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I. INTRODUCTION

The City of DeKalb has, during recent years, exhibited a high degree of interest in the development and implementation of an economic growth plan for the City. In conjunction with that effort, the City of DeKalb, Illinois proposes this Tax Increment Redevelopment Plan (hereinafter referred to as the "Plan").

In the City of DeKalb, the Central Area of the community has in general been in a declining state of development and loss of property values. This Central Area includes the Central Business District (Downtown) as well as older residential and industrial (Eastside) neighborhoods and the Northland (Sycamore Road) area.

The DeKalb Central Business District represents the classic Downtown problem. Suburbanization and outward migration of businesses have had harmful effects on the vitality of Downtown. Vacancies and marginal businesses are not uncommon in the Area. Very little new development or private investment has occurred in recent years and major retailers have been attracted to outlying shopping centers and property values, and retail sales are declining Downtown.

The Eastside Industrial Neighborhood is an older inner-city concentration of aging industrial properties showing evidence of advanced deterioration. The neighborhood is characterized by disinvestment and small businesses--some of which have potential for growth if proper assistance is provided. The neighborhood could benefit from replatting and master planning to take advantage of opportunities afforded by vacant land and underutilized buildings. This industrial area must be improved and reclaimed if the City is to retain the existing businesses or attract new development.
The Northland or Sycamore Road corridor is an area of recent and pending development interest. Although this is a positive factor, it is not a indication that new private investment and growth will be a prevalent situation unless required infrastructure, facility and utility improvements are made. These improvements (necessary to facilitate private investment) form an essential element of this Tax Increment Redevelopment Plan.

There is a need for physical improvements and economic development assistance to facilitate private investment and Area revitalization. In an attempt to address the problems, the City and private property owners have proposed to coordinate their resources toward major economic development of commercial and industrial facilities as well as neighborhood revitalization in the Redevelopment Project Area.

The City proposes to use the economic implementation vehicle of tax increment financing and other economic development resources as may become available from time to time. This Redevelopment Project Area qualifies as a "conservation" area as documented herein.

The proposed private redevelopment projects include, but are not limited to: offices, general commercial and professional buildings, commercial sales and services, warehousing, residential, industrial, and general retail space. Public improvements are required if these private developments are to occur.

Public improvements and assistance will include off-street public parking, new streets, sidewalks, street landscaping, sewer lines, water lines, street lighting as well as rehabilitation and redevelopment assistance in the Area. Also included is a program to renovate public works and public buildings in furtherance of the objectives of this Plan. These improvements are needed in concert with the proposed redevelopment and rehabilitation of private
residential, industrial and commercial property that will be implemented with development assistance efforts financed by tax increment financing.

Tax increment financing is generally known as the Tax Increment Redevelopment Act (Chapter 24, Section II-74.4) of the Illinois Statute as amended. The law sets forth the requirements and procedures for establishing the Redevelopment Project Area. This Redevelopment Plan documents the qualifications of this Redevelopment Project Area as a "conservation" area. The purpose of the Plan is to reduce or eliminate those conditions the existence of which qualify the area as a conservation area and thereby to enhance the tax base of the taxing districts which extend into the Redevelopment Project Area.

This Plan identifies the specific projects, activities, sources of funds, procedures and various other regulations in order to implement tax increment in DeKalb, Illinois, pursuant to the State law. The adoption and implementation of the Plan is necessary to provide for the development and revitalization of the Area.

The Area exhibits the presence of blighting factors (as documented herein) and lack of public and private investment. It is necessary to encourage private investment to restore and enhance the tax base. The Redevelopment Project Area as a whole has not been subject to growth and development through investment by private enterprises and would not reasonably be anticipated to be developed without the adoption of this Redevelopment Plan. This Redevelopment Plan conforms to the Comprehensive Plan for the development of the municipality, as a whole.
Also, the need for sales tax increment is essential to the financial viability of this Redevelopment Plan. The Redevelopment Project Area would not reasonably be developed without the use of the incremental sales tax revenues. These incremental sales tax revenues will be used exclusively for the development of the Redevelopment Project Area.
II. **REDEVELOPMENT PROJECT AREA DESCRIPTION**

The Dekalb Redevelopment Project Area boundaries are geographically presented on Exhibit No. 1, "T.I.F. Subareas", as well as on the attached Boundary Map.

The entire Redevelopment Project Area is a contiguous area that is treated as a single unit for planning purposes. However, in the data retrieval and area analysis stage three subareas were identified. These are Subarea 1, Northland; Subarea 2, Eastside; and Subarea 3, Downtown. Material on existing conditions in the Redevelopment Project Area has been tabulated by these subareas to facilitate reporting and understanding.
III. EXISTING CONDITIONS IN THE REDEVELOPMENT PROJECT AREA

The Illinois State Statutes provide that a Redevelopment Project Area shall include only those contiguous parcels of real property which will benefit substantially from the proposed Redevelopment Project Area improvements. A finding must be made that conditions exist which cause the Area to be classified as a Blighted Area, Conservation Area, or Industrial Park Conservation Area.

These findings have been made and support the adoption of this Redevelopment Plan and Redevelopment Project Area and its condition as a "Conservation Area". The Redevelopment Project Area as a whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of this Redevelopment Plan.

The investigation and evaluation that was undertaken of the DeKalb Redevelopment Project Area and reported on in detail in this report documents the fact that the proposed Redevelopment Area consists of contiguous parcels and that there will be substantial benefits to the property in the Project Area from the proposed improvements. The finding was made that conditions exist in the Project Area, and the minimum number of blighting factors exist for the Area to be classified as a Conservation Area.

Surveys as to the conditions in the Project Area (September 1986) were conducted by the City of DeKalb, staff and its T.I.F. consultants documenting the existing conditions in the Project Area. The Project Area was broken into three subareas as stated previously in order to facilitate data retrieval and reporting.
A. SUMMARY OF EXISTING CONDITIONS

The Redevelopment Project Area meets the State Statute criteria as a Conservation Area. The investigation and analysis as presented in this document verify this finding.

