

*DOWNTOWN WHEATON
REDEVELOPMENT
PROJECT REPORT*



Prepared for
The City of Wheaton, Illinois
by

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ASSOCIATES
INC.

May 17, 1993

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INTRODUCTION

Tax Increment Financing

Tax increment financing is permitted in Illinois under the "Tax Increment Allocation Redevelopment Act" (Chapter 24, Paragraph 11-74.4-1 et seq. of the Illinois Revised State Statutes) as amended (hereinafter the "Act"). Only areas which meet certain specifications outlined in the Illinois Revised Statutes are eligible to use this financing mechanism.

The Act permits municipalities to make improvements to properties located within eligible "conservation," "blighted," or "industrial park conservation" areas in accordance with an adopted redevelopment plan during a period which does not exceed 23 years. The municipal cost of such public improvements can be repaid with the increased revenues generated by private investment in 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 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 project, principally increased equalized assessed valuation from new private development. Thus, the project can pay for itself without the need for additional taxes to be levied city-wide, outside the boundaries of the project area.

During the months of September and October of 1992, a survey of the area was undertaken to determine "eligibility" under the tax increment financing law. The results of the survey indicate that the area meets the statutory requirements of a "conservation area" and is eligible to be designated as a Tax Increment Financing Redevelopment Project Area. The results of this survey are summarized in Appendix A.

The Act stipulates specific procedures which must be adhered to in the redevelopment planning process. They include the designation of a Redevelopment Project Area and determination of its eligibility, preparation and description of a Redevelopment Plan, and description of the program and projects designed to further the objectives of the Redevelopment Plan. These items are the substance of this report.

REDEVELOPMENT PROJECT AREA DESCRIPTION

The Redevelopment Project Area, hereinafter the "Project Area" (Figure 1), generally forms a cross shape defined by Seminary Street on the north, Wesley Street as the northern horizontal boundary, the Chicago Northwestern Railroad as the southern horizontal boundary, and Willow Street on the South; Gary Avenue on the west, West Street as the western vertical boundary, Wheaton Avenue as the eastern vertical boundary, and the eastern edge is mid-block between Wheaton Avenue and Hale Street. The Chicago Northwestern Railroad extends the Project Area easterly to Scott Street and westerly beyond Bridge Street. The project area is legally described as follows:

LEGAL DESCRIPTION

LEGAL DESCRIPTION FOR THE TAX INCREMENT FINANCING DISTRICT IN SECTIONS 16 AND 17, TOWNSHIP 39 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE WESLEY STREET RIGHT-OF-WAY WITH THE NORTHERLY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY, IN THE NORTHEAST QUARTER OF SAID SECTION 17.

THENCE EASTERLY ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF WESLEY STREET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF THE EAST 186 FEET OF LOT 4 OF COUNTY CLERKS ASSESSMENT DIVISION OF LOT 4, IN THE SOUTHEAST QUARTER OF SAID SECTION 17.

THENCE SOUTHERLY ALONG THE NORTHERLY EXTENSION OF SAID WEST LINE OF THE EAST 186 FEET OF SAID LOT 4, TO THE NORTHERLY RIGHT-OF-WAY LINE OF FRONT STREET.

THENCE SOUTHEASTERLY ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF FRONT STREET TO THE SOUTHEASTERLY CORNER OF LOT 15 IN A.T. MACINTOSH & COMPANY'S FRONT STREET ADDITION BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SAID SECTION 17.

THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 15 TO THE NORTHEAST CORNER THEREOF SAID POINT BEING ALONG THE SOUTHERLY LINE OF LOT 3 IN SAID A.T. MACINTOSH & COMPANY'S FRONT STREET ADDITION.

THENCE EASTERLY ALONG THE SOUTHERLY LINE OF LOTS 3, 2, AND 1 AND THE EXTENSION THEREOF IN SAID SUBDIVISION TO THE WEST RIGHT-OF-WAY LINE OF GARY AVENUE.

THENCE NORTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF GARY AVENUE TO THE NORTH RIGHT-OF-WAY LINE OF WESLEY STREET.

THENCE EASTERLY ALONG THE NORTH RIGHT-OF-WAY LINE OF WESLEY STREET TO THE WEST RIGHT-OF-WAY LINE OF WEST STREET.

THENCE NORTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF WEST STREET TO THE NORTH RIGHT-OF-WAY LINE OF SEMINARY AVENUE.

THENCE EASTERLY ALONG THE NORTH RIGHT-OF-WAY LINE OF SEMINARY AVENUE TO THE EAST RIGHT-OF-WAY LINE OF WHEATON AVENUE.

THENCE SOUTHERLY ALONG THE EAST RIGHT-OF-WAY LINE OF WHEATON AVENUE TO THE NORTH RIGHT-OF-WAY LINE OF WESLEY STREET, THENCE EASTERLY ALONG THE NORTH RIGHT-OF-WAY LINE OF WESLEY STREET TO THE NORTHERLY EXTENSION OF THE WESTERLY LINE OF LOTS 1, 9, AND 10 IN BLOCK 8 OF THE ORIGINAL TOWN OF WHEATON.

THENCE SOUTHERLY ALONG THE EXTENSION OF SAID WESTERLY LINE OF LOTS 1, 9, AND 10 IN BLOCK 8 TO THE SOUTHWESTERLY CORNER OF LOT 10 IN SAID BLOCK 8 OF THE ORIGINAL TOWN OF WHEATON.

THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 10 TO THE WEST RIGHT-OF-WAY LINE OF HALE STREET.

THENCE SOUTHERLY ALONG THE WEST RIGHT-OF-WAY LINE OF HALE STREET TO THE NORTH RIGHT-OF-WAY LINE OF FRONT STREET.

THENCE WESTERLY ALONG THE NORTH RIGHT-OF-WAY LINE OF FRONT STREET TO THE NORTHERLY EXTENSION OF A LINE THAT IS 10.5 FEET WEST OF THE WEST LINE OF LOT 2 IN THE COUNTY CLERKS ASSESSMENT DIVISION IN THE SOUTH HALF AND THE SOUTH HALF OF THE NORTH HALF OF SAID SECTION 16.

THENCE SOUTHERLY ALONG THE EXTENSION OF SAID LINE THAT IS 10.5 FEET WEST OF THE WEST LINE OF SAID LOT 2 TO THE NORTHERLY RIGHT-OF-WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY.

THENCE EASTERLY AND NORTHEASTERLY ALONG SAID NORTH RAILROAD RIGHT-OF-WAY LINE TO A POINT THAT IS 395 FEET WEST OF THE NORTH-SOUTH QUARTER SECTION LINE OF SAID SECTION 16, AS MEASURED ALONG THE CENTER LINE OF SAID RAILROAD RIGHT-OF-WAY.

THENCE SOUTHERLY 100 FEET PARALLEL WITH SAID QUARTER SECTION LINE TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY.

THENCE SOUTHWESTERLY AND WESTERLY ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY TO ITS INTERSECTION WITH THE EASTERLY RIGHT-OF-WAY LINE OF WHEATON AVENUE.

THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF WHEATON AVENUE, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF WILLOW STREET.

THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF WILLOW STREET TO THE WESTERLY RIGHT-OF-WAY LINE OF WEST STREET.

THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF WEST STREET TO A POINT 305.2 FEET NORTH OF THE NORTHERLY RIGHT-OF-WAY LINE OF CHILDS STREET.

THENCE WESTERLY 165.0 FEET, THENCE NORTHERLY 139.3 FEET, THENCE EASTERLY 165.0 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID WEST STREET.

THENCE NORTHERLY TO THE SOUTHERLY RIGHT-OF-WAY LINE OF LIBERTY DRIVE.

THENCE SOUTH 89°, 30 MINUTES WEST ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID LIBERTY DRIVE 258 FEET TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE.

THENCE SOUTH 82°, 59 MINUTES WEST 200 FEET TO AN ANGLE POINT IN SAID RIGHT-OF-WAY LINE.

THENCE SOUTH 89°, 53 MINUTES WEST 780.27 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF CARLTON AVENUE.

THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF CARLTON AVENUE TO THE NORTHERLY RIGHT-OF-WAY LINE OF CHILDS STREET.

THENCE WESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF CHILDS STREET TO THE WESTERLY RIGHT-OF-WAY LINE OF CARLTON AVENUE.

THENCE NORTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF CARLTON AVENUE 200.1 FEET TO A JOG IN SAID RIGHT-OF-WAY LINE.

THENCE WESTERLY 4.6 FEET TO THE CONTINUATION OF THE WESTERLY RIGHT-OF-WAY LINE OF CARLTON AVENUE.

THENCE NORTHERLY ALONG THE WESTERLY RIGHT-OF-WAY LINE OF CARLTON AVENUE TO THE NORTHERLY RIGHT-OF-WAY LINE OF LIBERTY DRIVE, SAID POINT ALSO BEING THE SOUTH-EASTERLY CORNER OF LOT 5 IN THE SOUTH RAILROAD STREET SUBDIVISION.

THENCE NORTHERLY AND NORTHWESTERLY ALONG THE WESTERN RIGHT-OF-WAY LINE OF THE OLD CHICAGO AURORA- AND ELGIN RAILROAD RIGHT-OF-WAY, BEING THE EASTERLY LINE OF SAID SOUTH RAILROAD STREET SUBDIVISION TO ITS INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY,

THENCE NORTHWESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY TO ITS INTERSECTION WITH THE CENTERLINE OF BRIDGE STREET EXTENDED NORTHERLY.

