization factor were available) of all taxable parcels in the proposed RPA is \$2,973,402. By tax year 2045 (collection year 2046, the total taxable EAV for the proposed RPA is anticipated to be approximately \$42.5 million.

## Required Tests and Findings

The required conditions for the adoption of this Redevelopment Plan and Project are found to be present within the proposed Busse Highway RPA:

1. The proposed RPA is approximately 26 acres in size and thus satisfies the requirement that it be at least 1.5 acres;
2. Limited private investment has occurred in the proposed Busse Highway RPA over the last six years;
3. Without the support of public resources, the redevelopment objectives for the proposed RPA would most likely not be realized. Accordingly, "but for" the designation of a TIF district, these projects would be unlikely to occur on their own;
4. The proposed Busse Highway RPA includes only those contiguous parcels of real property that are expected to benefit substantially from the proposed Redevelopment Plan and Project;
5. The Redevelopment Plan conforms to and proposes land uses that are consistent with the 2018 Comprehensive Plan;
6. The City certifies that no displacement will occur as a result of activities pursuant to this Redevelopment Plan. Therefore, a Housing Impact Study is not required under the Act; and
7. The Redevelopment Plan is estimated be completed, and all obligations issued to finance redevelopment costs shall be retired no later than December 31, 2046, if the ordinances establishing the proposed RPA are adopted during 2022.