The Project Area contains 1,242 structures of which 961 or 77 percent were determined to be 35 years of age or older. An analysis was made of nine blighting factors (as identified in the State Statute), and a determination was made as to the extent these factors exist in the Redevelopment Project Area. Further analysis indicates that of the 115 blocks in the Area, a total of 449 blighting factors were found to be present on the properties or in the buildings. The blighting factors are summarized and aggregated by major areas in the Blighting Factors Matrix (Exhibit No. 8). A summary of existing conditions in the Redevelopment Project Area as they relate to the blighting factors is presented in the following analysis.

B. AGE OF STRUCTURES

The age of the structures in a Redevelopment Plan Area is a key finding in the determination of the Area's eligibility as a Conservation Area. The State Statute criteria requires that fifty percent or more of the structures in the Area have an age of 35 years or more in order for the area to be considered as a Conservation area.
In the Redevelopment Area there are a total of 1,242 buildings contained in 115 blocks, of which 961 or 77 percent were found to be 35 years of age or older. This information was determined from field investigations and based on census data, local knowledge and by City records. The Redevelopment Project Area meets the State Statute criteria, in that at least fifty percent of the buildings and structures are 35 years of age or older (See Blighting Factors Matrix, Exhibit No. 8).

C. DETERIORATION

Deterioration refers to any physical deficiencies or disrepair in buildings or site improvements requiring treatment or repair. Deterioration may be evident in basically sound buildings containing minor defects which are correctable through normal maintenance, such as lack of painting, loose or missing materials, or holes and cracks over limited areas.

Deterioration may be evident in buildings which is not easily correctable and cannot be accomplished in the course of normal maintenance. Such buildings may be classified as minor deficient or major deficient buildings, depending upon the degree or extent of defects. This would include buildings with defects in the secondary building components (e.g., doors, windows, porches, gutters and downspouts, fascia materials, etc.) and defects in primary building components.

In the Redevelopment Project Area the greatest deterioration was found in Subarea 2, Downtown, and Subarea 3, Eastside. The Eastside includes the original industrial
area for the City of DeKalb which contains many deteriorating structures. Additionally, the Area immediately north of the Downtown Business District contains some of the oldest and most deteriorated housing structures in the City.

The Redevelopment Project Area has a total of 1,242 structures, of which 588 or 45 percent of the buildings are in a state of deterioration and are in need of rehabilitation or repair, beyond the point of normal daily maintenance (See Exhibit No. 8, Blighting Factors Matrix). Deterioration is generally throughout the entire Project Area, with primary concentration in Subareas 2 and 3.

D. DILAPIDATION

Dilapidation is a condition of extreme deterioration of major elements of a structure. Dilapidation is considered as a substandard condition of the foundation, wall and/or roof structural elements which are not feasible of rehabilitation. Structures that are in a dilapidated condition may pose health and safety problems to occupants. Buildings which show leaning or warped exterior walls and sunken foundations are examples of dilapidation.

Extreme deterioration to the point of dilapidation was found to exist in 49 structures that exist in the Project Area. These structures are all located in Subareas 2 and 3, which contain the oldest and most deteriorated structures in the City.
E. OBSOLESCENCE

A structure can be judged to exhibit economic or functional obsolescence if the building has not been recently constructed or remodeled. Economic obsolescence is the loss of value, desirability or useful life as the result of physical deterioration in the immediate environment or due to locational factors.

Functional obsolescence is due to design features in the buildings, such as high ceilings, inefficient use of upper floor space, undesirable floor space, inadequate ingress and egress to ground and upper floors, inadequate storage spaces, utility deficiencies, freight inaccessibility and loading deficiencies, and handicapped inaccessibility. The buildings need rehabilitation or removal to provide for more modern functional and economic uses than in the original design.

There is evidence of building obsolescence throughout most of the Redevelopment Area, with the highest concentration of structures determined to be obsolete found in Subarea 2, the Eastside Industrial Area. The Project Area has a total of 1,242 structures, of which 220 or 17 percent are considered obsolete.

In the Eastside Industrial Area (Subarea 2) many of the structures are functionally obsolete in that they were designed for specific industrial processes which are no longer compatible with the manufacturing methods presently used, thereby rendering these structures obsolete. There are also a number of older structures which are being used for purposes other than what they were originally designed.
F. **ABANDONMENT**

In the survey of the Redevelopment Project Area, two structures were found to be abandoned.

G. **EXCESSIVE VACANCY**

This factor includes buildings with more than fifty percent of the existing floor space as vacant.

Excessive vacancies refers to the presence of buildings or sites which are unoccupied or underutilized and which represent an adverse influence on the Area because of their frequency of occurrence or the duration of their vacant condition.

In the Redevelopment Project Area, 59 of the total 1,242 buildings and structures were either totally vacant or contain a major portion of a structure which was vacant. Vacant or partially vacant structures were found dispersed throughout the entire Project Area with the greatest number being in Subarea 2.

H. **INADEQUATE UTILITIES**

Inadequate utilities include the absence or lack of adequate waste and storm water control and disposal, potable water, as well as natural gas and electricity. Poor or lack of vehicular access (due to improper or obsolete platting and lack of community planning) is also a blighting factor.
The entire Redevelopment Project Area is deficient in utility service to some degree. There is a need for the improvement, reconstruction, and construction of new streets throughout the Area, to improve traffic flow and safety, and to access commercial, industrial and residential land.

The sanitary sewers in the Area back up and the lines are partially collapsed and leaking in a number of places.

The water pressure and fire flows are inadequate in a wide section of the Project Area. Thus, there is a need to install new water mains and to provide a loop system.

The street lighting in a number of locations in the Project Area is inadequate and creates a safety problem; thus, it needs to be improved.

A list of proposed public works and improvements projects to eliminate area problems is presented in Exhibit No. 5.