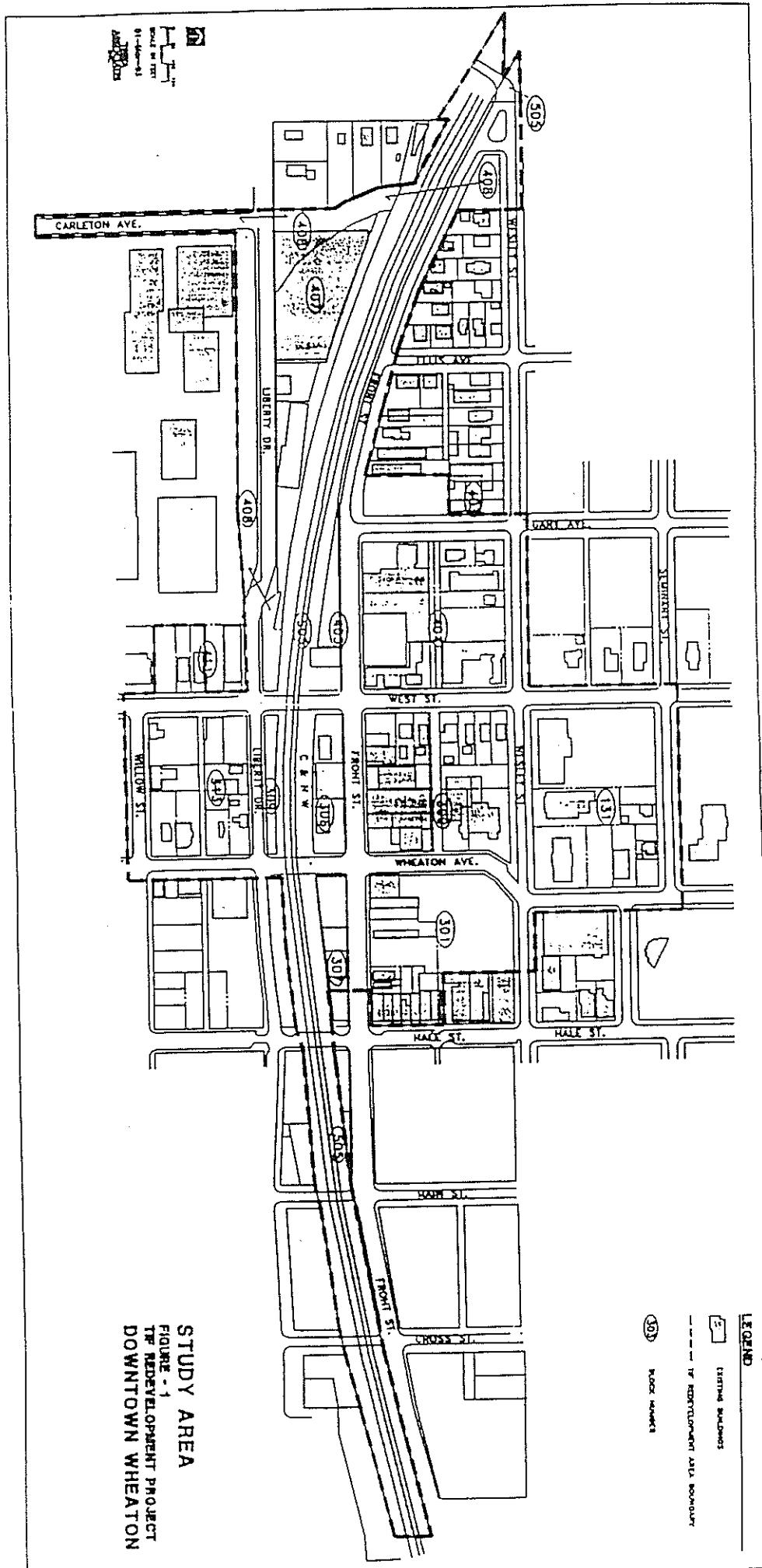
THENCE SOUTHERLY ALONG THE EXTENSION OF SAID CENTERLINE OF BRIDGE STREET TO THE SOUTHERLY RIGHT-OF-WAY OF THE CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY, SAID POINT BEING ON THE NORTHERLY RIGHT-OF-WAY LINE OF MANCHESTER ROAD.

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THENCE NORTHWESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY OF SAID CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY TO ITS INTERSECTION WITH THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 17.

THENCE EASTERLY ALONG SAID SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 17 TO THE NORTH RIGHT-OF-WAY LINE OF SAID CHICAGO AND NORTHWESTERN RAILROAD RIGHT-OF-WAY.

THENCE NORTHWESTERLY ALONG SAID NORTH RAILROAD RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING, ALL BEING IN SECTIONS 16 AND 17, TOWNSHIP 39 NORTH RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE CITY OF WHEATON, DU PAGE COUNTY, ILLINOIS.



COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Redevelopment Plan is consistent with the City's comprehensive plan and other related planning documents, and encourages the achievement of city-wide goals and objectives fundamental to the future development and redevelopment of the Project Area. The City of Wheaton Comprehensive Plan and other pertinent planning documents encourage the beautification and redevelopment of the downtown area.

OVERALL GOALS AND OBJECTIVES

Pursuant to the Act, the purpose of a Redevelopment Plan for a project area is to promote the health, safety, morals, and welfare of the general public by:

- preventing the onset of blight while instituting conservation measures;
- removing and alleviating adverse conditions by encouraging private investment of under-utilized and vacant properties which will strengthen the economy, tax base, business environment, and living environment;
- improving existing public utilities within the area; and
- enhancing the overall quality while maintaining the historic character and pedestrian scale of Downtown Wheaton.

The Redevelopment Plan is a refinement and extension of the City's Comprehensive Plan and its Central Area Plan. As part of the Redevelopment Plan, the overall goals and objectives are set forth in a manner consistent with these plans. The goals and objectives are intended to guide redevelopment decisions within the Redevelopment Project Area.

The following goals are extensions of the City's overall goal for the Central Area -- to create a viable, multi-faceted downtown, a central area which provides opportunities for a wide range of activities nourishing community life while conserving Wheaton's historic character and pedestrian scale.

Economic Development

Goal: **Redevelopment of the Project Area in a manner that strengthens the economic vitality of the City of Wheaton and the central business district.**

Objectives:

1. Promote downtown economic development which capitalizes on the unique character of the Project Area.
2. Encourage a variety of redevelopment activities which enhances a base of support for Wheaton's central business district.
3. Encourage timely redevelopment projects that are of high quality and yield a high assessed value, thereby strengthening the overall tax base.
4. Establish cooperative and mutually-reinforcing investment opportunities for the public and the private sectors.

Land Use

Goal: **An attractive and vital area comprised of compatible and mutually-supportive land uses.**

Objectives:

1. Encourage a variety of commercial, residential, open space, and public functions in their appropriate locations in a concentrated pattern within the Project Area which appeal to residents, visitors, and workers.
2. Provide and/or maintain public access to the Prairie Path and other open space amenities within the Project Area.
3. Provide adequate parking facilities throughout the Project Area to accommodate residents, shoppers, employees, and commuters.
4. Accommodate a variety of appropriate uses and users that do not compromise the aesthetic and/or environmental quality of the area.

Residential

Goal: **A viable urban neighborhood combining compatible residential and commercial uses.**

Objectives:

1. Ensure that the design of residential development is compatible with the surrounding land uses and is consistent with the scale and historic character of the Project Area.
2. Buffer surrounding residential areas from more intensive land uses.
3. Encourage higher density residential uses within the Project Area to contribute to the Project Area's lively streetscape and economic vitality.
4. Ensure that residents have access to semi-private open space with identifiable boundaries.

Public Services and Facilities

Goal: An efficient system of services and facilities essential to the success of the redeveloped Project Area.

Objectives:

1. Ensure that the properties located within the Project Area are served by the necessary public infrastructure to protect the health and safety of residents, visitors, and workers.
2. Improve the municipal utility distribution systems.
3. Ensure that the infrastructure required to successfully implement the redevelopment conforms to the City's standards.

Appearance

Goal: A visually attractive environment with a strong, positive community image.

Objectives:

1. Promote high design standards with regard to the development of public and private buildings, signage, site planning, streetscaping, and landscaping.
2. Encourage continuity and compatibility in architecture within the Project Area consistent with the character, quality, massing, and scale of existing development in and surrounding the Project Area.
3. Unify the appearance of public and private property within the Project Area through the consistent use of site improvements such as landscaping, lighting, outdoor furniture, and signage.

4. Improve the public signage system to be both attractive and helpful to ensure that shopping, parking, and other amenities are easy to find and to use.
5. Require screening and buffering of off-street parking lots from adjacent land uses.
6. Require unsightly overhead wires and poles to be buried or screened as redevelopment occurs.
7. Encourage private property owners to initiate enhancement of their properties.
8. Preserve and reuse buildings of historic value and/or architectural merit.
9. Utilize all available legal means to enforce City ordinances established to protect the economic health and welfare of the central business district.

Transportation

Goal: A coordinated transportation network linking the Project Area to other portions of the City and the metropolitan area.

Objectives:

1. Construct or reconstruct necessary roadways and/or improvements to allow for the efficient and safe movement of traffic within the Project Area.
2. Plan for increased capacity and use of transit systems and enhance facilities for bus and rail lines which support downtown functions.
3. Ensure that the development of roads within the Project Area is consistent with City standards, adequately serves all properties, and allows for the movement of personal, public, and service vehicles.
4. Create strong pedestrian and vehicular linkages to facilitate safe and convenient interaction between the various activities within the Project Area and the entire central business district.
5. Provide adequate parking facilities throughout the Project Area to service residents, shoppers, commuters, and employees.
6. Ensure that redevelopment does not result in high volume traffic through residential and other sensitive areas.
7. Enhance the opportunities for multi-modal transportation usage.

REDEVELOPMENT PLAN

The focus of the Redevelopment Plan is the redevelopment of several blocks within Downtown Wheaton. The various public improvements required to implement the Redevelopment Plan are discussed in the subsequent section of this report.

To achieve the goals and objectives of the Redevelopment Plan, the City of Wheaton will encourage private investment through the adoption of a tax increment financing district, and will incur TIF project costs. Successful completion of the City's efforts will result in a revitalized central business district. Undertaking the redevelopment program would generate increased tax revenues, provide housing opportunities, create much needed parking facilities for downtown businesses and commuters, and create additional opportunities for business development.

The Project Area currently consists of a variety of uses.(see Figure 2). Hale Street, and Front Street from Hale Street to West Street represent the primary concentration of retail uses. The intersection of Wheaton Avenue and Wesley Street is the municipal and institutional core containing City Hall, the Post Office operation, and supporting parking facilities. A number of residences have been converted to commercial uses along Wheaton Avenue and West Street south of Liberty Drive. Within the Project Area south of the railroad tracks, there are a variety of retail, auto repair, office and financial, institutional, and residential uses.