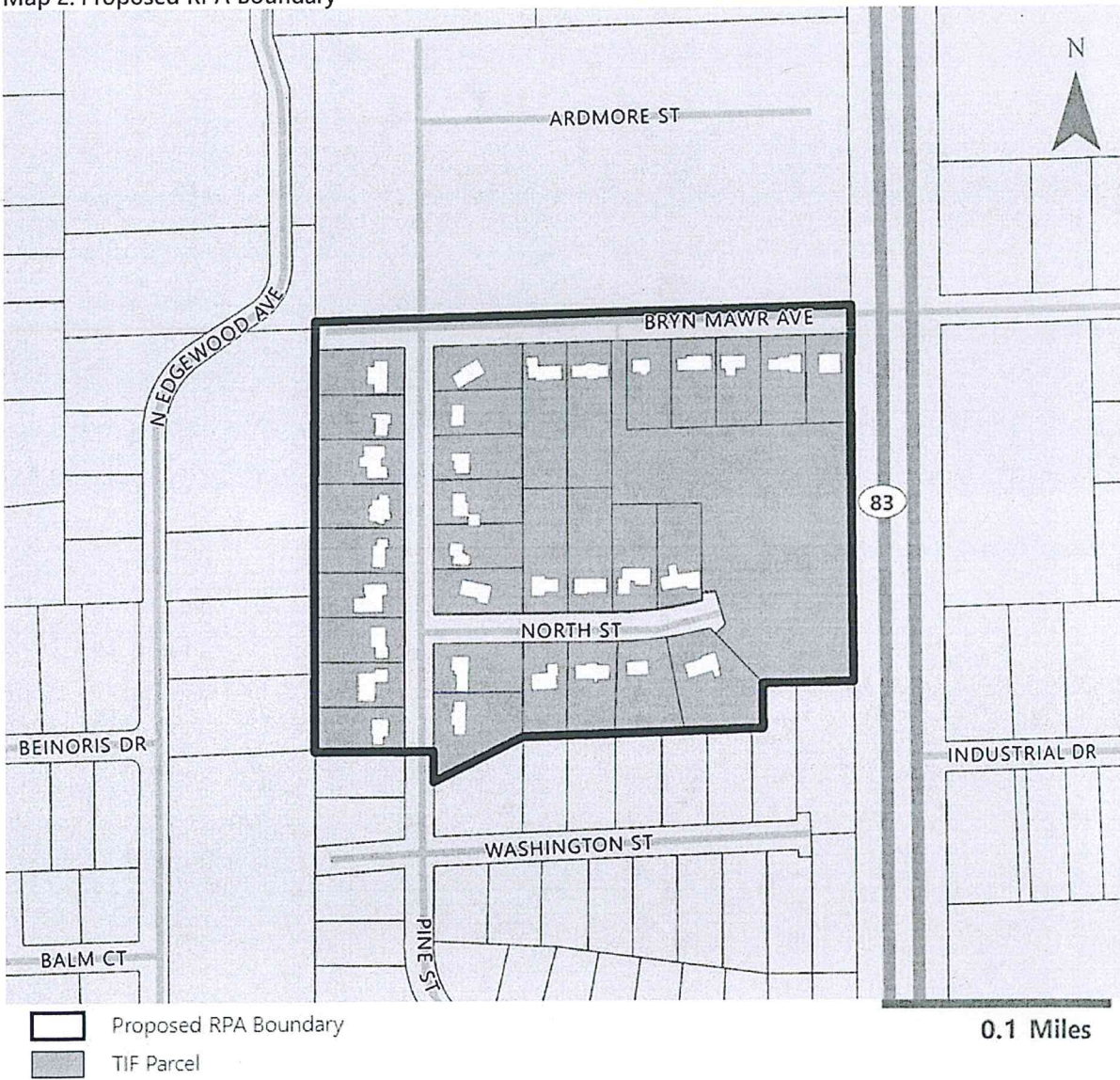
Map 1: Context



Source: City of Wood Dale, DuPage County, Esri, SB Friedman

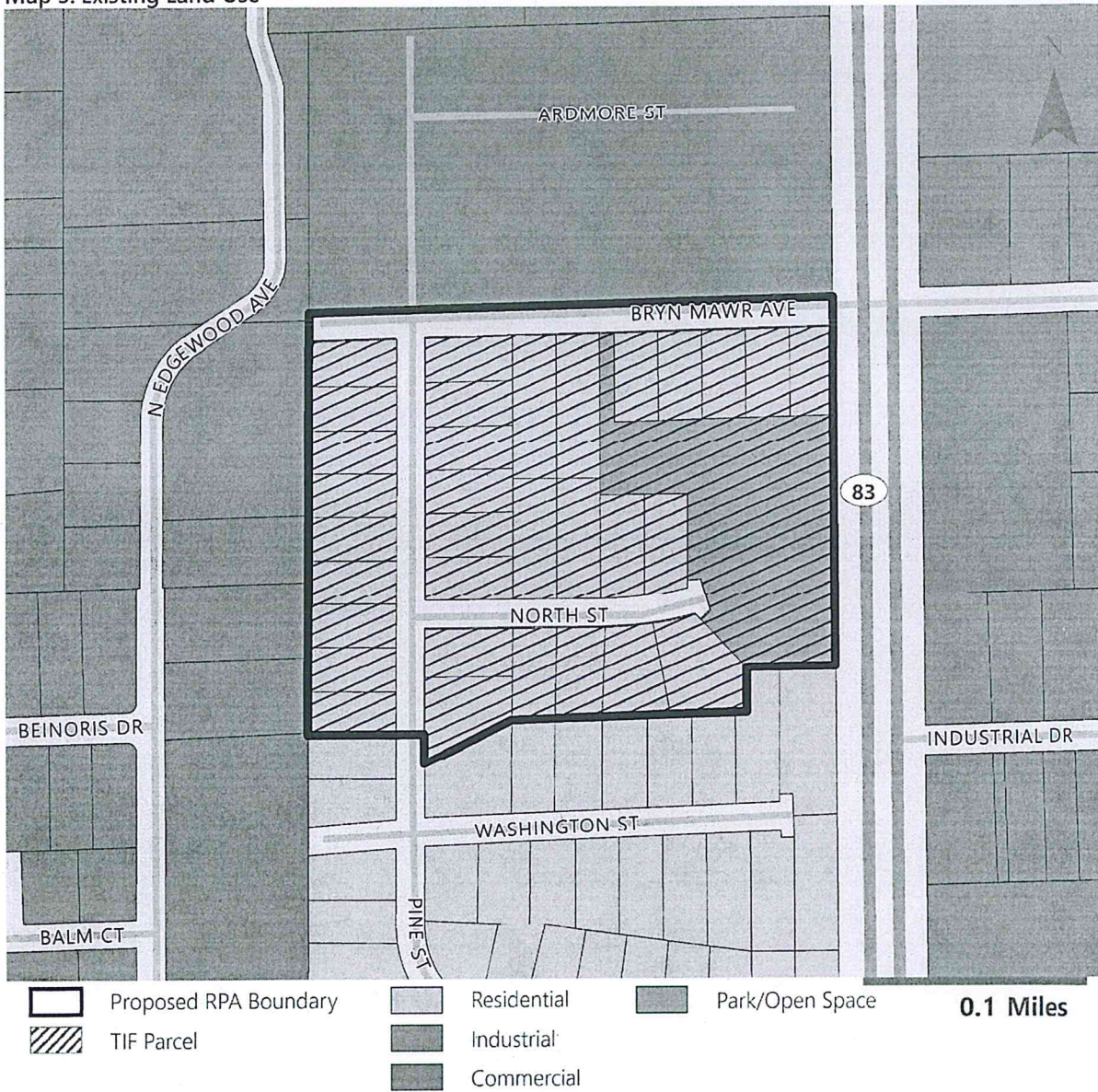


Map 2: Proposed RPA Boundary



Source: City of Wood Dale, DuPage County, Esri, SB Friedman

Map 3: Existing Land Use



Source: City of Wood Dale, DuPage County, Esri, SB Friedman

## 2. Eligibility Report

This report concludes that the proposed Busse Highway RPA is eligible for designation as a “conservation area,” per the Act.

### Provisions of the Illinois Tax Increment Allocation Redevelopment Act

Under the Act, two (2) primary avenues exist to establish eligibility for an area to permit the use of TIF for redevelopment: declaring an area as a “blighted area” and/or a “conservation area.” “Blighted areas” are those improved or vacant areas with blighting influences that are impacting the public safety, health, morals or welfare of the community, and are substantially impairing the growth of the tax base in the area. “Conservation areas” are those improved areas that are deteriorating and declining and may soon become blighted if the deterioration is not abated. A description of the statutory provisions of the Act is provided below.

### Factors for Improved Areas

According to the Act, “blighted areas” for improved land must demonstrate at least five (5) of the following eligibility factors, which threaten the health, safety, morals or welfare of the proposed district. “Conservation areas” must have a minimum of 50% of the total structures within the area aged 35 years or older, plus a combination of three (3) or more additional eligibility factors that are detrimental to the public safety, health, morals or welfare, and that could result in such an area becoming a “blighted area.” The following are eligibility factors for improved areas:

- 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
- Environmental Clean-Up
- Lack of Community Planning
- Lack of Growth in EAV

A definition of each factor is provided in **Appendix 2**.

### Methodology Overview

SB Friedman conducted the following analyses to determine whether the proposed Busse Highway RPA is eligible for designation as a “conservation area,” per the Act:

- Parcel-by-parcel field observations and photography documenting external property conditions;
- Review of building age data from the DuPage County Assessor and Addison Township Assessor;
- Review of parcel-level GIS shapefile data provided by the County;
- Review of municipal codes, county codes and building permit records (2011-2021)

- Review of a memorandum, dated August 18, 2021, provided by the City's Public Works Department regarding conditions of public utilities and infrastructure; and
- Review of the current and prior comprehensive plans provided by the City (from 1973, 1997 and 2018).

SB Friedman examined all parcels for qualification factors consistent with requirements of the Act. SB Friedman analyzed the presence or absence of each eligibility factor on a building-by-building, parcel-by-parcel basis and/or aggregate basis as applicable. The building and parcel information was then plotted on a map of the proposed RPA to determine which factors were present to a meaningful extent and reasonably distributed throughout the proposed RPA.

## Conservation Area Findings: Improved Parcels

Based upon the conditions found within the proposed RPA at the completion of SB Friedman's research, it has been determined that the land within the proposed RPA meets the eligibility requirements of the Act as a "conservation area". Of the 32 primary structures in the proposed RPA, 29 of the primary structures (91%) are 35 years of age or older, as they were constructed before 1986. **Map 4** shows the location of primary structures that are 35 years or older. SB Friedman's research indicates that the following four (4) factors are present to a meaningful extent and reasonably distributed throughout the proposed RPA:

1. Deterioration
2. Inadequate Utilities
3. Presence of Structures below Minimum Code Standards
4. Lack of Community Planning

Each eligibility factor that is present to a meaningful extent and reasonably distributed throughout the proposed RPA is summarized below. **Maps 5A** through **5C** illustrate the distribution of those eligibility factors found to be reasonably distributed on a building-by-building and/or parcel-by-parcel basis within the proposed RPA by highlighting each building or parcel where the respective factors were found to be present to a meaningful degree.

### 1. DETERIORATION

The Act defines deterioration as defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. With respect to surface improvements, that the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas evidence deterioration including but not limited to, surface cracking, crumbling, potholes, depressions, loose paving material and weeds protruding through paved surfaces.

Physical deterioration was observed on 28 out of 33 parcels (85% of parcels). The most common form of deterioration was on surface improvements, including streets and parking lots. Catalogued surface improvement deterioration included cracks in infrastructure and "alligatoring" of pavement. Documented private building deterioration included water damage, stairstepping and cracked roofs. Deterioration of buildings and surface improvements can make it appear as though the proposed RPA lacks investment and can make it more difficult to attract new businesses or consumers. This factor was found to be meaningfully present and reasonably distributed throughout the proposed RPA.

## 2. INADEQUATE UTILITIES

The Act defines inadequate utilities as underground and overhead utilities, such as storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone, and electrical services, which are:

1. Of insufficient capacity to serve the uses in the RPA;
2. Deteriorated, antiquated, obsolete or in disrepair; or
3. Lacking within the redevelopment project area.

Based on the memorandum provided by the City's Public Works Department dated August 18, 2021, 100% of parcels in the RPA suffer from inadequate utilities. According to the memorandum:

- There is no existing potable water distribution system within the RPA and properties are currently served by private well systems;
- There is no existing sanitary collection system within the RPA and properties are currently served by private septic systems; and
- There is no existing storm water collection or other management infrastructure within the RPA.

Per the City's building codes and zoning requirements, any development within the proposed RPA requires extension to the City's water main system, sanitary sewer system, and onsite or off-site storm water detention facilities. Based on these conditions, the inadequate utilities factor was assessed areawide and found to be present to a meaningful extent and reasonably distributed throughout the proposed RPA.

## 3. PRESENCE OF STRUCTURES BELOW MINIMUM CODE STANDARDS

Per the Act, structures below minimum code standards are those that do not meet applicable standards of zoning, subdivision, building, fire and other governmental codes. The principal purpose of such codes is to protect the health and safety of the public, including building occupants, pedestrians and occupants of neighboring structures.

According to a review of building age data, 32 out of 32 primary structures (100%) in the proposed RPA were constructed prior to the adoption of the City's current Building Code. The City utilizes the International Building Code - 2012 edition. The average building in the proposed RPA was constructed in 1968. Conversations with DuPage County Building and Zoning Department indicate that most of the buildings within the RPA would have been constructed under the BOCA Basic Building Code of 1950. The BOCA Basic Building Code has lesser electrical standards and material requirements than the International Building Code (IBC). Although the development of these properties predates current codes and standards of the City, the buildings may not be in direct violation of all ordinances, as they may have been "grandfathered in" or received a sufficient level of upgrades and improvements since being constructed.

Since the City's most recent adoption of the current Building Code, there have been only two issued permits with construction value over \$10,000. Of these, one permit was granted for construction of a detached garage and one permit was for antenna improvements. While higher value construction costs tend to indicate potential structural improvements to buildings which are more likely to result in compliance with current building codes, it is unlikely that these permits resulted in improvements that got these building fully in compliance with current City building codes.

The presence of structures below minimum code standards, and the cost to upgrade “grandfathered” structures to meet current codes may also reduce the overall competitiveness and economic viability of the area. Based on information provided by the City and County, this factor is present to a meaningful extent and is reasonably distributed throughout the proposed RPA.