A major part of the Redevelopment Project Area is made up of an old, "run down", and "worn out" industrial area that is functionally obsolete. The infrastructure in this area was constructed approximately fifty years ago, using the standards of that era. Thus, the utilities are not only "worn out", but are totally obsolete in terms of today's specifications.

I. DEPRECIATION IN PHYSICAL MAINTENANCE

Depreciation of Physical Maintenance refers to the effects of deferred maintenance and the lack of maintenance of the buildings, improvements and grounds.
The presence of this factor within the Study Area includes:

- **Buildings.** Unpainted or unfinished surfaces; paint peeling; loose or missing materials; cracks; broken windows; loose gutters and downspouts; loose or missing shingles; damaged building areas still in disrepair; etc.

- **Parking areas.** Accumulation of trash and debris, broken sidewalks, potholes, standing water, lack of mowing and pruning of vegetation, deteriorated concrete curbs on raised parking islands.

There is evidence of depreciated physical maintenance in 435 or 35 percent of the total 1,242 structures in the Redevelopment Project Area. The evidence of depressed physical maintenance was most predominate in Subarea 2 and Subarea 3. The general depreciation of physical maintenance has contributed greatly to the decline of the overall appearance of the area, generally giving the community a "rundown" or "tired out" appearance. This is particularly evident in the Downtown Area (Subarea 3).

The high degree of building vacancies, obsolescence, deterioration, improper land use and layout, and excessive land coverage have greatly contributed to this decline.

**J. LACK OF COMMUNITY PLANNING**

The lack of, or inadequate community planning at the time the Study Area was originally developed has resulted in obstacles to redevelopment. The changes in land use patterns and development needs over the years has resulted
in inadequate land space for economic development, the encroachment of non-residential uses into prior residential areas, the rearrangement of traffic patterns to a one-way system, deleterious layout, excessive land coverage, a juxtaposition of incompatible land uses, and building deterioration.

In the Project Area a lack of community planning was determined to exist in 45 or 39 percent of the total 115 blocks in the Area and affects virtually 100% of the Area. The Area suffering the most from the lack of planning was the Downtown Area, in which 31 of 58 blocks, or 53 percent, exhibited a lack of planning. The Eastside, Subarea 2, also suffers from an obsolete platting scheme designed for industrial uses at the turn of the century.

K. DELETERIOUS LAND USE OR LAYOUT

The deleterious land use and layout of an area means that this situation has a harmful or injurious effect on the Project Area.

Forty-seven or 41% of the 115 total blocks contain deleterious land uses or layouts. This factor was also noted in all three Subareas and affects virtually 100% of the Area. Most notable in Subarea 1 is the poor ingress and egress into the shopping areas and traffic congestion which poses a threat to health and safety. Sycamore Road needs to be widened and have improved traffic provisions. Subarea 2 suffers from obsolete platting which serves as an impediment to the orderly redevelopment. This Subarea also has substantial drainage problems. Subarea 3 also suffers
from a poor layout with a substantial lack of convenient parking and no overall focus or design to make the Downtown an attractive and cohesive area. Additionally, the Downtown suffers from a lack of sufficient off-street loading space.
TABLE

BLIGHTING FACTORS MATRIX SUMMARY

A. FACTOR - INDIVIDUAL BUILDINGS

<table>
<thead>
<tr>
<th>NO.</th>
<th>Factor</th>
<th>REDEVELOPMENT AREA</th>
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<tr>
<td>1.</td>
<td>Deterioration</td>
<td>588 45</td>
</tr>
<tr>
<td>2.</td>
<td>Dilapidation</td>
<td>49 5</td>
</tr>
<tr>
<td>3.</td>
<td>Obsolescence</td>
<td>220 17</td>
</tr>
<tr>
<td>4.</td>
<td>Depreciation/Maintenance</td>
<td>435 35</td>
</tr>
<tr>
<td>5.</td>
<td>Excessive Vacancy</td>
<td>59 5</td>
</tr>
<tr>
<td>6.</td>
<td>Excessive Land Coverage</td>
<td>51 8</td>
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</tbody>
</table>

Note: Buildings Over 35 Years of Age

961 77

B. FACTORS - AREA WIDE

<table>
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<tr>
<th>NO.</th>
<th>Factor</th>
<th>REDEVELOPMENT AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Inadequate Utilities</td>
<td>over 75% of Area</td>
</tr>
<tr>
<td>2.</td>
<td>Lack of Community Planning</td>
<td>over 50% of Area</td>
</tr>
<tr>
<td>3.</td>
<td>Deleterious Use/Layout</td>
<td>over 40% of Area</td>
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Note: See Exhibit No. 3 "Blighting Factors By Block Map"

SOURCE: Data summarized from Exhibit No. 8, Blighting Factors Matrix - By Subareas and Blocks.

Area qualifies as a "Conservation" area.
IV. REDEVELOPMENT PLAN

The City of DeKalb proposes to realize its goal of conservation of desirable features in the Area while eliminating or reducing the conditions of blight and obsolescence. The City will, thereby, be encouraging private investment in new commercial, retail and industrial facilities as well as housing through public finance techniques including Tax Increment Financing.

The City proposes to undertake a Redevelopment Plan which consists of planned economic development activities, sound fiscal policies, marketable land uses, and private and public cooperative activities. Redevelopment project costs to be incurred and sources of funding are as follows:

A. OBJECTIVES

1. General Objectives

The general objectives of the City of DeKalb Tax Increment Redevelopment Plan are:

a. To reduce or eliminate those adverse conditions which qualify the Redevelopment Project Area as a conservation and blighted area and to prevent those conditions from spreading. Section III, Existing Conditions in the Redevelopment Project Area, enumerates these conditions.

b. To enhance the tax base of the City of DeKalb and other taxing districts which extend into the Redevelopment Project Area by encouraging private investment and creating additional jobs in the Project Area as well as surrounding areas.
c. To arrest the spread of blighting factors and to preserve and enhance the value of properties adjacent to the Redevelopment Area as well as the value of existing and proposed developments within the Project Area in conformity with the Plan.