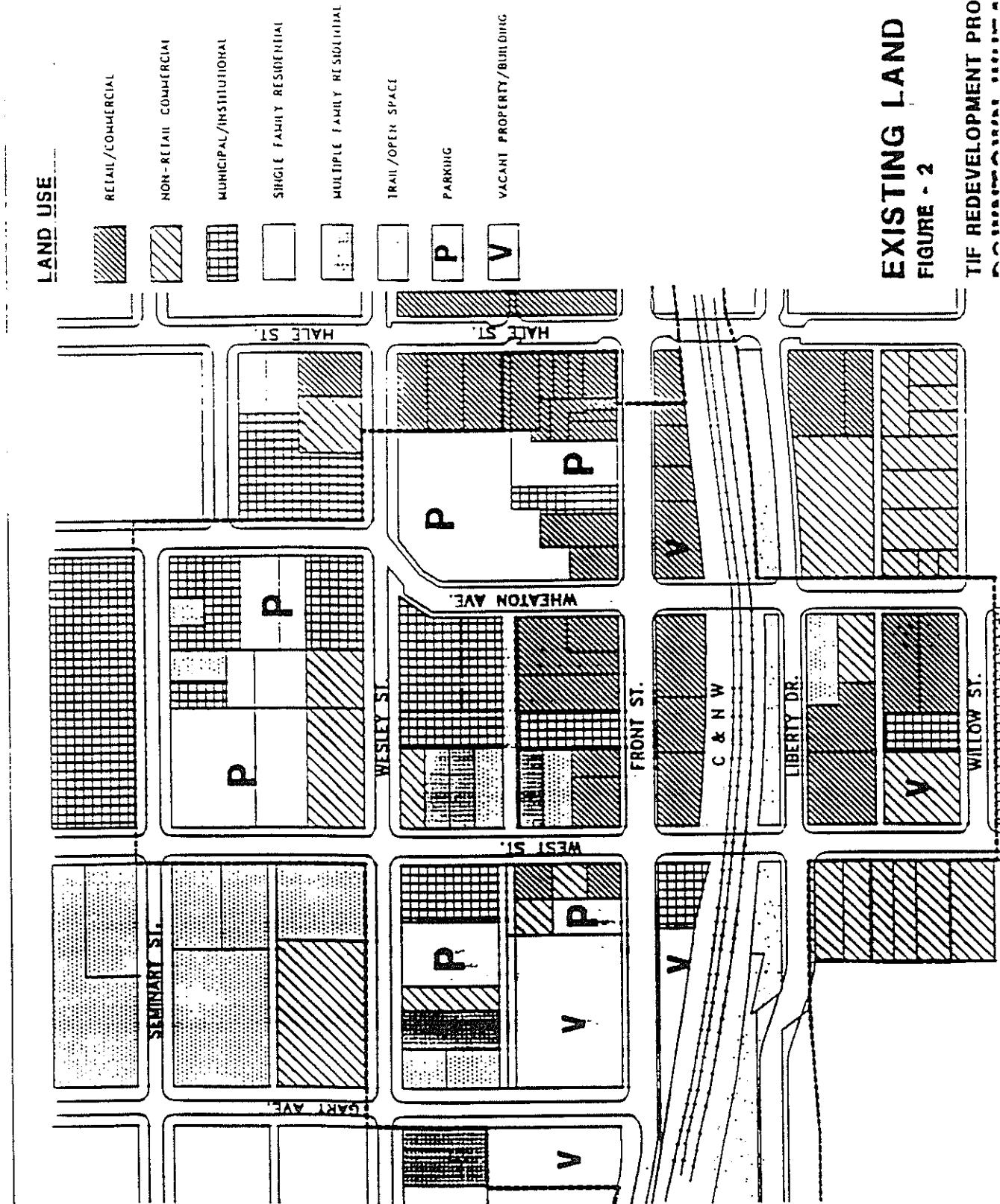
The land use recommendations for the Redevelopment Plan, Figure 3, create more coherent and mutually supporting uses including business, institutional, and residential uses, with sufficient parking areas for both commuters and downtown shoppers and employees by:

- Strengthening and enhancing retail uses along Front Street,
- Providing adequate and convenient parking facilities to serve commercial, municipal, and commuter facilities,
- Creating a critical mass of residential opportunities to stimulate "non-peak" hour activities such as entertainment, restaurants, and generally a higher demand for downtown businesses,
- Expanding and renovating existing Metra facility to accommodate future increases in ridership,
- Creating opportunities for office development south of the Chicago Northwestern Railroad along the south side of Liberty Drive, and
- Enhancing the "sense of place" through additional streetscape improvements and by highlighting the civic/cultural core of the community.

EXISTING LAND USE

FIGURE - 2

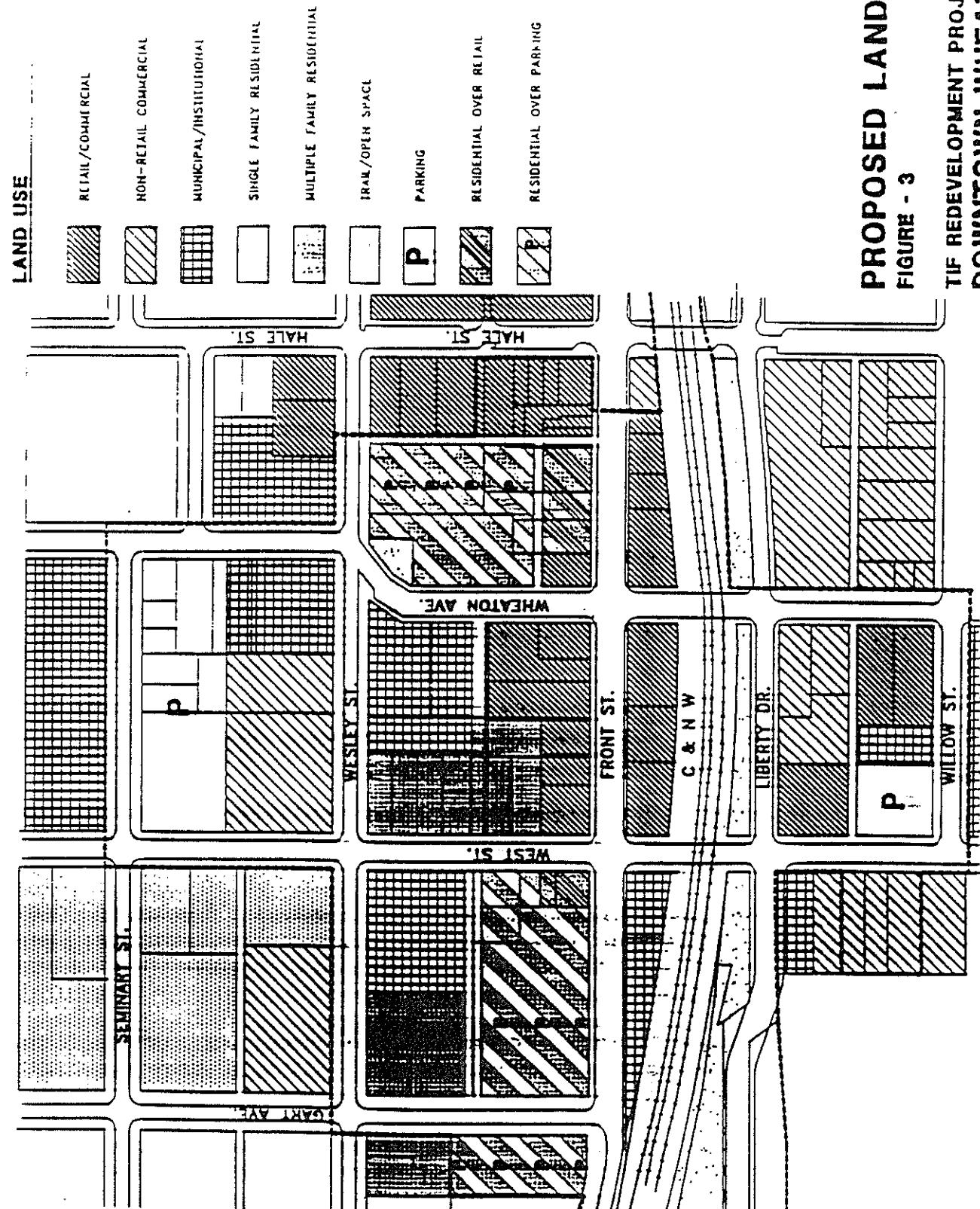
TIF REDEVELOPMENT PROJECT



PROPOSED LAND USE

FIGURE - 3

TIF REDEVELOPMENT PROJECT



Redevelopment Opportunities

Figure 4, **Redevelopment Opportunities**, highlights those characteristics of the Project Area and its surroundings which begin to suggest the direction of the redevelopment strategy. Two primary redevelopment sites will serve as anchor projects for the redevelopment of the Project Area. Site One consists of the vacated Ruch Auto Dealership property and the Metra Commuter Train Station. Site Two includes the eastern half of block 301 which is bounded by Front Street on the south, Wheaton Avenue on the west, Wesley Street on the north, and Hale Street on the east. To guide the redevelopment of the Project Area, the following specific objectives have been identified for each of the Redevelopment Sites.

Redevelopment Site One

Existing development within Site One includes an auto dealership which has since relocated leaving behind a functionally obsolescent expanse of building, asphalt and concrete. This area exhibits the aging of structures, signs of structural and site obsolescence, and deterioration in addition to other characteristics inhibiting redevelopment. The current land uses are no longer the highest and best use of the land and should be redeveloped according to the Central Area Plan. Suitable redevelopment for this area is envisioned to include multiple family residential, business/commercial, and an expanded Metra Commuter station. The following specific objectives are anticipated to guide development within the area.

- Encourage the redevelopment of the southern portion of block 404 for multiple family and business/commercial uses in the appropriate arrangement.
- Encourage the redevelopment of block 405/505 as an expanded Metra commuter station with appropriate parking and drop-off capacity provided.
- Facilitate redevelopment with the installation of appropriate utilities. Extend a water main along Front Street and north along Gary Avenue as redevelopment occurs to adequately service the properties within Site One.
- Establish design standards for new development which encourage compatibility with existing development in the surrounding areas as well as within the context of the central business district.
- In order to remove the impediments to redevelopment, it may be necessary to acquire property within block 404 and to demolish the existing structures. In addition, the City may need to take specific action to attract developer interest, including direct recruitment and promotion of development opportunities.

SCHOOL PROVIDES APPROPRIATE TRANSITION
BETWEEN DOWNTOWN AND THE NEIGHBORHOOD.
DOWNTOWN IS SURROUNDED BY STABLE SINGLE
FAMILY RESIDENTIAL NEIGHBORHOODS.
MANTAIN EXISTING RESIDENTIAL BUILDING
SCALE WHEN CONVERTING EXISTING HOMES TO
NON-RESIDENTIAL USES.

QUESTIONABLE STABILITY OF HISTORIC BUT
OBsolete POST OFFICE SUBJECTS POSSIBLE
RISE TO BE COMPATIBLE AND SUPPORTIVE
OF CIVIC & COMMERCIAL ACTIVITIES AT
CORE OF DOWNTOWN. REHABILITATION IN
HISTORIC TRADITION TO BE ENCOURAGED.
PUBLIC IMPROVEMENTS INCLUDING LIGHTING
MUTERS AND SIDEWALKS SHOULD BE
ADDED IN ORDER TO EXPAND DOWNTOWN
CHARACTER AND SUPPORT EXPANDED USE OF
TRANSIT STATION DROP-OFF.