#### **4. LACK OF COMMUNITY PLANNING**

DuPage County did not produce a comprehensive plan until 1972, by which time 75% (24 of 32) of the buildings in the RPA had been constructed. Consequently, the RPA did not have the benefit of having the plan in place to help guide development. The effect of this lack of planning is evident in the incompatible land use relationships throughout the RPA, in which the residential RPA is surrounded on two sides by industrial uses. Subsequent planning efforts by both the City and the County outline key goals related to the area encompassing the RPA including:

- The 1973 Wood Dale Comprehensive Plan discussed the City’s goal to enlarge the corporate area by annexing land to the north of its limits at the time (including the proposed RPA) and planned for their development with industrial and/or commercial land uses.
- The Wood Dale Comprehensive Plan of 1997 identifies the area north of Foster Avenue as inappropriate for future residential use due to the high level of noise from O’Hare Airport.
- The future land use map in the 2018 Wood Dale Comprehensive Plan identifies the area encompassing the RPA as likely to experience development pressure and identifies the future land use as industrial.
- The most recent DuPage County Route 83 Corridor Plan, developed in conjunction with the City of Wood Dale and other corridor communities, identifies the area encompassing the RPA (Sub Planning Area 2) for industrial development due to strong connectivity, access and surrounding industrial uses.

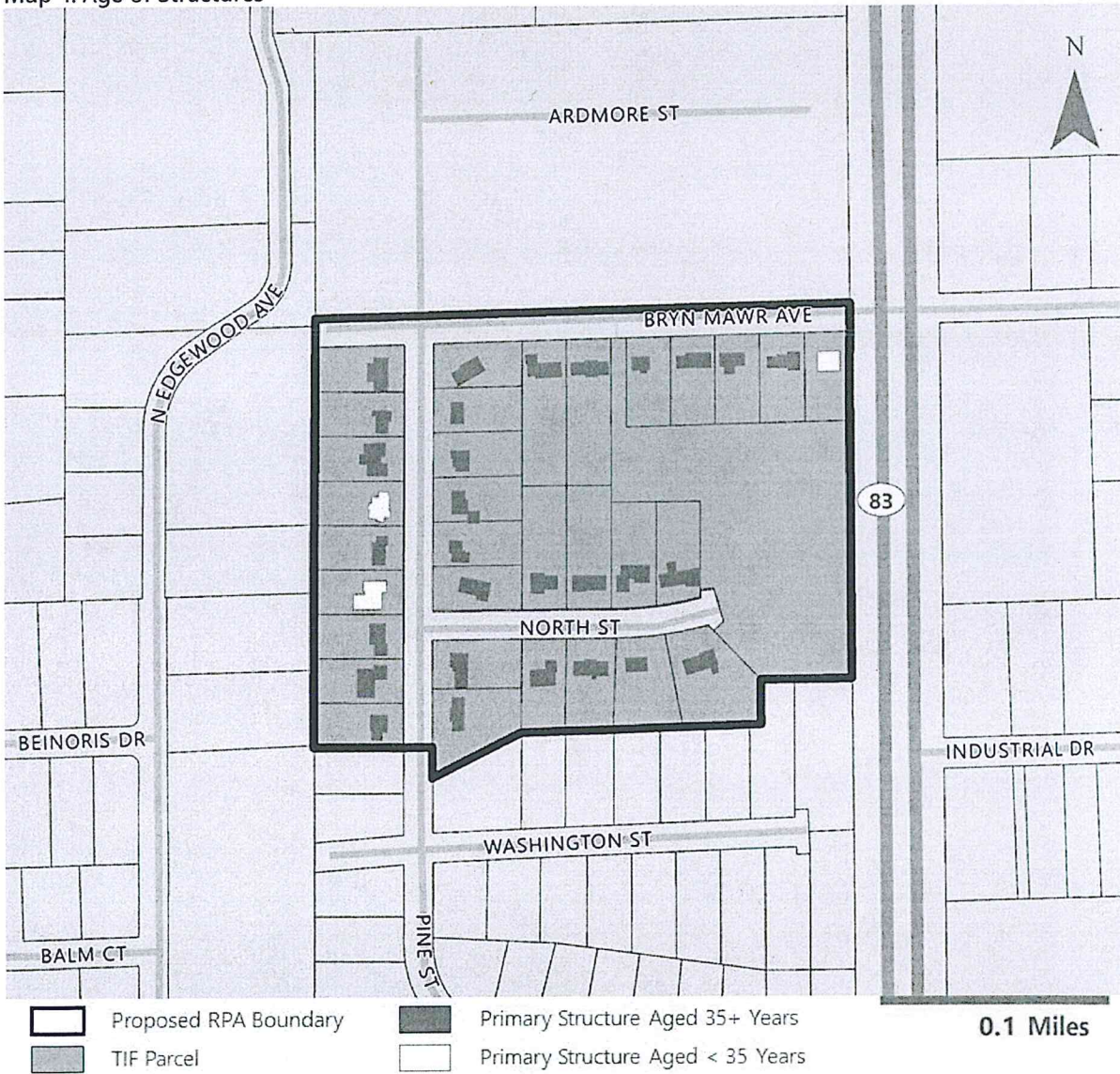
However, because buildings were already constructed prior to the establishment of comprehensive plans, residential development occurred without benefit of a comprehensive plan. This lack of planning resulted in incompatible land use relationships between residential and industrial development due to noise and adjacencies.

This factor is evaluated area-wide and is found to be present to a meaningful extent throughout the RPA.

### **Summary of Findings**

SB Friedman has found that the proposed RPA qualifies to be designated as a “conservation area,” with 91% of the structures within the proposed RPA at least 35 years of age or older, and four (4) of the thirteen (13) eligibility factors present to a meaningful extent and reasonably distributed within the proposed RPA.