2. **Specific Objectives**

The specific objectives of the Redevelopment Area Plan are as follows:

a. To reduce or eliminate those conditions which qualify the Redevelopment Project Area as a "conservation area" by carrying out this Plan.

b. To prevent the recurrence of blighting conditions by actions outlined herein.

To enhance the real estate and retail sales tax bases for the City of DeKalb and all other taxing areas which extend into the Redevelopment Project Area by accomplishing the private projects herein identified.

c. To encourage and assist private investment, redevelopment and rehabilitation within the Redevelopment Project Area and contiguous areas through the provision of financial assistance for new development and rehabilitation as permitted by the State Statute.
d. To improve the overall environment of the Area so as to encourage the conservation of private developments wherever possible in a manner that is compatible with surrounding land uses.

e. To provide commercial and other uses to serve the general citizenry of the City of DeKalb and its customer base.

f. To provide for safe and efficient traffic circulation and access.

g. To improve land, utilities, and community facilities to attract quality conservation - redevelopment in the Plan Area.

h. To provide adequate public improvements and facilities in the Plan Area relative to its competition in the marketplace. Specific improvements may include, but are not limited to:

- Reconstruction and improvement of streets, walkways, traffic control systems, public works and facilities and utility systems so as to eliminate deficiencies and facilitate new development.

- Rehabilitation of existing properties so as to eliminate deficiencies.

i. To provide relocation assistance if deemed necessary by the City, and the clearance of structures that are necessary to achieve private and public development.
j. To create new permanent jobs and to retain existing jobs in more efficient and effective working and living conditions.

B. POLICIES

- The City of DeKalb will provide assistance for site control as needed to advance the Redevelopment Project, including the acquisition of property and dedication of land for public street right-of-way.

- Economic development programs and loans from the State of Illinois and the Federal government to assist the Redevelopment Project will be pursued by the City as may be needed to provide financial feasibility for development.

- The City will provide adequate public street improvements in the Area to remove existing deficiencies and will utilize State and Federal assistance programs to the extent possible and available.

- Financial assistance for the rehabilitation and enhancement of private and public properties in conformance with the Plan will be provided by the City.

- There will be established by the City of DeKalb a Redevelopment Project Area or tax increment district as a mechanism through which private redevelopment and rehabilitation can be realized.
o Relocation assistance will be provided by the City, as may be necessary, in the form of advisory and consultation services.

C. PRIVATE REDEVELOPMENT PROJECT DESCRIPTION

To achieve a total conservation and redevelopment plan, many projects may be undertaken. A combination of private investments and public improvements is an essential element of the Plan. Private projects may include, but are not limited to:

- Rehabilitation of existing buildings where said rehabilitation can bring the building into conformity with the Plan.

- Construction of new retail, offices, service, residential, parking, and other commercial structures and related parking.

These projects are described and generally located on Exhibit No. 4, Private Redevelopment Projects.

D. PUBLIC REDEVELOPMENT PROJECT ACTIVITIES

Public projects will be used to attract and complement private investment. These projects may include, but are not limited to: street resurfacing and/or widenings, traffic improvement, construction of sewer lines and drainage ways, construction of off-street parking, land acquisition/demolition and disposition, as well as residential/commercial rehabilitation and financial assistance.
1. **Land Acquisition/Demolition and Disposition**

The City may participate in property acquisition and assembly for partial or total clearance and sale, lease, conveyance, or dedication for private redevelopment or for the construction for public improvements or facilities. Certain properties may be acquired by the City of DeKalb as needed to implement and meet the objectives of the Redevelopment Plan. Clearance and demolition activities will, to the greatest extent possible, be timed to coincide with conservation-redevelopment activities so that tracts of land do not remain vacant for extended periods of time and so that the adverse effects of clearance activities may be minimized. Property assembly activities may include use of the City's eminent domain power. The City will attempt to coordinate clearance and redevelopment in order to minimize the adverse effects of acquisition activities and to prevent tracts from remaining vacant for extended periods. The City may find temporary uses for property it may acquire until such time as the property is needed for redevelopment.

2. **Relocation**

Residents and/or businesses that are displaced by the acquisition of property under the Plan will be provided with relocation advisory services by the City of DeKalb.
3. **Provisions of Public Improvements**

The City may accomplish certain public improvements in order to implement and facilitate development projects and eliminate adverse conditions. These may include such improvements as:

a. The vacation, removal, resurfacing, widening, reconstruction, construction, and other improvements of streets, traffic control systems and pedestrian ways.

b. The development of access roads.

c. Improvements, construction or reconstruction of utilities.

d. Improvements at public works and/or buildings.

**E. GENERALIZED LAND USE**

The Generalized Land Use Plan Map, Exhibit No. 6, attached hereto and made part of the Plan, designates the intended general land use categories for which tracts in the Area will be utilized. The Generalized Land Use Plan Map and the Redevelopment Plan conform to the Comprehensive Plan for the City of DeKalb.

All redevelopment projects shall be subject to the provision of the City of DeKalb's Zoning Ordinance and other applicable codes as may be in existence and as may be amended from time to time.
Upon approval of a redevelopment proposal, the City will, if necessary, accomplish the appropriate zoning classifications and/or variances to accommodate the approved conservation or redevelopment.
V. IMPLEMENTATION STRATEGY

The development of and the carrying out of a well devised implementation strategy is a key element in the success of the DeKalb Redevelopment Project Area.

Thus, in order to maximize program efficiency and to take advantage of current conservation - redevelopment interest, a phased implementation strategy will be employed. In order to achieve a total Redevelopment Plan, many projects may be undertaken. Thus, a combination of private investments and public improvements is an essential element of the DeKalb Redevelopment Project Area Plan.

A. PROJECT COSTS

In order to bring the aforementioned projects to completion, (to the extent funds are available) it will require the expenditure of approximately $29,910,000 in public project costs. This estimate includes all reasonable or necessary costs incurred or estimated to be incurred in the implementation of the Plan.