CONVERTED BARNABLE FAMILY HOMES
PROVIDE A POTENTIAL SITE FOR
MULTIPLE FAMILY REDEVELOPMENT.
BARNAGE LOT MAY BE USED AS PART OF
SEPARATE PARKING FACILITY FOR METRA
REDEVELOPMENT SITE. CURRENTLY A
VACANT, CRUMBLE CAR DEALERSHIP, SHOULD
BE DEMOLISHED AND REDEVELOPED FOR
RESIDENTIAL USES, INCLUDING A POTENTIAL
JOINT SERVICE POINT OF PARKING AND
CONVENIENCE COMPARABLE TO THE NATURAL
CONVENIENCE AND TRANSIT RULERS
DOWNTOWN CONNECTION TO EXISTING PARKING
STRUCTURE WITH PEDESTRIAN OVERPASS.

REDEVELOPMENT SITE, CURRENTLY A
VACANT, CRUMBLE CAR DEALERSHIP, SHOULD
BE DEMOLISHED AND REDEVELOPED FOR
RESIDENTIAL USES, INCLUDING A POTENTIAL
JOINT SERVICE POINT OF PARKING AND
CONVENIENCE COMPARABLE TO THE NATURAL
CONVENIENCE AND TRANSIT RULERS
DOWNTOWN CONNECTION TO EXISTING PARKING
STRUCTURE WITH PEDESTRIAN OVERPASS.

TWO REMAINING HOMES ARE NO LONGER MOST
APPROPRIATE USE AND PROVIDED PRACTICAL
LOCATION FOR A CONSOLIDATED PARKING
FACILITY. RAILROAD LOT WHICH COULD
BECOME A STRUCTURE BEING ALL THREE UNDES
ON THE BLOCK & LONG TERM RENT-OUT CUSTOMER
PARKING.

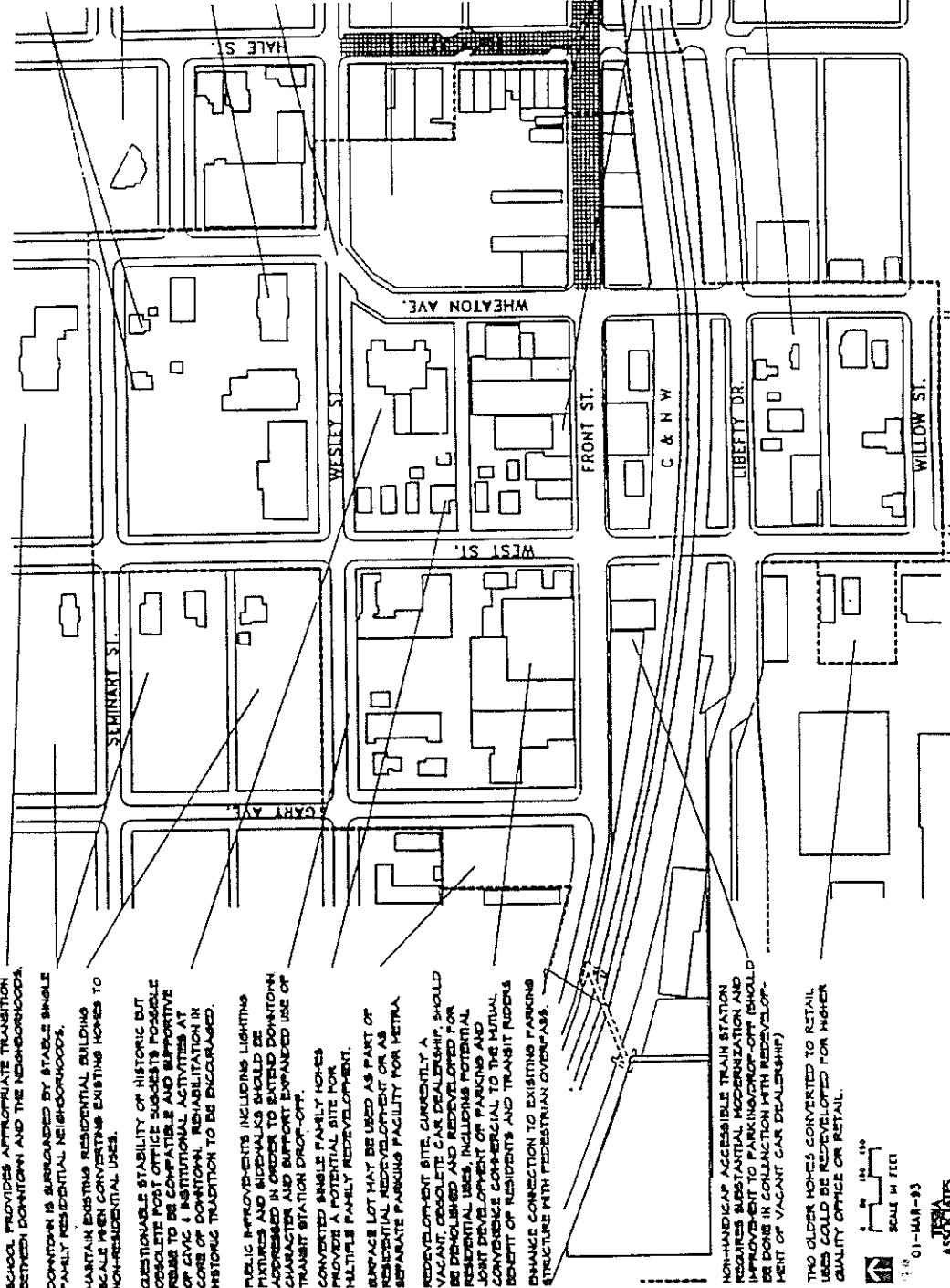
PARK PROVIDES BUFFER AND EASE TO DOWNTOWN

CONCENTRATED CITY HALL REQUIRES EXPANSION AND
MOULD BENEFIT FROM MORE EFFICIENT & CONVENIENT
PARKING FACILITIES.

NEED TO ADDRESS THE SENSE OF PUBLIC SPACES
THROUGH THE DESIGN OF PUBLIC SPACES
ONE OF THEM PLAZA/OPEN BENCHES ON WEST SIDE
OF DOWNTOWN. NEEDS ENHANCEMENT/EXPANSION.

REDEVELOPMENT SITE CURRENTLY USED FOR
DOWNTOWN CUSTOMER PARKING. OFFERS
OPPORTUNITY FOR SUBSTANTIAL REDEVELOPMENT
IN CONJUNCTION WITH SUBSTANTIAL RESTRUCTURE. MIXED
USE RESIDENTIAL & RETAIL FORKS THE GREATEST
OPPORTUNITY FOR LEVERAGING PRIVATE INVESTMENT
AND DOWNTOWN VITALITY.

PRIMARY RETAIL STORE FRONTAGE
MAINTENANCE AND FACADE REHABILITATION ARE
MAINTAIN CONCERN FOR MANY PROPERTIES. WHEN
THE RAIL STATION BECOME AVAILABLE, A LARGER
REDEVELOPMENT SITE MAY BE CONSIDERED FOR
RETAILING USES OR CULTURAL FACILITIES



REDEVELOPMENT OPPORTUNITIES

FIGURE - 4
TIF REDEVELOPMENT PROJECT
DOWNTOWN WHEATON

Figure 5 represents an example of the type of development envisioned for redevelopment Site One. These examples of possible development are not intended to limit the creativity of future development proposals, nor should they be interpreted to authorize or permit such development. Rather, they illustrate the objectives of developing these sites. By developing these examples, it is also possible to estimate the potential project costs and revenues generated by redevelopment. The portion of the site located between West Street, Gary Avenue, and Front Street may be developed separately or jointly with the property west of Gary Avenue. The larger site could support a 6 or 7 story multi-use development containing residential apartments or condominiums above a supporting parking structure. This illustrative development scenario also includes convenience retail located at the corner of Front Street and West Street.

The site located on the northwest corner of Gary Avenue and Front Street could potentially support the development of a smaller, 3 to 4 story structure including multiple family with a supporting parking structure if developed independently. In the interim, prior to redevelopment, this site may be useful as surface parking.

The current commuter station must be expanded and enhanced. Expansion of this facility could include supporting retail such as a coffee shop, newspaper stand, etc. Parking for the expanded station could be accommodated through a direct pedestrian link to the existing parking structure, lots south of the tracks, and possibly through joint development of either of the sites to the north of Front Street.