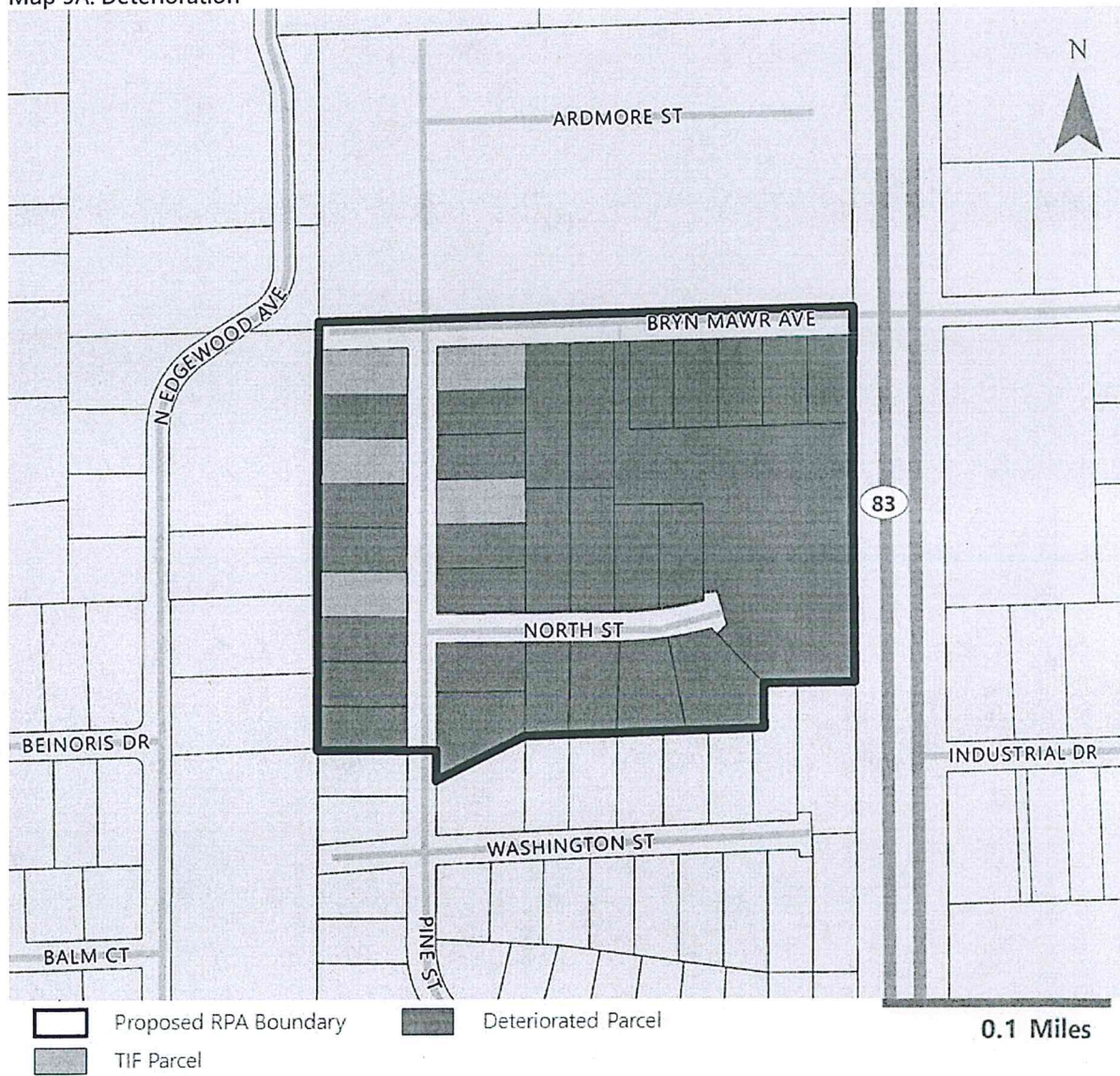
Map 4: Age of Structures



[1] SB Friedman analyzed building ages for primary structures. Ancillary structures such as storage sheds and garages were excluded from the analysis

Source: Addison Township Assessor, City of Wood Dale, DuPage County, Esri, SB Friedman