According to State law, project costs mean and include the sum total of all reasonable or necessary costs incurred, or estimated to be incurred and any such cost incidental to the Plan. For the DeKalb Redevelopment Plan, these estimated costs may include:

- Cost of studies and 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 right or interests therein, demolition of buildings, and the clearing and grading of land.

- Costs of rehabilitation, reconstruction, repair or remodeling of existing buildings and fixtures.

- Cost of the construction of public works or improvements.

- Financing costs, including but not limited to all necessary and incidental expense related to the issuance of obligations and which may include payment of interest of any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for a period not to exceed 36 months thereafter and including reasonable reserves related thereto.

- Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project, provided that such payments in any one year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year and the total of such interest payments may not exceed 30% of the total redevelopment project costs, excluding property assembly costs.
C. MOST RECENT EQUALIZED ASSESSED VALUATION

The total equalized assessed valuation currently for the Conservation - Redevelopment Project Area is approximately $26,000,000.

D. REDEVELOPMENT VALUATION

Contingent on the adoption of this Tax Increment Redevelopment Plan, and City commitment to the program, several major public and private developments are to occur within the Area designated.

The private redevelopment investment in this Area is estimated to increase the equalized assessed value of property by approximately $3,500,000 to $4,500,000. However, the availability of these funds is several years into the future. Hence, the need for sales tax proceeds as stated herein.

Additional incremental taxes as a result of retail sales tax collection (Illinois Rev. Stat. 1985, Chapter 24, Section II-74, 4-8a) cannot be estimated at this time. The amount of proceeds and the availability of property tax revenues are insufficient to finance the activities in this Plan. Hence, the sales tax increment proceeds are essential to the financial viability of this Plan.

Other economic development revenues to be pursued for funding sources may include repayment for Build Illinois funds, the Community Development Block Grant Program, direct funding as well as repayments from Urban Development Action Grants, and land disposition proceeds from the sale of land in the Project Area.
The final decision concerning redistribution of yearly increment revenues will be made a part of the Bond Ordinance. It is assumed that the cost of implementing the Plan will require committing all increment funds from the Tax Increment Conservation - Redevelopment Area to debt retirement. It is estimated that present financial feasibility requires revenues available each year equal to 125%-175% of the annual debt services payment in connection with the retirement of the bonds. In the event that there is any excess of the funds deemed necessary by ordinance for the retirement of obligations, reserves, sinking funds, and redevelopment project costs, this will be declared as surplus and will be available for distribution to the various taxing districts and the State of Illinois in the manner provided by Statute.

**E. SOURCE OF FUNDS**

Without excluding other methods of municipal financing, the principal sources of funds are tax increment revenue bonds from real estate development, State and local retail sales tax, and City economic development revenues.

It is anticipated that one or more bond issues will be required to implement development on a phased basis. The terms of the bond issues will not exceed 20 years and the interest rate shall conform to any statutory limitation. Tax increment revenues received in excess of the funds necessary for the retirement of obligations, reserves and redevelopment costs shall be declared surplus and become available for annual distribution to the taxing districts in the Redevelopment Area in a manner provided by State Law.
Estimates of anticipated real property increment range from $285,000-$325,000 annually. This is based on the current tax rate of $7.1434 per $100 of E.A.V. and the current multiplier. However, this property tax increment will take several years to materialize.

The City of DeKalb will utilize an amount equal to the increase in the aggregate amount of taxes paid by retailers and servicemen on transactions at places of business located within the Redevelopment Project Area pursuant to the Municipal Retailers' Occupation Tax Act, the Municipal Service Occupation Tax Act, the Retailers' Occupation Tax Act, Use Tax Act, Service Use Tax Act, Service Occupation Tax Act, Municipal Use Tax Act for as long as the Redevelopment Project Area exists over and above the aggregate amount of such taxes as certified by the Illinois Department of Revenue and paid under those acts by retailers and servicemen on transactions at places of business located in the Redevelopment Project Area during the calendar year immediately prior to the year in which this Plan is adopted. Without this sales tax increment, the financing of this Redevelopment Plan is not feasible and the Area would not reasonably be developed. These incremental sales tax revenues will be utilized exclusively for development of the Redevelopment Project Area.

E. NATURE AND TERM OF OBLIGATION

Without excluding other methods of Municipal financing, a principal source of funding may be Tax Increment Revenue obligations, issued pursuant to this Plan, for a term not to exceed 20 years bearing an annual interest rate as
permitted by law. In order to demonstrate financial feasibility, it is required that estimated available project revenues be 125%-175% of the annual debt service payments for the retirement of the bonds. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the bonds and not needed for other redevelopment project costs or early bond retirement may be declared as surplus and become available for distribution annually to the taxing bodies and the State of Illinois to the extent that this distribution of surplus does not impair the financial feasibility of the Project. One or more bond issues may be sold at one time in order to implement this Plan. The municipality may, in addition to obligations secured by the Special Tax Allocation Fund, pledge for a period not greater than the term of the obligation towards payment of such obligations any part of any combination of the following: (a) net revenues of all or part of any redevelopment projects; (b) taxes levied and collected on any or all property in the municipality; (c) the full faith and credit of the municipality; (d) a mortgage on part or all of the redevelopment project; (e) any other taxes or anticipated receipts that the municipality may lawfully pledge. If such obligations are secured by the full faith and credit of the municipality, the ordinance authorizing the levy may provide for taxable property in the City sufficient to pay the principal and interest on the obligations as they mature. Such levy may be in addition to and exclusive of the maximum of all other taxes authorized to be levied by the municipality, which levy, however, shall be abated to the extent that monies from other sources are available for payment of the obligations and municipality certifies the amount of said monies available to the County Clerk.
F. COMPLETION OF REDEVELOPMENT PROJECT AND RETIREMENT OF OBLIGATIONS TO FINANCE PROJECT COSTS