LEGEND

- PROJECT COSTS
- DEVELOPER RECRUITMENT
- NEGOTIATION
- LAND ASSEMBLY
- REVISE ZONING
- RAZE STRUCTURES
- CONVEY SITES

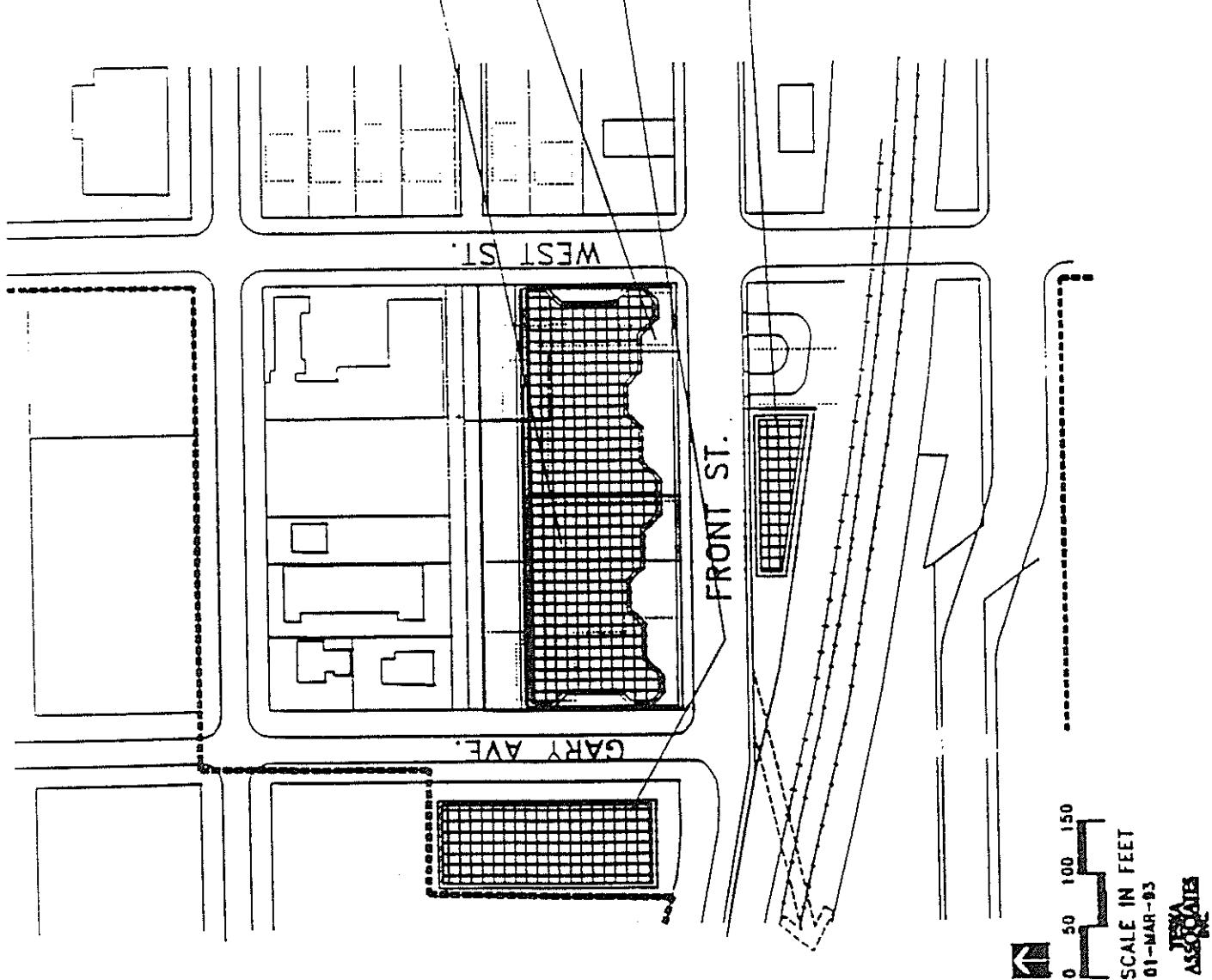
DEVELOPMENT GUIDELINES

MUL. TRIPLE FAMILY RESIDENCES ABOVE
BELOW GRADE PARKING AND/OR
RETAIL USES (MAX. 7 STORIES TOTAL)

CONVENIENCE RETAILING (DRY
CLEANING, COFFEE SHOP, ETC.)

POTENTIAL DEVELOPMENT AS
2- 3 STORY MULTIPLE FAMILY OR
PARKING FACILITIES

EXPANSION OF METRA STATION
TO INCLUDE SUPPORTING RETAIL
AND CONNECTION TO EXISTING
PARKING FACILITIES



DEVELOPMENT SITE 1

FIGURE - 5
TIF REDEVELOPMENT PROJECT
DOWNTOWN WHEATON

Redevelopment Site Two

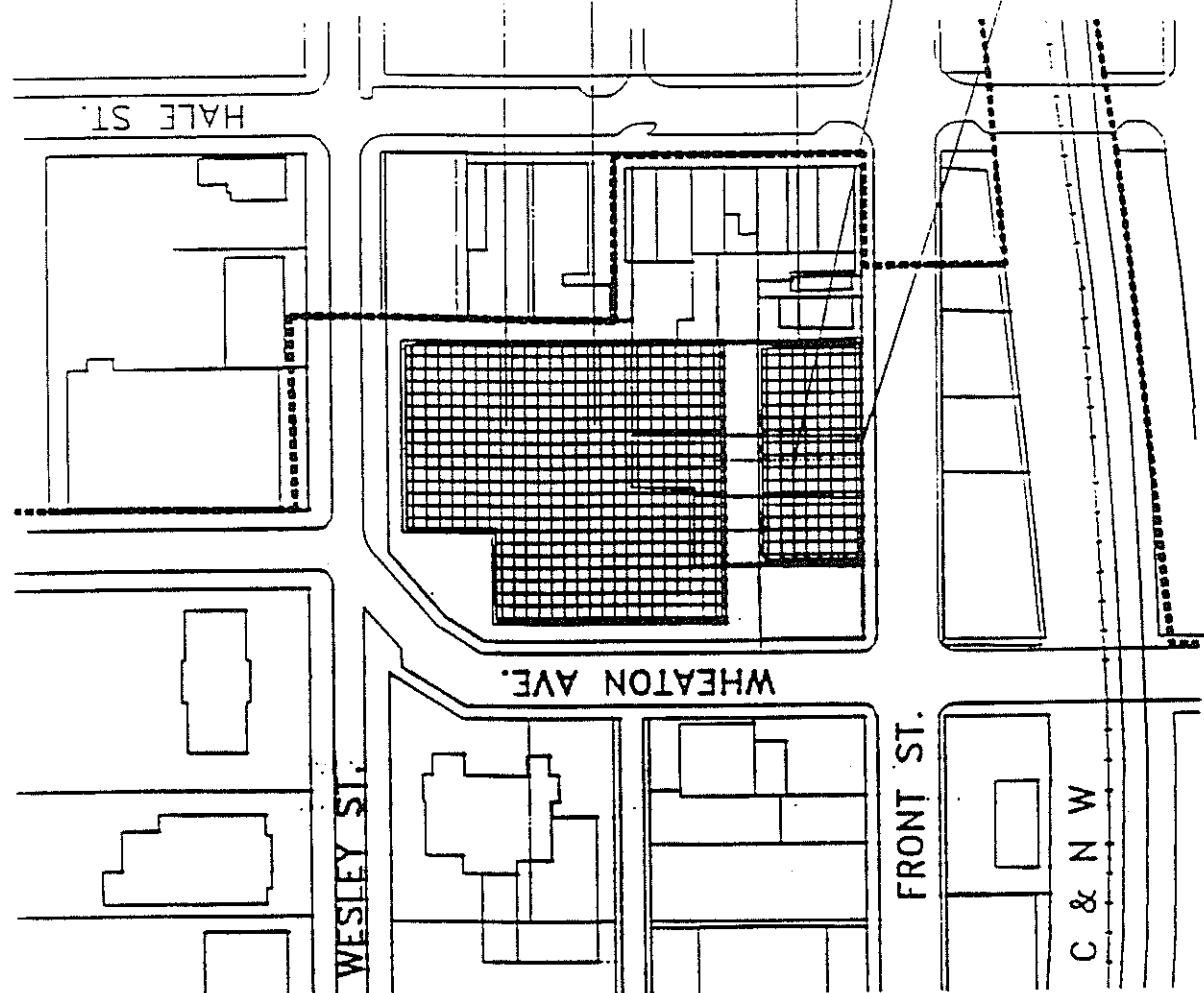
Redevelopment of Site Two can accommodate the construction of a mixed-use development consisting of multiple family residential units, a parking structure, and a mix of retail uses along Front Street. In addition, it is envisioned that this site and surrounding areas will benefit from public improvements designed to enhance the pedestrian environment for the central business district as well as to facilitate the redevelopment of the area. Objectives to guide development of this redevelopment site include:

- Reinforce the strength of image and function of retailing on both sides of Front Street and the northeast corner of Front Street and Wheaton Avenue. Emphasize the identity of the civic core with institutional/civic uses on the west side of Wheaton Avenue and both sides of Wesley Street.
- Provide customer and employee parking which is convenient to the core of downtown businesses and supports the marketability of residential uses downtown.
- Encourage the development of attractive pedestrian links between the new development and retail uses along Front Street and Hale Street.
- Ensure that construction of the water main and electric utility improvements facilitate the redevelopment of this site, adequately service the Project Area, and conform to City standards.
- Encourage architectural designs which contribute positively to the overall appearance of the central business district.
- Ensure that the design and scale of new structures are compatible with existing structures in the area as well as the surrounding environment. Orient the structures to continue the street frontages along Front Street and Wheaton Avenue. Incorporate building setbacks on upper floors which diminish the massing of the development.
- Establish useable plaza space at the intersection of Wheaton Avenue and Wesley Street to enhance the civic/public image.

Figure 6 represents the type and scale of redevelopment envisioned for redevelopment Site Two, though it should not be interpreted to limit or permit such redevelopment. The site which currently consists of a large, public, surface parking facility, could accommodate substantial redevelopment. Four to five stories of residential condominiums located above a two to three story parking structure would generate a substantial number of people who would use the central business district during off-peak hours. In addition, retail development should be developed at street level along Front Street. As part of the civic center of the City, this

LEGEND

- PROJECT COSTS
- DEVELOPER RECRUITMENT/NEGOTIATION
- LAND ASSEMBLY
- REVISE ZONING
- RAZE STRUCTURES
- CONVEY SITES (RETAIL)
- CONSTRUCT GARAGE
- CONVEY AIR RIGHTS (RESIDENTIAL)



DEVELOPMENT SITE 2

FIGURE - 6
TIF REDEVELOPMENT PROJECT
DOWNTOWN WHEATON

SCALE IN FEET
01-MAR-03
TWA Associates

development should contribute to the character created by the public plazas in front of the City Hall and U.S. Post Office. The corner of Wesley Street and Wheaton Avenue should remain as a public plaza. The pedestrian scale of Wheaton Avenue should be maintained by bringing elements of the residential structure to ground level, and minimize the negative impact of parking on the character of the streetscape.

REDEVELOPMENT PROJECT

In accordance with the goals and objectives set forth in the previous section, the City of Wheaton must implement a coordinated Redevelopment Project which may include, but is not limited to, the following redevelopment activities.

Estimated 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. Such costs may include, without limitation, the following:

- costs of studies, surveys, development of plans, and specifications, implementation and administration of the Redevelopment Plan including, but not limited to, staff and professional service costs for architectural, engineering, legal, marketing, financial, planning or other services;
- 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, and the clearing and grading of land;
- costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings and fixtures;
- costs of the construction of public works or improvements;
- costs of job training and retraining projects;
- 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 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;
- all or a portion of the taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Project, to the extent that the City by written agreement, accepts and approves such costs;
- 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;

REDEVELOPMENT PROJECT

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- 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, and the clearing and grading of land;
- costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings and fixtures;
- costs of the construction of public works or improvements;
- costs of job training and retraining projects;
- 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 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;
- all or a portion of the taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Project, to the extent that the City by written agreement, accepts and approves such costs;
- relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law;

- payment in lieu of taxes not available to taxing districts while property within the district is publicly held or under construction;
- costs of job training, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical field leading directly to employment, incurred by one or more taxing districts, as provided by the Act; and
- interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project, as provided by the Act.