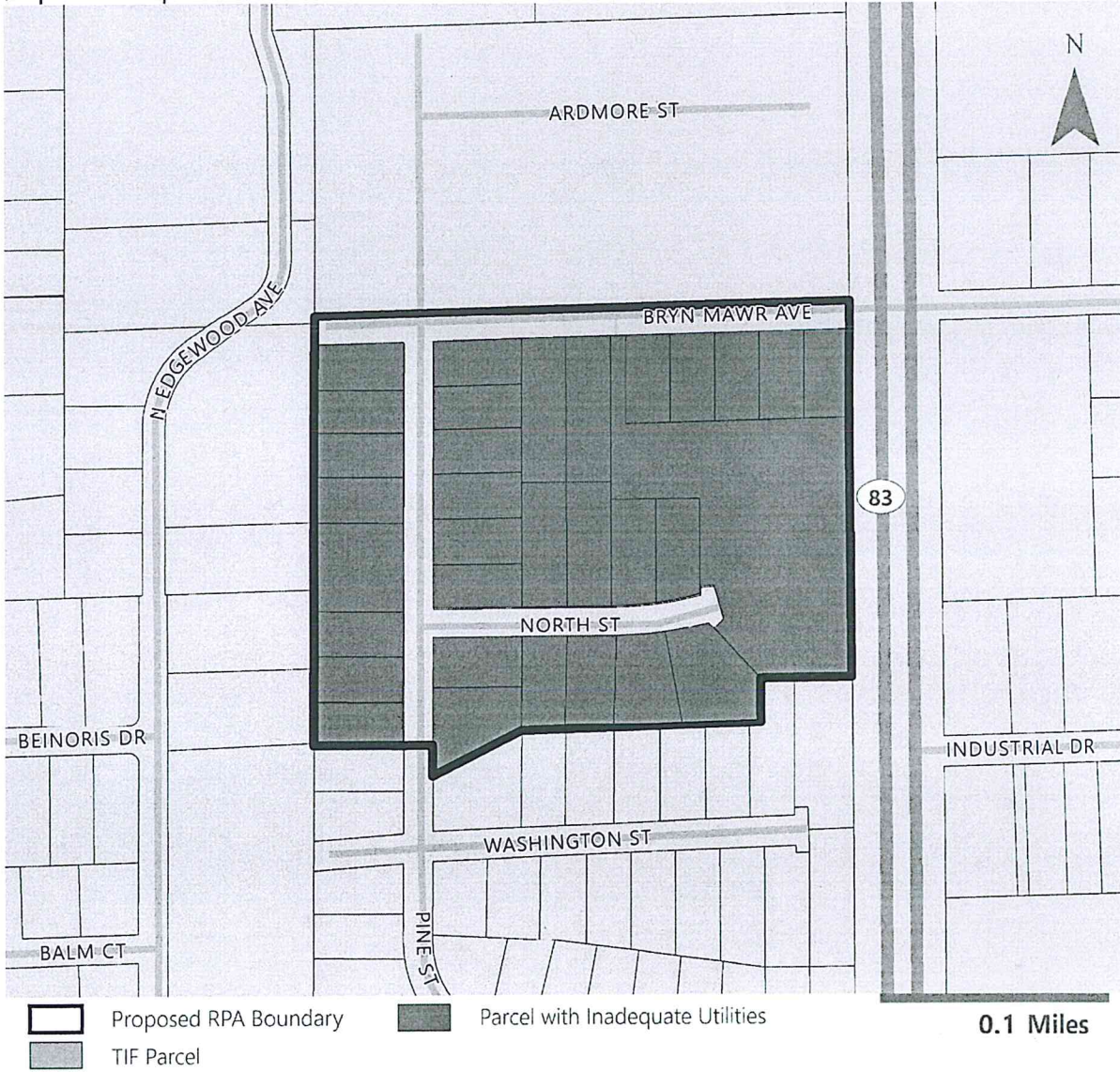
Map 5A: Deterioration



Source: City of Wood Dale, DuPage County, Esri, SB Friedman

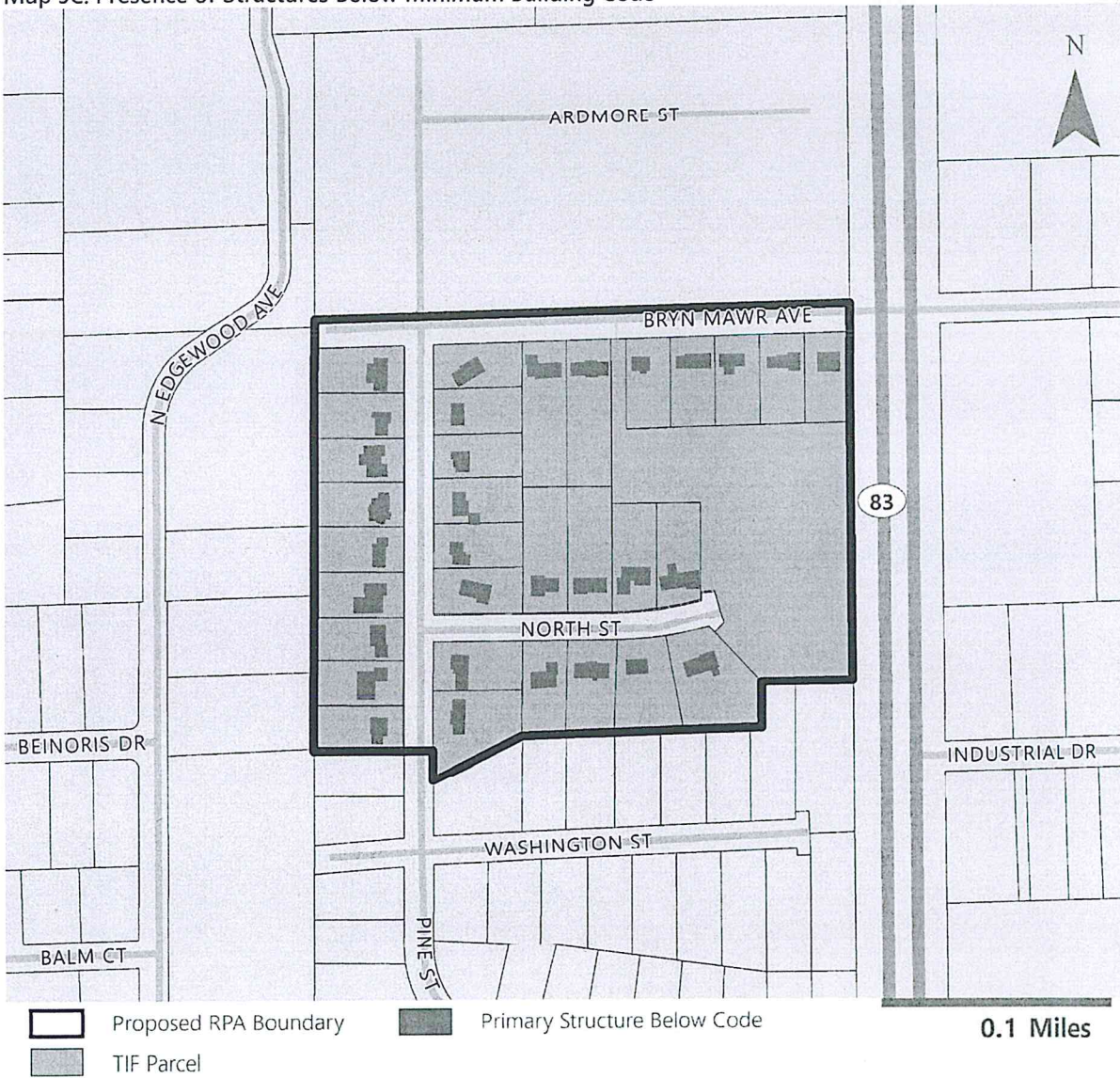


Map 5B: Inadequate Utilities



Source: City of Wood Dale, DuPage County, Esri, SB Friedman

Map 5C: Presence of Structures Below Minimum Building Code



Source: City of Wood Dale, DuPage County, Esri, SB Friedman,

### 3. Redevelopment Plan and Project

This document describes the comprehensive redevelopment program proposed to be undertaken by the City to create an environment in which private investment can reasonably occur. The redevelopment program will be implemented over the 23-year life of the proposed RPA. If a redevelopment project is successful, various new projects will be undertaken that will assist in alleviating blighting conditions and promoting rehabilitation and development in the proposed RPA.

#### Redevelopment Needs of the Proposed RPA

Currently, the proposed RPA is comprised of aging buildings that are characterized by a failure to meet current code standards, deterioration, inadequate utilities, and a lack of community planning. These conditions reduce the value of the properties in the area and make the proposed RPA less competitive, overall, with property in other communities, thus limiting local area employment and development opportunities, and contributing to the lack of new investment in the proposed RPA.

The existing conditions for the proposed RPA suggest five (5) major redevelopment needs:

1. Capital improvements, including utilities, that further the objectives set forth in this Redevelopment Plan;
2. Site preparation, environmental remediation and stormwater management;
3. Redevelopment of underutilized parcels;
4. Rehabilitation of existing buildings; and
5. Resources for industrial, office, public/private institutional, community facility, park/open space and utility development.

The goals, objectives and strategies discussed below have been developed to address these needs and facilitate the sustainable redevelopment of the proposed RPA.

#### GOAL, OBJECTIVES AND STRATEGY

**GOAL.** The overall goal of the Redevelopment Plan and Project is to reduce or eliminate conditions that qualify the proposed RPA as a "conservation area," and to provide the direction and mechanisms necessary to redevelop the proposed RPA as a vibrant industrial mixed-use district. Redevelopment of the proposed RPA is intended to revitalize the area, strengthen the economic base, and enhance the City's overall quality of life.

**OBJECTIVES.** The following five (5) objectives support the overall goal of revitalization of the proposed RPA:

1. Encourage the construction of new industrial and office development and facilitate the physical improvement and/or rehabilitation of existing structures and façades within the proposed RPA, where appropriate;
2. Foster the replacement, repair, construction and/or improvement of public and/or private infrastructure where needed, to create an environment conducive to private investment;

3. Facilitate the assembly and preparation, including demolition and environmental clean-up, where necessary, and marketing of available sites in the proposed RPA for redevelopment and new development by providing resources as allowed by the Act;
4. Support the goals and objectives of other overlapping plans, including the City's 2018 Comprehensive Plan and subsequent plans; and
5. Coordinate available federal, state and local resources to further the goals of this Redevelopment Plan and Project.

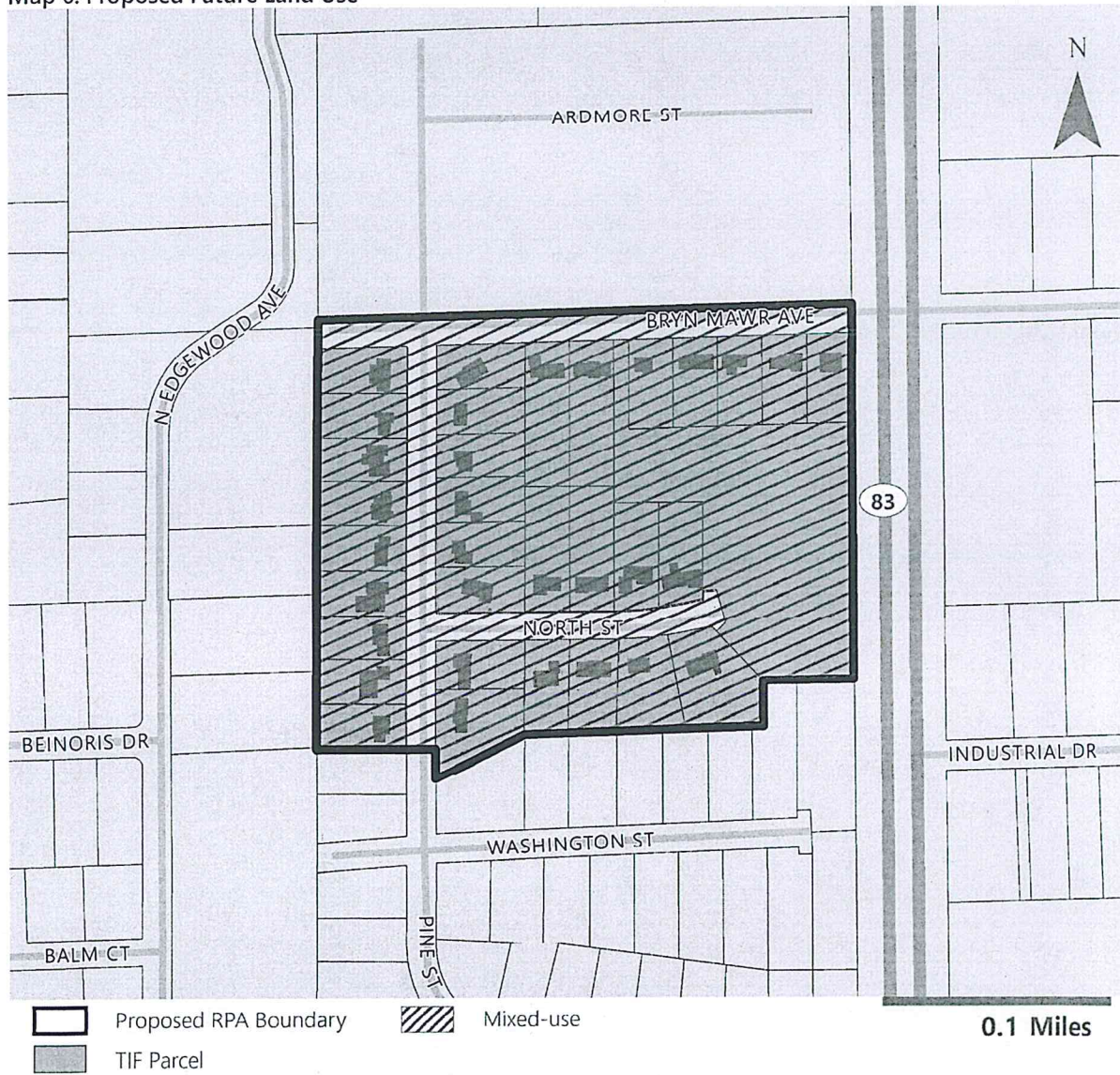
**STRATEGY.** Redevelopment of the proposed RPA is to be achieved through an integrated and comprehensive strategy that leverages public resources to stimulate private investment. The underlying strategy is to use TIF, as well as other funding sources, to reinforce and encourage further private investment.