The Plan will be in effect for up to 23 years. In the event obligations are incurred to finance the Conservation - Redevelopment Project costs. These obligations are to be retired no later than 20 years after the date of such issuance and prior to 23 years from the date of adoption of the Plan by the City of DeKalb.
VI. PROVISIONS FOR AMENDING THE TAX INCREMENT PLAN

This Redevelopment Plan and Project may be amended pursuant to the provisions of the Tax Increment Allocation Redevelopment Act, Chapter 24, Sec. 11-74.4, et. seq. of the Illinois revised statutes.
DEFINITIONS

As used in this Redevelopment Plan and in the Tax Increment Allocation
Redevelopment Act, the following terms shall mean:

(1) "Blighted Area", any improved or vacant area within the
boundaries of a redevelopment project area located within the
territorial limits of the municipality where, if improved,
industrial, commercial and residential buildings or
improvements, because of a combination of (5) or more of the
following factors: age; dilapidation; obsolescence;
deterioration; illegal use of individual structures; presence
of structures below minimum code standards; 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, or if vacant, the sound growth of the taxing
districts is impaired by, (1) a combination of two or more of
the following factors: obsolete platting of the vacant land;
diversity of ownership of such land; tax and special assessment
delinquencies on such land; deterioration of structures or site
improvements in neighboring areas adjacent to the vacant land,
or (2) the area immediately prior to becoming vacant qualified
as a blighted improved area, or (3) the area consists of an
unused quarry or unused quarries, or (4) the area consists of
unused railyards, rail tracks or railroad right-of-way, or (5)
the area, prior to the area's designation, is subject to
chronic flooding which adversely impacts on real property which
is included in or in proximity to any improvements on real
property which has been in existence for at least 5 years and
which substantially contributes to such flooding, or (6) the
area consists of an unused disposal site, containing earth, stone, building debris or similar material, which were removed from construction, demolition, excavation or dredge sites, or (7) the area is not less than 50 nor more than 100 acres and 75% of which is vacant, notwithstanding the fact that such area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area, and which area meets at least one of the factors itemized in provision (1) of the subsection (a), and the area has been designated as a town or village center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

(2) "Conservation Area", any improved area within the boundaries of a redevelopment project area located within the territorial limits of a municipality in which fifty (50) percent or more of the structures in the area have an age of thirty-five years (35) or more. Such an area is not yet a blighted area, but because of a combination of three 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;

(3) "Industrial Park", an area suitable for siting by any manufacturing, industrial, research or transportation enterprise, of facilities to include but not be limited to
factories, mills, processing plants, assembly plants, packing plants, fabricating plants, industrial distribution centers, warehouses, repair, overhaul or service facilities, freight terminals, research facilities, test facilities or railroad facilities, and which area is sufficiently large to accommodate more than one such facility;

(4) "Industrial Park Conservation Area", an area within the boundaries of a redevelopment project area located within the territorial limits of a municipality that is a labor surplus municipality or within one and one-half miles of the territorial limits of a municipality that is a labor surplus municipality if the area is annexed to the municipality and zoned as industrial no later than at the time the municipality by ordinance designates the redevelopment project area, which area includes both vacant land suitable for use as an industrial park and a blighted area or conservation area contiguous to such vacant land;

(5) "Labor Surplus Municipality", a municipality in which, at any time during the six months before the municipality by ordinance designates the redevelopment project area, the unemployment rate was over six percent and was also 100 percent or more of the national average unemployment rate for that same time as published in the United States Department of Labor, Bureau of Labor Statistics publication entitled "The Employment Situation" or its successor publication;

(6) "Municipality", a city, village or incorporated town;
(7) "Obligations", bonds, loans, debentures, notes, special certificates, or other evidences of indebtedness issued by the municipality to carry out a redevelopment project or to refund outstanding obligations;

(8) "Payment in lieu of taxes", those estimated tax revenues from real property in a redevelopment project area acquired by a municipality, which according to the redevelopment project or plan is to be used for a private use, which taxing districts would have received had a municipality not adopted tax increment allocation financing, and which would result from levies made after the time of the adoption of tax increment allocation financing to the time the current equalized value of real property in the project area exceeds the total initial equalized value of real property in such area;

(9) "Redevelopment plan", the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area as a "blighted area" or "conservation area" or combination thereof, or "industrial park conservation area", and thereby to enhance the tax bases of the taxing districts which extend into the project redevelopment area;

(10) "Redevelopment project", any development project in furtherance of the objectives of the redevelopment plan;

(11) "Redevelopment project area", means an area designated by the municipality, which is not less in the aggregate than one and one-half 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;

(12) "Redevelopment project costs", 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 include, but are not limited to the following:

a) Costs of studies, surveys, plans, and specifications;

b) Professional service costs, including, but not limited to, architectural, engineering, legal, marketing, financial planning or special services;

c) 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;

d) Costs of rehabilitation, reconstruction, or repair or remodeling of existing buildings and fixtures;

e) Cost of construction of public works or improvements;

f) Cost of job training and retraining projects;

g) 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.
project for which such obligations are issued and for not more than eighteen months thereafter, and including reasonable reserves related thereto;

h) All or a portion of a 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 the municipality by written agreement accepts and approves such costs;

i) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or are required to be paid by federal or State law;

j) Payments in lieu of taxes;

k) Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project. Such payments in any one year may not exceed 30% of such annual interest costs and the total of such interest payments may not exceed 30% of the total redevelopment project costs, excluding any property assembly costs and relocation costs incurred pursuant to the Tax Increment Allocation Redevelopment Act.