Acquisition and Clearance

To meet the redevelopment objectives, it may be necessary for the City of Wheaton to assemble property. Acquisition of property and clearance of existing structures or improvements would be scheduled to coincide with redevelopment activities so that facilities do not remain unused for extended periods of time and any adverse effects of clearance activities may be minimized. Figure 7 highlights those properties where assembly may facilitate the primary redevelopment activities. The City may chose to acquire additional properties if redevelopment opportunities present themselves, or may choose not to acquire properties identified here if redevelopment will occur without direct City intervention or control. Generally, the City will seek to use regular market transactions to acquire property in an effort to avoid the need for use of eminent domain.

Land Disposition

Property acquired by the City may be assembled into appropriate redevelopment sites. These properties or rights in these properties may be sold or leased by the City to other public bodies or to private developers, in whole or in part.

Terms of conveyance may be incorporated into appropriate disposition documents or agreements, and may include more specific restrictions than contained in this Redevelopment Plan or in other municipal codes and ordinances governing the use of the land.

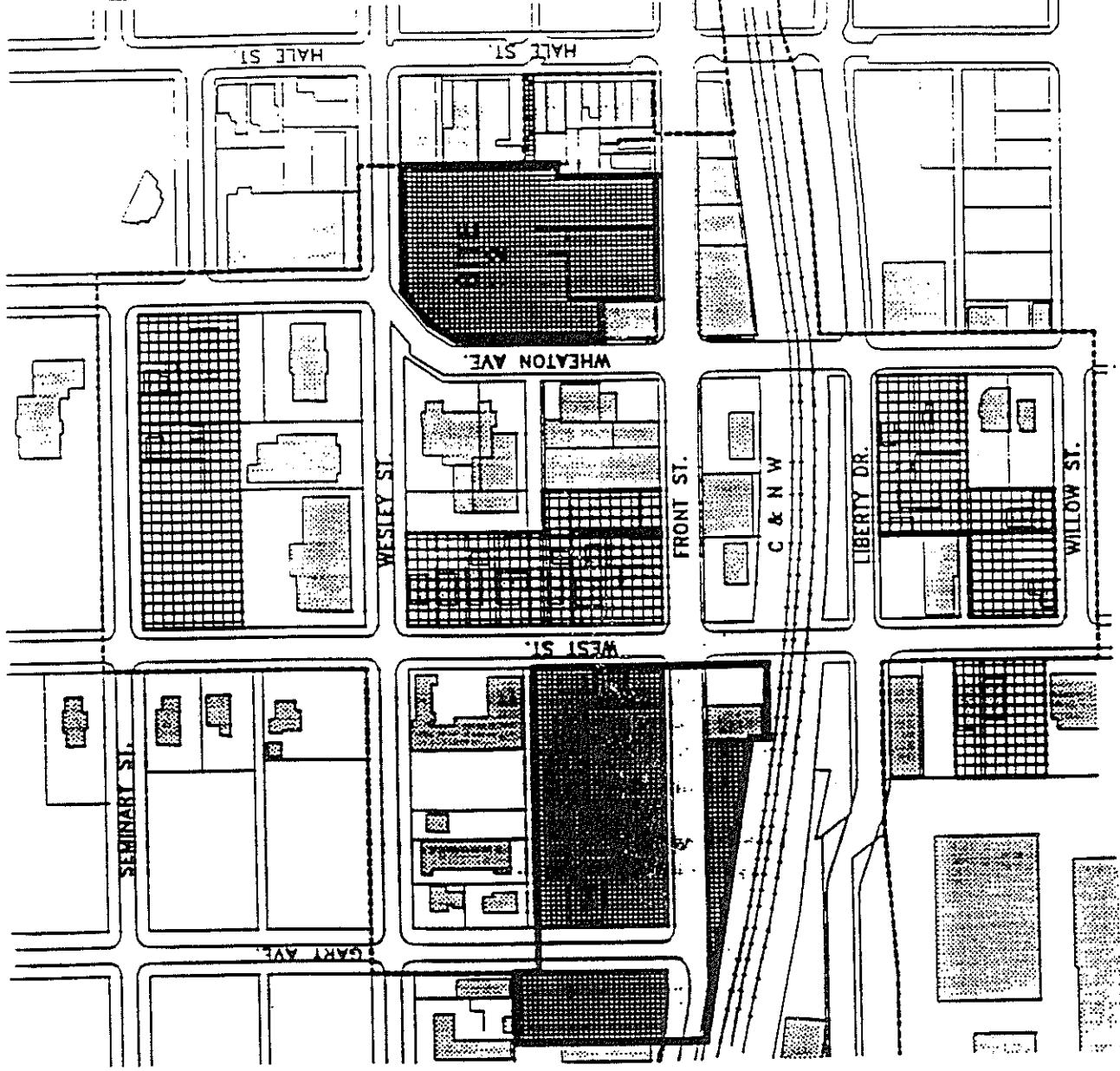
No conveyance, lease, mortgage, disposition of land or other property, or agreement relating to the development of property will be made except upon the adoption of an ordinance by the City. Furthermore, no conveyance, lease, mortgage, or other disposition of land or agreement relating to the development of property shall be made without providing reasonable opportunity for the submission of alternative proposals or bids. Figure 7 highlights primary and secondary redevelopment sites which may or may not require acquisition and disposition on the part of the City of Wheaton.

REDEVELOPMENT SITES

FIGURE - 7
TIF REDEVELOPMENT PROJECT
DOWNTOWN WHEATON

LEGEND

- EXISTING BUILDINGS
- PHASE I REDEVELOPMENT OPPORTUNITY WITH OR WITHOUT ACQUISITION AND/OR DISPOSITION
- SECONDARY REDEVELOPMENT OPPORTUNITY WITH OR WITHOUT ACQUISITION AND/OR DISPOSITION



Public Improvements

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

- Extension, rights-of-way vacation, relocation, removal, resurfacing, widening, reconstruction, and other improvements to streets, alleys, bridges, viaducts, pedestrian-ways, and pathways;
- Development of public open space;
- Relocation expenses;
- Improvement of public utilities such as sewer and water lines, sidewalks, curbs and gutters, storm water detention facilities and rights-of-way;
- Beautification, lighting, signage, and landscaping of public properties;
- Demolition and removal of structures or improvements;
- Rehabilitation or renovation of existing public or private structures; and
- Construction of public parking facilities.

TOTAL ESTIMATED PROJECT EXPENSES	
Property Assembly *	2,755,295
Construction of Public Facilities **	5,000,000
Grant/Loan Program	400,000
Streetscape	180,000
Infrastructure	563,480
Pedestrian Access Improvements	500,000
Debt Service on Capital Improvements	9,034,823
 Transfers Out	
TOTAL ESTIMATED EXPENSES	18,433,598

* Market value of property based on 2 x current assessed value minus proceeds from sale/lease.

** Includes 600 structured parking spaces @ \$10,000 each.

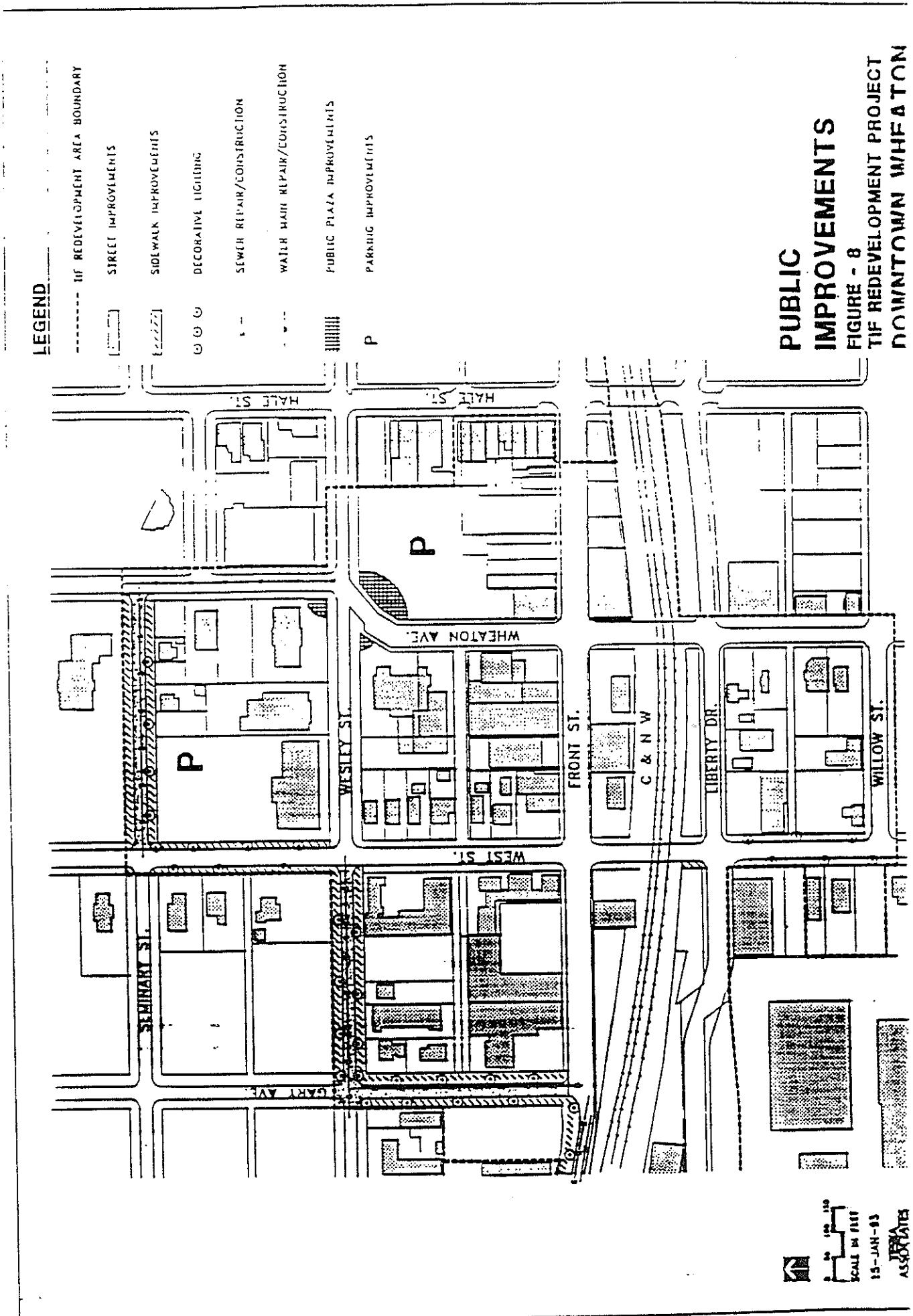
*** Revenue based on a 10 year district life.