## Proposed Future Land Use

The proposed future land use of the proposed RPA, as shown in **Map 6**, reflects the objectives of this Redevelopment Plan. For the purposes of this plan, the mixed-use designation is meant to allow for a variety of uses throughout the proposed RPA, in a manner that is in conformance with the Comprehensive Plan. The mixed-use designation allows for the following land uses within the proposed RPA:

- Industrial
- Office
- Park/Open Space

Map 6: Proposed Future Land Use



Source: City of Wood Dale, DuPage County, Esri, SB Friedman

## Financial Plan

### ELIGIBLE COSTS

The Act outlines several categories of expenditures that can be funded using tax increment revenues. These expenditures, referred to as eligible redevelopment project costs, include all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Redevelopment Plan pursuant to the Act. The City may also reimburse private entities for certain costs incurred in the development and/or redevelopment process. Such costs may include, without limitation, the following:

1. Costs of studies, surveys, development of plans and specifications, and 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 (excluding lobbying expenses), provided that no charges for professional services are based on a percentage of the tax increment collected, as more fully set forth in 65 ILCS 5/11-74.4-3(q)(1).
2. The costs of marketing sites within the RPA 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, 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 as more fully set forth in 65 ILCS 5/11-74.4-3(q)(2).
4. Costs of rehabilitation, reconstruction, or repair or remodeling of existing public or private buildings, fixtures and leasehold improvements, as more fully set forth in 65 ILCS 5/11-74.4-3(q)(3); and the costs 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, subject to the limitations in Section 11-74.4-3(q)(4) of the Act.
6. Costs of job training and retraining projects, including the costs of "welfare to work" programs implemented by businesses located within the RPA, as more fully set forth in 65 ILCS 5/11-74.4-3(q)(5).
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 hereunder including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto.
8. To the extent the municipality 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 this Redevelopment Plan.

9. An elementary, secondary or unit school district's increased per pupil tuition costs attributable to net new pupils added to the district living in assisted housing units will be reimbursed, as further defined in the Act.
10. A library district's increased per patron costs attributable to net new persons eligible to obtain a library card living in assisted housing units, as further defined in the Act.
11. Relocation costs to the extent that the municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law, or by Section 11-74.4-3(n)(7) of the Act.
12. Payment in lieu of taxes, as defined in the Act.
13. Costs of job training, retraining, 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 more fully set forth in 65 ILCS 5/11-74.4-3(q)(10).
14. Interest costs incurred by a developer, as more fully set forth in 65 ILCS 5/11-74.4-3(q)(11), related to the construction, renovation or rehabilitation of a redevelopment project provided that:
  - a. Such costs are to be paid directly from the special tax allocation fund established, pursuant to the Act;
  - b. Such payments in any one year may not exceed thirty percent (30%) of the annual interest costs incurred by the developer with regard to the development project during that year;
  - c. If there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;
  - d. The total of such interest payments paid, pursuant to the Act, may not exceed thirty percent (30%) of the total of: (i) cost paid or incurred by the developer for the redevelopment project; and (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the municipality, pursuant to the Act;
  - e. For the financing of rehabilitated or new housing for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act, the percentage of seventy-five percent (75%) shall be substituted for thirty percent (30%) in subparagraphs 14b and 14d above; and
  - f. Instead of the interest costs described above in paragraphs 14b and 14d, a municipality may pay from tax incremental revenues up to fifty percent (50%) of the cost of construction, renovation and rehabilitation of new housing units (for ownership or rental) to be occupied by low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act, as more fully described in the Act. If the units are part of a residential redevelopment project that includes units not affordable to low- and very low-

income households, only the low- and very low-income units shall be eligible for this benefit under the Act.

Unless explicitly provided in the Act, the cost of construction of new privately-owned buildings shall not be an eligible redevelopment project cost.

If a Special Service Area is established pursuant to the Special Service Area Tax Act, 35 ILCS 235/0.01 et seq., then any tax increment revenues derived from the tax imposed pursuant to the Special Service Area Tax Act may be used within the RPA for the purposes permitted by the Special Service Area Tax Act as well as the purposes permitted by the Act.

### ESTIMATED REDEVELOPMENT PROJECT COSTS

The total eligible redevelopment project costs define an upper expenditure limit that may be funded using tax increment revenues, exclusive of capitalized interest, issuance costs, interest, and other financing costs. The totals of line items are not intended to place a limit on the described expenditures. Adjustments to the estimated line-item costs are expected and may be made by the City without amendment to this Redevelopment Plan, either increasing or decreasing line-item costs because of changed redevelopment costs and needs. Each individual project cost will be re-evaluated in light of projected private development and resulting incremental tax revenues as it is considered for public financing under the provisions of the Act. The estimated eligible costs of this Redevelopment Plan are shown in **Table 2**.

Additional funding in the form of state and federal grants, private developer contributions, and other outside sources may be pursued by the City as a means of financing improvements and facilities within the proposed RPA.

**Table 2: Estimated TIF-Eligible Redevelopment Project Costs**

Eligible Expense [1]	Estimated Project Costs
Administration and Professional Service Costs	\$5,000,000
Site Marketing Costs	\$3,500,000
Property Assembly and Site Preparation Costs	\$30,000,000
Costs of Building Rehabilitation	\$250,000
Costs of Construction of Public Works or Improvements	\$10,000,000
Costs of Job Training or Retraining (Businesses)	\$250,000
Financing Costs	\$250,000
Taxing District Capital Costs	\$250,000
Relocation Costs	\$250,000
Interest Costs (Developer or Property Owner)	\$250,000
<b>TOTAL REDEVELOPMENT PROJECT COSTS [2] [3] [4]</b>	<b>\$50,000,000</b>

[1] Described in more detail in Eligible Costs Section.

[2] Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest, costs of issuance, and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs.

[3] The amount of the Total Redevelopment Project Costs that can be incurred in the proposed RPA may be reduced by the amount of redevelopment project costs incurred in contiguous RPAs, or those separated from the proposed RPA only by a public right-of-way, that are permitted under the Act to be paid, and are paid, from incremental property taxes generated in the proposed



RPA, but may not be reduced by the amount of redevelopment project costs incurred in the proposed RPA that are paid from incremental property taxes generated in contiguous RPAs or those separated from the proposed RPA only by a public right-of-way.

[4] All costs are in 2022 dollars and may be increased by 5% after adjusting for annual inflation reflected in the Consumer Price Index (CPI), published by the U.S. Department of Labor. In addition to the above stated costs, each issue of obligations issued to finance a phase of the Redevelopment Plan and Project may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations, including interest costs.

## **PHASING, SCHEDULING OF THE REDEVELOPMENT, AND ESTIMATED DATES OF COMPLETION**

Each private project within the proposed RPA receiving TIF benefits shall be governed by the terms of a written redevelopment agreement entered into by a designated developer and the City of Wood Dale. This Redevelopment Plan is estimated to be completed, and all obligations issued to finance redevelopment costs are estimated to be retired, no later than December 31 of the year in which the payment to the City Finance Director provided in the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year following the year in which the ordinance approving this proposed RPA is adopted. This Redevelopment Plan is estimated to be completed, and all obligations issued to finance redevelopment costs shall be retired no later than December 31, 2046, if the ordinances establishing the proposed RPA are adopted during 2022.

## **SOURCES OF FUNDS TO PAY COSTS**

Funds necessary to pay for redevelopment project costs and/or municipal obligations, which may be issued or incurred to pay for such costs, are to be derived principally from tax increment revenues and/or proceeds from municipal obligations, which have as a repayment source tax increment revenue. To secure the issuance of these obligations and the developer's performance of redevelopment agreement obligations, the City may require the utilization of guarantees, deposits, reserves, and/or other forms of security made available by private sector developers. The City may incur redevelopment project costs that are paid from the funds of the City other than incremental taxes, and the City then may be reimbursed for such costs from incremental taxes.

The tax increment revenue, which will be used to fund tax increment obligations and eligible redevelopment project costs, shall be the incremental real property tax revenues. Incremental real property tax revenue is attributable to the increase of the current EAV of each taxable lot, block, tract or parcel of real property in the proposed RPA over and above the certified initial EAV of each such property.

Other sources of funds, which may be used to pay for development costs and associated obligations issued or incurred, include land disposition proceeds, state and federal grants, investment income, private investor and financial institution funds, and other sources of funds and revenues as the municipality and developer from time to time may deem appropriate.