(13) "Taxing districts", counties, townships, cities and incorporated towns and villages, school, road, park sanitary, mosquito abatement, forest preserve, public health, fire protection, river conservancy, tuberculosis sanitarium and any other municipal corporations or districts with the power to levy taxes;
(14) "Taxing districts' capital costs", those costs of taxing districts for capital improvements that are found by the municipal corporate authorities to be necessary and to directly result from the redevelopment project; and

(15) "Vacant land", any parcel or combination of parcels of real property without industrial, commercial, and residential buildings which has not been used for commercial agricultural purposes within five years prior to the designation of the redevelopment project area, unless such parcel has been subdivided.
EXHIBIT NO. 2

LEGAL DESCRIPTION T.I.F. DISTRICT
CITY OF DEKALB, ILLINOIS

That point in the Southeast Quarter of the Southwest Quarter of Section 12, Township 40 North, Range 4 East of the Third Principal Meridian, described as follows; Beginning at the intersection of the Southerly R.O.W. line of S.B.I. Route 23 with the Northerly R.O.W. line of Barber Greene Road; thence South­easterly along the Northerly R.O.W. line of Barber Greene Road to a point on the Southwesterly corner of Lot 5 of Fred C. Love’s Subdivision of Assessor’s Lot 62 on Section 12; thence Northerly on the Westerly lot line of said lot to the Northwest corner thereof; thence Southeasterly a distance of 100 feet to the Northeast corner thereof; thence Southwesterly along the Easterly lot line a distance of 300 feet to the Northerly R.O.W. line of Barber Greene Road; thence Southeasterly along said R.O.W. line a distance of 120 feet to a point which is 66 feet Northwesterly of and on a line which is parallel to the West line of Lot 1 of Carl Klages Subdivision; thence Northeasterly along said parallel line a distance of 142 feet to a point which is a Westerly extension of the North line of Carl Klages Subdivision; thence Easterly along said North line to a point on the Northwest corner of Lot 2; thence Southerly along the West line of Lot 2 and the Southerly extension thereof to the South R.O.W. line of Barber Greene Road; thence Southeasterly along said R.O.W. line 85 feet to a point; thence Northerly along a line that is an extension of the Easterly line of Lot 2 to the Northeast corner thereof; thence Southeasterly along the Northerly line of Carl Klages Subdivision to a point on the Northeast corner of Lot 5; thence Southwesterly along the East line of Lot 5 and the Southerly extension thereof to a point on the South line of Barber Greene Road; thence Southeasterly along the said South line a distance of 85 feet to a point that is a Southerly extension of the East line of Lot 6 of Carl Klages Subdivision; thence Northerly along said extension and the East line of Lot 6 to the Northeast corner thereof; thence Southeasterly along the Northerly line of Carl Klages Subdivision to a point on the Northwest corner of Lot 10; thence Southerly along the West lot line of Lot 10 to the Southwest corner thereof; thence Southeasterly along the South line of said Lot 10 to the Southeast corner thereof; thence Northerly along the East line of Lot 10 to the Northeast corner thereof; thence Southeasterly along the North line of Lot 11 to the Northeast corner thereof; thence Southwesterly along the West line of Lot 12 to the Southwest corner of said lot; thence Southeasterly along the South line to
the Southeast corner thereof; thence Northeasterly along said East lot line to a point which is the Northeast corner thereof, said point also being the Southeast corner of Northland Plaza Subdivision; thence continuing Northeasterly along Northland Plaza property line to the Northeast corner thereof; thence Northeasterly along the Northerly property line a distance of 457.5 feet to a point; thence Northeasterly to a point which is 300 feet Northerly of the North R.O.W. line of Northland Plaza Subdivision; thence Northerly along said Northerly line to a point on the Easterly R.O.W. line of S.B.I. Route 23 which is 200 feet Northerly of the Northwesterly corner of Fred C. Loves's Estate; thence Northerly along the Easterly R.O.W. line of said S.B.I. Route 23 to a point which is the Southwest corner of Assessor's lots of Section 12; (said point being also on the North line of Emma H. Klages Farm Plat; thence Northeasterly along the Easterly R.O.W. line of said Route 23 to the point of intersection of the said Easterly R.O.W. line with the Northerly R.O.W. line of a public road known as Bethany Road (said point also being the Southwest corner of the Golden Harvest Motel property); thence Easterly along said line, a distance of 400 feet to the Southeast corner of said property; thence Northerly along the East property line a distance of 360.36 feet to a point on the Northeast corner of said property; thence Westerly along the North property line and a Westerly extension of said North line to a point on the Westerly R.O.W. line of S.B.I. Route 23; thence Southwesterly along said Westerly R.O.W. line to a point that intersects the South Line of Lot 4 of Oaklands Subdivision; thence Westerly along the South line of said Oaklands Subdivision to the Southwest corner thereof; thence Northwesterly along the Westerly line of Oaklands Subdivision which is also the West line of Lot 8 of said subdivision to a point which is the Southwest corner of Lot 7 of Block One of Oaklands Subdivision; thence continuing Northwesterly along the West side of said Lot 7 to a point that is the Southerly boundary line of the road known as Oakland Place; thence Westerly along said Southerly boundary line to a point which is a Northerly extension of the West line of Emma H. Klages Farm Plat; thence Southerly along said extension and said West line to the Southwest corner of the Emma H. Klages Farm Plat; thence Southeasterly 786.94 feet along the Southwesterly line of Emma H. Klages Farm Plat to a point on the West line of S.B.I. Route 23; thence Southwesterly along the West property line of Route 23 a distance of 780.46 feet to a point; thence Westerly 299.3 feet to a point; thence Southwesterly 256 feet to a point; thence Southeasterly to a point on S.B.I. Route 23; thence Southwesterly along the Westerly R.O.W. line of said Route 23 to
a point that is a Westerly extension of the Southerly R.O.W. line of a street
known as North Thirteenth Street; thence Southeasterly along said line and the
North Thirteenth Street R.O.W. to a point that is a Southwesterly extension of
the South line of Lot 8 of Parker’s Subdivision of the City of DeKalb; thence