Table 1 Estimated Project Costs

Recommended public improvements anticipated to be undertaken by the City of Wheaton are highlighted in Figure 8, and the associated costs are summarized in Table 1. The City may determine at a later date that certain listed improvements are no longer needed or appropriate and may remove them from the list, or may add new improvements to the list which are consistent with the objectives of this Redevelopment Plan.

PUBLIC IMPROVEMENTS

FIGURE - 8
TIF REDEVELOPMENT PROJECT
DOWNTOWN WHITTON



Sources of Funds

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

- Real property tax increment revenues from the Project Area;
- Rent from building or facilities leases;
- Incremental municipal sales tax revenue;
- Interest earned on temporary investments;
- Gifts, grants, and contributions;
- Proceeds from sale or lease of land structures; and
- User fees.

Table 2 summarizes the anticipated revenues from the appropriate sources based on projects anticipated at the present time. The exhibit does not include revenues which might result from additional unanticipated development within the Project Area. Revenues are shown as a projection based on development assumptions required to retire obligations. The life of the district may run its full length of 23 years, however it is estimated that the sufficient revenues could be generated to retire the district after 18 years.

ESTIMATED INCREMENTAL REVENUES	
Estimated Incremental	
Property Tax Revenue:	18,379,442
Total Estimated Incremental	
Sales Tax Revenue:	32,813
Proceeds From Operation of Public Facilities	10,500
Grants/Participation of Other Agencies	500,000
TOTAL ESTIMATED REVENUES	18,922,754

Table 2 Estimated Project Revenues

The principal source of tax incremental revenues will be the incremental increase in real property taxes attributable to the increase in the equalized assessed value of each taxable lot, block, tract or parcel of real property in the project area over the initial equalized assessed value of each such lot, block, tract or parcel.

There may be other eligible local sources of revenue that the City determines are appropriate to allocate to the payment of redevelopment project costs.

Nature and Term of Obligations to be Issued

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

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

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

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

The municipality 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:

1. net revenues of all or part of the Redevelopment Project;
2. taxes levied and collected on any or all property in the municipality;
3. the full faith and credit of the municipality;
4. a mortgage on part or all of the Redevelopment Project;
5. any other taxes or anticipated receipts that the municipality may lawfully pledge.

Equalized Assessed Valuation

Table 3 lists the most recent (1991) equalized assessed valuation of properties in the Project Area by block. The total estimated equalized assessed valuation of the Project Area is \$4,675,100.

Upon the completion of the Redevelopment Project it is estimated that the equalized assessed valuation of real property within the Project Area will be in excess of \$22,000,000 in 1992 dollars.

THE CITY OF WHEATON
Tax Increment Finance District
TABLE 3 - Current Equalized Assessed Value
12-May-93

PROJECT AREA BLOCK	CURRENT EAV* OF PROPERTY
Block 131 Total:	811,220
Block 300 Total:	541,640
Block 301 Total:	578,570
Block 306 Total:	209,560
Block 307 Total:	276,720
Block 309 Total:	-
Block 313 Total:	557,310
Block 403 Total:	75,350
Block 404 Total:	868,080
Block 405 Total:	25,530
Block 407 Total:	640,580
Block 408 Total:	-
Block 411 Total:	92,440
Block 505 Total:	-
TOTAL PROJECT AREA EAV:	4,675,100

1993 EAV FROM TOWNSHIP ASSESSOR'S OFFICE

Table 3 Current Equalized Assessed Values

Affirmative Action

The City of Wheaton will require each private developer entering into an agreement with the City, in connection with the Redevelopment Project Area, to utilize fair employment practices, including an affirmative action program.

Payment in Lieu of Taxes

No payments in lieu of taxes are anticipated for this project.

Provision for Amending the Redevelopment Plan Objectives and Project

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

FINDINGS OF NEED FOR TAX INCREMENT FINANCING

On the basis of the Tax Increment Financing District Eligibility Study and this Redevelopment Plan and Project, the Mayor and the City Council of Wheaton, 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.

Conformance with Comprehensive Plan

The Redevelopment Plan is consistent with the City's current Comprehensive Plan with some minor exceptions. Where minor differences occur between this Redevelopment Plan and the Comprehensive Plan, the City may adopt this redevelopment plan as an amendment to the Comprehensive Plan to better reflect the goals and objectives in the Project Area.

Date of Completion

The estimated year of completion of the redevelopment project under no circumstances shall extend beyond the year 2016 (23 years from the date of adoption of the ordinance approving the Project Area).

APPENDIX A
STUDY AREA ELIGIBILITY

STUDY AREA ELIGIBILITY

Introduction

The Real Property Tax Increment Allocation Redevelopment Act of 1977 permits municipalities to improve eligible "blighted", "conservation", or "industrial park conservation" areas in accordance with an adopted redevelopment plan.

The act also stipulates specific procedures which must be adhered to in designating a redevelopment project area. One of those procedures is to determine the eligibility of the area. By definition, a redevelopment project area means:

"...an area designated by the municipality, which is not less in the aggregate than 1-1/2 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."

The City Council of the City of Wheaton has concluded that the use of Tax Increment Financing (TIF) may be in the best interest of the redevelopment of a portion of Downtown Wheaton. To determine eligibility, therefore, the consultant and City staff have conducted field and office surveys of a portion of Downtown Wheaton, denoted the study area utilizing the survey forms found in Appendix A of this Report, and supplemented with information available as public record from the City of Wheaton. The total survey results are on file in the City offices. The most germane aspects are summarized within this Report.

Conservation Areas

According to Section 11-74.4-3 of the Illinois Revised Statutes, a "conservation area" means:

"...any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 3 or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; lack of community planning, is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area."

Eligibility Survey

According to the stipulations of the Act, the study area qualifies as a 'conservation area'. Approximately 81 percent, 38 out of 47, of the buildings in the study area are over 35 years old. In addition, of the seventeen other eligibility factors, thirteen were clearly present in the study area. In addition, we find the study area to be in compliance with the following standards identified in the Act:

Conservation factors are distributed evenly throughout the study area.

All blocks within the study area were found to evidence the presence of eligibility criteria.

A field survey of the study area was conducted by the consultant on Monday and Friday, September 28 and October 2, 1992, with follow up inspections and confirmation taken during the week of October 5, 1992 and January 29, 1993. The survey included an exterior evaluation of all properties and existing buildings. Several interior building inspections were conducted by City Building Inspectors and Fire Department Inspectors, and a re-evaluation of public utility systems was made by Department of Public Works personnel during the week of September 28.

Findings were recorded on a survey form for each principal building on each parcel. Only that information was recorded which would directly aid in the determination of eligibility for a tax increment finance district. Supplementary information has been incorporated from municipal records, and comments provided by the City of Wheaton officials. Table 1 summarizes the results of the Redevelopment Eligibility Survey on a block-by-block basis.

Definitions utilized for consistent interpretation of the foregoing findings are provided in Appendix B of this report. Because these eligibility conditions were documented through primarily exterior observations, the following survey should be viewed as conservative. The status of the Downtown Wheaton Redevelopment Project Area is as follows:

Age of Structure: Exterior inspections identified 49 of the 58 buildings in the area, or 85 percent, exceeding 35 years in age. Many of the remaining structures nearly meet the 35 year age requirement.

Presence of Structures below Minimum Code Standards: Inspection by City Officials indicate that there are five (5) blocks within the study area containing structures that are below minimum code for accessibility or fire suppression systems. Through exterior observations, other blocks were identified to contain buildings with inadequate accessibility and dangerous vehicular circulation. In addition, several blocks which are zoned C4 (allowing one third of parking requirements to be met by on-street parking and parking in municipal lots) fail to meet the minimum number of required parking spaces for the uses contained on these blocks.

19-10-43
19-10-43
ASSESSORS

CARLETON AVE.

WISLEY ST.

ELLIS AVE.

FRONT ST.

LIBERTY DR.

411

408

407

406

405

404

403

402

401

400

PROJECT AREA ELIGIBILITY
FIGURE - 1
TIF REDEVELOPMENT PROJECT
DOWNTOWN WHEATON

LEGEND

A	ONE OR STRUCTURES OVER 50FT	1	EXCESS VACANCY
B	STRUCTURES BELOW MINIMUM CODE	2	INADEQUATE UTILITIES
C	NONFUNCTIONING OR COMMUNITY FACILITIES	3	ABANDONMENT
D	PLANNING DEFICIENCIES	4	OBsolete PLANNING
E	LACK OF VENTILATION, LIGHT, SANITARY	5	TAX REDUNDANCY
F	MULTI-TENANT LANE SEPARATION	6	DEGENERATION OF PHYSICAL MAINTENANCE
G	EXCESSIVE LANE OBSTRUCTION	7	LACK OF COMMUNITY PLANNING
H	PROPERTY OF OWNERSHIP	8	BLOCK NUMBER
I	OPPORTUNITY	9	TIF REDEVELOPMENT AREA BOUNDARY
J	INTERFERENCE		
K	ILLEGAL USES		

Overcrowding of Structures and Community Facilities: There are two community facilities within the study area, the City Hall and the Metra Station. Both of these facilities were found to evidence overcrowding. The needs of City Hall have rapidly increased over time resulting in the City Hall annex. Continued growth has resulted in the need to expand the existing facility further to accommodate the increasing activity at City Hall. In addition, parking facilities for Metra and the Post Office were also deemed to be overcrowded.

Dilapidation: Exterior observation identified only one block in the study area that contains a structure exhibiting signs of physical dilapidation.

Lack of Ventilation, Light or Sanitary Facilities: Interior and exterior inspections revealed that on three blocks within the study area, eight (8) buildings, or nearly 14 percent of the buildings within the area, exhibiting restricted ventilation and light caused by the boarding or bricking over of windows and other openings. Several blocks which are adjacent to the Chicago Northwestern Railroad have sealed door and window openings which result in a lack of opportunity for adequate lighting and ventilation.

Deleterious Land Use or Layout: Through site inspections, nine blocks containing twenty-four (24) parcels, or 41 percent of the parcels were determined to be deleterious in their layout or use of land thus deterring the safe and efficient use of the sites for contemporary development.

Excessive Land Coverage: Excessive land coverage was found on nine (9) blocks in the study area, or nineteen (19) lots containing primary structures. This represents over 32 percent of the lots within the redevelopment area containing little or no landscape treatment whether on the perimeter or the interior of the lot.