The proposed RPA may be or become contiguous to, or be separated only by a public right-of-way from, other redevelopment areas created under the Act (65 ILCS 5/11 74.4 4 et. seq.). The City may utilize net incremental property tax revenues received from the proposed RPA to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous redevelopment project areas, or those separated only by a public right-of-way, and vice versa. The amount of revenue from the proposed RPA 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 proposed RPA, shall not at any time exceed the Total Redevelopment Project Costs described in **Table 2** of this Redevelopment Plan.

## ISSUANCE OF OBLIGATIONS

To finance project costs, the City may issue bonds or obligations secured by the anticipated tax increment revenue generated within the proposed RPA, or such other bonds or obligations as the City may deem as appropriate. The City may require the utilization of guarantees, deposits or other forms of security made available by private sector developers to secure such obligations. In addition, the City may provide other legally permissible credit enhancements to any obligations issued pursuant to the Act.

All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within the timeframe described under "Phasing, Scheduling of the Redevelopment, and Estimated Dates of Completion" above. Also, the final maturity date of any such obligations that are issued may not be later than 20 years from their respective dates of issue. One or more of a series of obligations may be sold at one or more times to implement this Redevelopment Plan. The amounts payable in any year as principal and interest on all obligations issued by the City shall not exceed the amounts available from tax increment revenues, or other sources of funds, if any, as may be provided by ordinance. Obligations may be of parity or senior/junior lien nature. Obligations issued may be serial or term maturities, and may or may not be subject to mandatory, sinking fund or optional redemptions.

In addition to paying redevelopment project costs, tax increment revenues may be used for the scheduled and/or early retirement of obligations, and for reserves and bond sinking funds.

## MOST RECENT EQUALIZED ASSESSED VALUE OF PROPERTIES IN THE PROPOSED RPA

The purpose of identifying the most recent EAV of the proposed RPA is to provide an estimate of the initial EAV for the purpose of annually calculating the incremental EAV and incremental property taxes of the proposed RPA. The 2020 EAV (the most recent year in which final assessed values and equalization factor were available) of all taxable parcels in the proposed RPA is \$2,973,402. This total EAV amount by property index number ("PIN") is summarized in **Appendix 4**. The EAV is subject to verification by the DuPage County Assessor. After verification, the final figure shall be certified by the DuPage County Clerk and shall become the "Certified Initial EAV" from which all incremental property taxes in the proposed RPA will be calculated by the County.

## ANTICIPATED EQUALIZED ASSESSED VALUE

By tax year 2045 (collection year 2046), the total taxable EAV for the proposed RPA is anticipated to be approximately \$42.5 million.

## Impact of the Redevelopment Project

This Redevelopment Plan is expected to have short- and long-term financial impacts on the affected taxing districts. During the period when TIF is utilized, real estate tax increment revenues from the increases in EAV over and above the Certified Initial EAV (established at the time of adoption of this document) may be used to pay eligible redevelopment project costs for the proposed RPA. To the extent that real property tax increment is not required for such purposes, revenues shall be declared surplus and become available for distribution annually to area taxing districts in the manner provided by the Act. At the time when the proposed

RPA is no longer in place under the Act, the real estate tax revenues resulting from the redevelopment of the proposed RPA will be distributed to all taxing district levying taxes against property located in the proposed RPA. These revenues will then be available for use by the affected taxing districts.

## **DEMAND ON TAXING DISTRICT SERVICES AND PROGRAMS TO ADDRESS FINANCIAL AND SERVICE IMPACT**

In 1994, the Act was amended to require an assessment of any financial impact of a redevelopment project area on, or any increased demand for service from, any taxing district affected by the redevelopment plan, and a description of any program to address such financial impacts or increased demand.

Replacement of vacant and underutilized buildings and sites with active and more intensive uses may result in additional demands on services and facilities provided by the districts. Given the preliminary nature of this Redevelopment Plan, specific fiscal impacts on the taxing districts and increases in demand for services provided by those districts cannot accurately be assessed within the scope of this Plan. At this time, no special programs are proposed for these taxing districts. The City intends to monitor development in the area and should demand increase, the City intends to work with the affected taxing districts to determine what, if any, program is necessary to provide adequate services.

The following taxing districts presently levy taxes on properties within the proposed RPA:

- City of Wood Dale
- Wood Dale Library District
- Wood Dale Park District
- Wood Dale Fire Protection District
- Wood Dale Grade School District 7
- Fenton Community High School District 100
- College of DuPage District 502
- DuPage County
- DuPage Forest Preservation District
- Addison Township Road District
- Addison Township District
- DuPage Airport Authority District

## **Required Tests and Findings**

As a part of establishing the proposed RPA the following additional findings must be made:

### **FINDING 1: LACK OF GROWTH AND DEVELOPMENT THROUGH PRIVATE INVESTMENT**

The City is required to evaluate whether the proposed RPA has been subject to growth and development through private investment and must substantiate a finding of lack of such investment. Limited private investment has occurred in the proposed Busse Highway RPA during the past six years (2014-2019), as demonstrated by the following:

- **LIMITED CONSTRUCTION-RELATED PERMIT ACTIVITY.** Building permit data provided by the County indicates that there has only been about \$190,000 in investment in the proposed RPA over the past ten years from 2011 to 2021. This investment has only included minor improvements such as the addition of a crawl space, construction of a detached garage and addition of antennas. Thus, the proposed RPA has not been subject to growth and development through investment by private enterprise.

*Finding: The proposed RPA on the whole has not been subject to growth and development through investment by private enterprise.*

## **FINDING 2: “BUT FOR...” REQUIREMENT**

The City is required to find that the proposed Busse Highway RPA would not reasonably be anticipated to be developed without the adoption of this Redevelopment Plan.

Without the support of public resources, the redevelopment objectives for the proposed RPA would most likely not be realized. The investments required to update and maintain buildings exhibiting deterioration, inadequate utilities, excessive vacancies, and that are below minimum code throughout the proposed Busse Highway RPA are extensive and costly, and the private market, on its own, has shown little ability to absorb all these costs. Public resources to assist with public improvements and project-specific development costs are essential to leverage private investment and facilitate area-wide redevelopment.

*Finding: But for the adoption of this Redevelopment Plan, critical resources will be lacking to support the redevelopment of the proposed RPA, and the proposed RPA would not reasonably be anticipated to be developed.*

## **FINDING 3: CONTIGUITY**

No RPA can be designated unless a plan and project are approved prior to the designation of the area; and the area can only include those contiguous parcels that are to be substantially benefited by the proposed redevelopment project improvements.

*Finding: The proposed RPA includes only those contiguous parcels of real property that are expected to benefit substantially from the proposed Redevelopment Plan and Project.*

## **FINDING 4: CONFORMANCE TO THE PLANS OF THE CITY**

The Redevelopment Plan and Project must conform to the comprehensive plan for the development of the municipality as a whole.

The 2018 Comprehensive Plan identifies the proposed RPA as an industrial corridor for the City. Due to the proposed RPA's proximity to O'Hare International Airport and the existing industrial cluster along Busse Highway, the Plan indicates that the area within the proposed RPA is "a significant asset to both the City and the region as a premier, west O'Hare industrial park address". The Plan envisions a variety of industrial end users, ranging from manufacturing, warehousing, and flex industrial tenants, in addition to office development to support industrial operations. All aspects of this Redevelopment Plan are in agreement with, but subservient to, plans made in the City's 2018 Comprehensive Plan.

*Finding: The Busse Highway Redevelopment Plan conforms to and proposes land uses that are consistent with the Comprehensive Plan.*

#### **FINDING 5: HOUSING IMPACT AND RELATED MATTERS**

As set forth in the Act, if a redevelopment plan for a redevelopment project area 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 a municipality is unable to certify that no displacement will occur, the municipality must prepare a housing impact study.

*Finding: SB Friedman found that there are approximately 32 housing units within the proposed RPA. The City of Wood Dale hereby certifies that no displacement will occur as a result of activities pursuant to this Redevelopment Plan. Therefore, a Housing Impact Study is not required under the Act.*

#### **FINDING 6: ESTIMATED DATES OF COMPLETION**

As set forth in the Act, the redevelopment plan must establish the estimated dates of completion of the redevelopment project and retirement of obligations issued to finance redevelopment project costs.