Obsolescence: Eight (8) blocks containing 32 buildings were determined to be obsolete because they are no longer used for the original purpose which they were initially designed, or evidenced less than complete use of the building due to changes in the function or operation of contemporary businesses.

Deterioration: Over half of the blocks within the study area containing 19 buildings, or 33 percent of the structures within the study area, exhibit varying degrees of physical deterioration. This includes structural deformation of building components, significant cracking or separation of foundations and broken or missing windows.

Illegal Use of Individual Structures: No illegal uses were identified through site visits and exterior observations. However, there is, within the study area, a wide range of non-compatible uses. Many of the uses were "grandfathered" into legal non-conforming uses, or are special uses granted without the guidance of a coherent policy.

Excessive Vacancies: Four (4) buildings in the area were vacant at the time of this survey, and one other significant building is for sale and anticipated to be vacant soon. This accounts for approximately 57,000 square feet of space. However, since no interior inspection of properties was made, this vacancy count is likely to underestimate the degree to which properties are vacant or partially vacant. In addition, there are a number of impending vacancies which could substantially increase the amount of vacant space in the study area.

Inadequate Utilities: There are at least seventeen (17) instances of inadequate utilities. Blocks 131, 403, 404, 411, and 309 suffer from sidewalks that are in serious disrepair. Blocks 131, 403, 404, 411, and 313 contain portions which lack adequate street lighting. City staff members have identified the "very poor condition" of storm sewers along the north side of blocks 404 and 131. There is also the question of illegal connections on blocks 404 and 403. Blocks 131 and 403 contain approximately 500 linear feet of water mains which are in need of replacement. Seminary, Gary, and portions of Wesley Road evidence physical deterioration requiring significant repairs.

Obsolete Platting of Vacant Land: There are six (6) instances of obsolete platting of vacant land, where the configuration of the parcel is a detriment to redevelopment.

Depreciation of Physical Maintenance: Eleven (11) of the fourteen (14) blocks within the study area, containing 34 principal structures, evidence some depreciation of physical maintenance. Such problems as peeling paint, loose or missing building materials, accumulation or trash, crumbling or broken pavement, can depreciate the value of sound nearby properties.

Lack of Community Planning: Through discussions with City officials and site inspections, it was apparent that there was a lack of coordinated community planning. Non-conforming setbacks, uses allowed under special use criteria, lack of strict zoning enforcement, and the fact that a majority of the development in the study area occurred without the direction of a comprehensive plan, contribute to the lack of coherence within the study area. In addition, municipal parking to offset the need for customer parking is lacking in many sections of the study area. The recently prepared Center Area Plan recommends further study and planning for the study area.

Conclusions:

The survey results indicate that the Downtown Wheaton Redevelopment Study Area qualifies as a "conservation area" under the Statutory criteria for such classifications. A majority of the structures (84.48%) within the Project Area were built more than 35 years ago. In addition, a substantial number of the properties in the Project Area have deficiencies in the following five factors: Obsolescence (55.2%), Depreciation of Physical Maintenance (58.6%), Detrimentous Land Use or Layout (41.4%), Deterioration

(32.8%), and Excessive Land Coverage (32.8%). A minimum of three of these factors must be present in addition to the Age of Structures requirement for designation as a 'conservation area'.

There is also significant evidence of other deficiencies that relate to additional statutory criteria. These include such factors as vacancies, presence of structures below minimum code, dilapidation, lack of ventilation, light, and sanitary facilities, overcrowding of community facilities, inadequate utilities, obsolete platting, and a lack of community planning. A review of table 1 reveals that the distribution of properties with deficiencies is widespread throughout the Project Area.

Thus, in terms of both the level and distribution of deficiencies, the Downtown Wheaton Redevelopment Study Area is clearly eligible for utilization of the provisions of the Act.

APPENDIX B
ELIGIBILITY SURVEY FORMS

APPENDIX C
DEFINITION OF ELIGIBILITY FACTORS

DEFINITION OF ELIGIBILITY FACTORS

The definitions of the eligibility factors which are used to determine whether an area qualifies as a tax increment financing district are provided below. They reflect the definitions used by the Illinois Department of Revenue as provided in the 1988 TIF Guide which were revised April 6, 1989.

Age

The age of structures is so advanced as to affect their condition, adaptability to modern use, or real property value. As required by the Illinois Revised Statutes, such buildings must be at least 35 years old to qualify as an applicable eligibility factor.

Deterioration

Physical deficiencies or disrepair of buildings or site improvements requiring treatment or repair beyond normal maintenance.

► Deterioration of Buildings

Conditions that are not easily corrected in the course of normal maintenance. This would include structures exhibiting major defects in the secondary building components (doors, windows, porches, gutters and downspout, fascia materials), and major defects in primary building components (foundations, frames, roofs).

► Deterioration of Surface Improvements

The condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas which evidence deterioration such as surface cracking, crumbling, potholes, depressions, loose paving materials, or weeds protruding through the surface.

Dilapidation

Dilapidation refers to the advanced state of disrepair of buildings or improvements. It may be evidenced by critical defects in primary structural components and/or building systems and secondary structural components in such combination and extent that major repair is required, or the defects are so serious and so extensive that the structure or improvement must be removed. Structures or improvements that are classified as dilapidated cannot also be classified as deteriorated or depreciated.

Obsolescence

Obsolescence is the condition or process of a structure or site improvement falling into disuse. It may also include the obsolete platting of a parcel.

► Functional Obsolescence

The condition of buildings as evidenced by characteristics or deficiencies which limit the use and marketability of such buildings. Characteristics may include the loss in value of a property resulting from an inherent deficiency existing from poor design or layout, or the improper orientation of the building on the site which detracts from the overall usefulness or desirability of a property. Such obsolescence is typically difficult and expensive to correct.

► Economic Obsolescence

Economic obsolescence is normally the result of adverse conditions which cause persistent or chronic market rejection and hence, the depreciation of market values. Typically, buildings classified as dilapidated and buildings which contain vacant space are characterized by problem conditions which may not be economically curable, resulting in net rental losses and/or depreciation in market value.

► Obsolete Platting

Parcels of limited or narrow size and configuration and/or parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements. Platting that has created inadequate widths of rights-of-way or omitted easements for public utilities should also be considered obsolete.

► Obsolete Site Improvements

The condition of site improvements including sewer and water lines, public utility lines (gas, electric, telephone), roadways, parking areas, parking structures, sidewalks, curbs and gutters, and lighting as evidenced by factors of obsolescence in terms of their relationship to contemporary development standards for such improvements. Factors may include inadequate utility capacities, outdated designs, etc.

Illegal Uses

The presence of uses or activities on the property which are in violation of applicable national, state, or local laws.

Structures Below Minimum Code

Structures which do not meet the standards of zoning, subdivision, building, housing, property maintenance, fire, or other governmental codes applicable to the property.

Excessive Vacancies

The presence of buildings which are unoccupied or under-utilized and which represent an adverse influence on the area due to the frequency, extent, or duration of the vacant condition. Vacant properties are those which do not exhibit any apparent efforts directed toward their occupancy or utilization.

Abandonment

Abandonment refers to the relinquishing of all right, title, claim, and possession with the intention of not reclaiming the property or resuming its ownership, possession, or enjoyment. Evidence supporting abandonment may include unsuccessful attempts to locate owners of properties that give the appearance of abandonment or the non-payment of real property taxes for an extended period of time combined with the long-term disuse and neglect of the property.

Overcrowding of Structures and Community Facilities

The over-intensive use of property and the crowding of buildings and accessory facilities onto a site, resulting in hazards such as the increased threat of the spread of fires due to the close proximity of buildings, or the lack of proper access to a public right-of-way.

Lack of Ventilation, Light, and Sanitary Facilities

Substandard conditions which adversely affect the health and welfare of building occupants as determined by local codes and ordinances, or in locally adopted national codes such as the Uniform Building Code, Building Officials Code of America, and the Model Housing Code of the American Public Health Association. Factors may include the following:

- inadequate mechanical ventilation for air circulation in spaces or rooms without windows;
- inadequate natural light and ventilation by means of skylights or windows for interior rooms or spaces, and improper window sizes and amounts in relation to the area of the room or space;
- inadequate sanitary facilities; and
- inadequate ingress and egress to and from all rooms and units.

Inadequate Utilities

Underground or overhead utilities which are of insufficient capacity to serve the redevelopment project area. The infrastructure may exhibit conditions such as deterioration, antiquation, obsolescence, and disrepair, or it may be lacking in a particular area.

Depreciation of Physical Maintenance

Lack of normal property maintenance of buildings, improvements, and grounds which contributes to the deterioration of buildings, the unsightliness of properties, hazards to health and safety, devaluation of real estate, and the undesirability of an area.

Evidence of the presence of this factor may include, but is not limited to, the following:

➤ Buildings

Unpainted or unfinished surfaces; peeling paint; loose or missing materials; sagging or bowing walls, floors, roofs, and porches; cracks; broken windows; loose gutters; and downspout; loose or missing shingles; damaged building areas still in disrepair; etc.

➤ Yards and Vacant Parcels

Accumulation of trash and debris; broken sidewalks; lack of vegetation; lack of paving and dust control; potholes; standing water; fences in disrepair; lack of mowing and pruning of vegetation; etc.

➤ Public or Private Utilities

➤ Streets, Alleys, and Parking Areas

Potholes; broken or crumbling surfaces; broken curbs and/or gutters; areas of loose or missing materials, standing water; etc.

Excessive Land Coverage

The over-intensive use of property and the crowding of buildings and accessory structures onto a site as evidenced by the ratio of floor area to lot area in excess of zoning standards.

Deleterious Land Use or Layout

Conditions as evidenced by incompatible land use relationships, buildings occupied by an inappropriate mixture of uses, or uses which may be considered noxious, offensive, or environmentally unsuitable.

Lack of Community Planning

The presence of historical evidence indicating that the initial development of the proposed redevelopment project area occurred prior to or without the existence or benefit of a community plan, or the application of appropriate planning procedures.

Obsolete Platting of Vacant Land

Vacant parcels of limited or narrow size and configuration and/or of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements.

Diversity of Ownership

The condition of multiple ownership and/or interests which are sufficient in number to deter or impede the ability to assemble tracts of land at a scale that is suitable for contemporary development.

Tax and Special Assessment Delinquencies

Evidence of non-payment of real property taxes and/or special assessments, applicable to the property, over an extended period of time.

Deterioration of Structures or Site Improvements in Areas Adjacent to Vacant Land

The presence of the deterioration of structures or site improvements, as defined previously, in adjacent property.