*Finding: The estimated dates of completion of the project and retirement of obligations are described in "Phasing and Scheduling of the Redevelopment" above. This Redevelopment Plan is estimated to be completed, and all obligations issued to finance redevelopment costs shall be retired no later than December 31, 2046, if the ordinances establishing the proposed RPA are adopted during 2022.*

### **Provisions for Amending Action Plan**

This Redevelopment Plan and Project document may be amended pursuant to the provisions of the Act.

### **Commitment to Fair Employment Practices and an Affirmative Action Plan**

The City of Wood Dale is an equal opportunity employer. As part of this Redevelopment Project and Plan, the City will assure equal opportunity in all personnel and employment actions with respect to this Redevelopment Plan and Project. However, the City may implement programs aimed at assisting small businesses and developers that may not be subject to these requirements.

The assurance of equal opportunity in all personnel and employment actions with respect to this Redevelopment Plan and Project, including, but not limited to, hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, terminations, etc. without regard to race, color, religion, sex, age, disability, national origin, sexual orientation, ancestry, marital status, parental status, military discharge status, source of income or housing status.

## Appendix 1: Limitations of the Eligibility Report and Consultant Responsibilities

The Eligibility Report covers events and conditions that were determined to support the designation of the proposed Redevelopment Project Area (“RPA” or “TIF District”) as a “conservation area” under the Act at the completion of our field research in August 2021 and not thereafter. These events or conditions include, without limitation, governmental actions and additional developments.

This Eligibility Report, Redevelopment Plan and Project (the “Report”) summarizes the analysis and findings of the consultant’s work, which, unless otherwise noted, is solely the responsibility of SB Friedman. The City is entitled to rely on the findings and conclusions of the Report in designating the proposed RPA as a redevelopment project area under the Act. SB Friedman has prepared the Report with the understanding that the City would rely: (1) on the findings and conclusions of this Redevelopment Plan in proceeding with the designation of RPA and the adoption and implementation of this Redevelopment Plan; and (2) on the fact that SB Friedman has obtained the necessary information including, without limitation, information relating to the equalized assessed value of parcels comprising the proposed RPA, so that the Report will comply with the Act and that the proposed RPA can be designated as a redevelopment project area in compliance with the Act.

The Report is based on estimates, assumptions, and other information developed from research of the market, knowledge of the industry, and meetings during which we obtained certain information. The sources of information and bases of the estimates and assumptions are stated in the Report. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur. Therefore, actual results achieved will necessarily vary from those described in our Report, and the variations may be material.

The terms of this engagement are such that we have no obligation to revise the Report to reflect events or conditions which occur subsequent to the date of the Report. These events or conditions include, without limitation, economic growth trends, governmental actions, additional competitive developments, interest rates, and other market factors. However, we will be available to discuss the necessity for revision in view of changes in economic or market factors.

Preliminary Tax Increment Financing (TIF) projections were prepared for the purpose of estimating the approximate level of increment that could be generated by proposed projects and other properties within the proposed TIF District boundary and from inflationary increases in value. These projections were intended to provide an estimate of the final equalized assessed value (EAV) of the proposed TIF District.

As such, our report and the preliminary projections prepared under this engagement are intended solely for the City’s information, for the purpose of establishing a TIF District. These projections should not be relied upon for purposes of evaluating potential debt obligations or by any other person, firm or corporation, or for any other purposes. Neither the Report nor its contents, nor any reference to our Firm, may be included or quoted in any offering circular or registration statement, appraisal, sales brochure, prospectus, loan, or other agreement or document intended for use in obtaining funds from individual investors, without prior written consent.

## Appendix 2: Glossary

### Factors for Improved Land

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

**Obsolescence.** The condition or process of falling into disuse. Structures have become ill-suited for the original use.

**Deterioration.** With respect to buildings, defects including but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. With respect to surface improvements, that the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas evidence deterioration including but not limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces.

**Presence of Structures below Minimum Code Standards.** All structures that do not meet the standards of zoning, subdivision, building, fire, and other governmental codes applicable to property, but not including housing and property maintenance codes.

**Illegal Use of Individual Structures.** The use of structures in violation of the applicable federal, state or local laws, exclusive of those applicable to the *Presence of Structures below Minimum Code Standards*.

**Excessive Vacancies.** The presence of buildings that are unoccupied or underutilized and that represent an adverse influence on the area because of the frequency, extent or duration of the vacancies.

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

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

**Excessive Land Coverage and Overcrowding of Structures and Community Facilities.** The over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as one exhibiting excessive land coverage are: (i) the presence

of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety, and (ii) the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking, or inadequate provision for loading and service.

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

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

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

**Lack of Growth in Equalized Assessed Value.** The total equalized assessed value of the proposed redevelopment project area has declined for five (5) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated; or is increasing at an annual rate that is less than the balance of the municipality for five (5) of the last five (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 five (5) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated.



## Appendix 3: Busse Highway Proposed RPA Boundary Legal Description

### OF PROPERTY DESCRIBED AS:

THAT PART OF BRANIGAR'S MOHAWK MANOR, BEING A SUBDIVISION IN SECTIONS 3 AND 10, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 28, 1956 AS DOCUMENT NUMBER 82511, IN DUPAGE COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 137 IN SAID SUBDIVISION; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 137 TO THE SOUTHEAST CORNER THEREOF; THENCE EAST TO THE SOUTHWEST CORNER OF LOT 18 IN SAID SUBDIVISION; THENCE EAST ALONG THE SOUTH LINE OF LOTS 18 THRU 25, INCLUSIVE, IN SAID SUBDIVISION TO THE SOUTHEAST CORNER OF SAID LOT 25; THENCE SOUTH TO THE NORTHEAST CORNER OF LOT 26 IN SAID SUBDIVISION; THENCE SOUTH ALONG THE EAST LINES OF LOTS 26 AND 75 IN SAID SUBDIVISION TO THE SOUTHEAST CORNER OF SAID LOT 75; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 75 TO THE EAST BEND POINT CORNER OF LOT 43; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 43 TO THE SOUTHEAST CORNER THEREOF; THENCE WEST ALONG THE SOUTH LINES OF LOTS 43 THRU 46, INCLUSIVE, TO THE SOUTHWEST CORNER OF SAID LOT 46; THENCE SOUTHWESTERLY ALONG THE SOUTH LINE OF LOT 48 IN SAID SUBDIVISION TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 48 TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 128 IN SAID SUBDIVISION; THENCE WEST ALONG SAID EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 128 TO THE SOUTHWEST CORNER OF SAID LOT 128; THENCE NORTH ALONG THE WEST LINE OF SAID SUBDIVISION TO THE SOUTHWEST CORNER OF SAID LOT 137 BEING THE PLACE OF BEGINNING.

## Appendix 4: List of PINs in Proposed Busse Highway RPA

Record #	PIN	2020 EAV
1	03-10-204-009	\$87,270
2	03-10-205-004	\$80,160
3	03-10-201-003	\$99,880
4	03-10-204-006	\$79,310
5	03-10-204-011	\$74,220
6	03-10-204-012	\$77,380
7	03-10-201-002	\$68,820
8	03-10-204-002	\$69,970
9	03-10-204-001	\$101,110
10	03-10-205-003	\$109,290
11	03-10-201-005	\$78,220
12	03-10-204-013	\$94,110
13	03-10-204-015	\$82,030
14	03-10-204-018	\$0
15	03-10-205-005	\$71,980
16	03-10-204-005	\$74,860
17	03-10-205-002	\$83,510
18	03-10-204-010	\$87,670
19	03-10-201-001	\$116,430
20	03-10-204-017	\$105,670
21	03-10-201-007	\$76,130
22	03-10-201-006	\$110,460
23	03-10-201-008	\$109,110
24	03-10-201-009	\$80,210
25	03-10-204-004	\$74,820
26	03-10-205-006	\$82,340
27	03-10-201-004	\$135,720
28	03-10-204-008	\$92,530
29	03-10-205-001	\$82,410
30	03-10-204-003	\$80,020
31	03-10-204-007	\$91,790
32	03-10-204-014	\$96,180
33	03-10-204-016	\$105,430
TOTAL		\$2,973,402

Source: DuPage County Assessor, SB Friedman