Northeasterly along said extension and said South line to a point that is the
Northeasterly corner of said Lot 8; thence Northerly along the Easterly line of
Lot 8 a distance of 58.7 feet to a point that is the Southeast corner of Konis’s
Subdivision; thence Northeasterly 342.4 feet along the East line of said sub-
division to a point; thence continuing Northeasterly along the East line of
Martin’s Resubdivision to a point on Dresser Road said point being 452.4 feet
Southeasterly from the Easterly R.O.W. line of S.B.I. 23; thence Southeasterly
along the Southerly R.O.W. line of Dresser Road to the point of intersection of
Sunrise Drive; thence Southwesterly along the Northwesterly R.O.W. line of Sunrise
Drive to the point of intersection of the West line of North Fifteenth Street;
thence Southerly along the Westerly R.O.W. line of North Fifteenth Street to the
North R.O.W. line of Clark Street; thence Westerly on said North R.O.W. line of
Clark Street to the Westerly R.O.W. line of North Fourteenth Street; thence
Southerly along said Westerly R.O.W. line to the intersection of North Fourteenth
Street and Market Street; thence Westerly along the North R.O.W. line of Market
Street to the Easterly R.O.W. line of North Eighth Street; thence Northerly along
the Easterly R.O.W. line of North Eighth and North Seventh Streets to the South-
erly line of Davy Street; thence Westerly along said Southerly line to the West
line of North Fourth Street; thence Northerly along the West line of North Fourth
Street to the intersection of North Fourth Street and Sycamore Road; thence
Northeasterly along the North line of Sycamore Road to the intersection of East
Hillcrest Drive; thence Northwesternly along the North R.O.W. line of Hillcrest
Drive to a point in the center of the Kishwaukee River; thence Southwesterly
along said centerline to the West R.O.W. line of North First Street; thence
Southwesterly along the West R.O.W. line of North First Street to the North
R.O.W. line of West Locust Street; thence Westerly along said R.O.W. line to a
point on the East R.O.W. line of John Street; thence Southerly along said East
R.O.W. line to the Southeast corner of Lot 4, Block 2 of Spangenberg’s Addition;
thence Southwesterly to a point on the Southwest corner of Lot 1, Block 2 of
Spangenberg’s Addition which is also the East line of the Kishwaukee River;
thence Southerly along the East line of the Kishwaukee River to a point that is
an extension of the East line of the River and the South line of Gurler Street;
thence Easterly along the South line of Gurler Street to the intersection of Gurler Street and the Easterly R.O.W. line of South First Street; thence Northerly along the said Easterly R.O.W. line to the Southerly R.O.W. line of Franklin Street; thence Easterly along said Southerly R.O.W. line of Franklin Street to the Easterly R.O.W. line of South Fourth Street; thence Northerly along the said Easterly R.O.W. line of South Fourth Street to the Southerly R.O.W. line of Grove Street; thence Southeasterly along the said R.O.W. line of Grove Street to a point where the Southerly R.O.W. line of Grove Street intersects the Easterly R.O.W. line of S. Seventh Street; thence Northeasternly along the said Easterly R.O.W. line to a point which is the Northwesterly Corner of Lot 5, Block 43 of the Original Town Subdivision of the City of DeKalb; thence Southwesternly along the Northerly line of said lot a distance of 156 feet to the Northwesterly Corner thereof; thence Southwesternly along the Easterly line and an extension of the Easterly line of said lot to a point on the Southerly line of Grove Street; thence Easterly along the said Southerly line to a point on the Easterly R.O.W. of S. Eighth Street; thence Northerly along the said Easterly R.O.W. line to the South R.O.W. line of East Lincoln Highway; thence Southwesternly along said Southerly R.O.W. line of East Lincoln Highway to a point which is 94 feet Westerly (measured perpendicularly) of the East Line of the Southwest Quarter of Section 24; thence Northeasternly along the West Line of Lot 60 of M.D. Shipman's Farm Plat to a point that is 95 feet South of the Southerly R.O.W. line of the Chicago & Northwestern Railroad; thence Northeasternly along said line 1186.63 feet to a point; thence Northeasternly a distance of 93.51 feet to the South R.O.W. line of said Railroad; thence Westerly along said R.O.W. line a distance of 59.09 feet; thence Northerly along the Quarter Section line of Section 24 a distance of 100.32 feet to a point which is the Northwesterly R.O.W. line of the Chicago and Northwestern Railway Company; thence Southesternly along said R.O.W. line to the point of intersection with the West R.O.W. line of a road known as the DeKalb East Road; thence Northerly along said R.O.W. line to a point that is 180 feet, more or less, from the Southerly R.O.W. line of Pleasant Street Road; thence Easterly parallel to and 180 feet Southerly of said R.O.W. line to the Easterly R.O.W. line of the DeKalb East Road; (said line being also the West R.O.W. line of the DeKalb Taylor Municipal Airport); thence Southesternly along said R.O.W. line to the point of intersection with the South property line of the DeKalb Taylor Municipal Airport; thence Easterly along said South property line to a point on the West line of Section 19, Township 40 North, Range 5 East of the
Third Principal Meridian; thence Southerly along said Section line a distance of 333.5 feet to a point; thence Easterly at an angle of 89°17'13" a distance of 3186.27 feet to a point on the centerline of a Township road known as Loves Road; thence Northwesterly along said centerline 1176.46 feet to a point; thence Southerly at an angle of 90° a distance of 233 feet to a point; thence Northwesterly at an angle of 90° measured from the last described course, a distance of 108.90 feet; thence Northeasterly at an angle of 90° a distance of 233 feet to a point on the centerline of Loves Road; thence Northwesterly along said centerline a distance of 200 feet to a point; thence Westerly at angle of 114°02'8" a distance of 450.33 feet to a point; thence continuing Westerly 252.03 feet to a point; thence Northerly at an angle of 90° from the last described course 233.75 feet to a point in the centerline of Pleasant Street Road; thence Westerly along said centerline to a point on the West line of Section 19; thence Southerly along said section line 962 feet to a point on the North R.O.W. line of the DeKalb Taylor Municipal Airport; thence Westerly along said R.O.W. line to the point of intersection of the Airport property and the Southeast corner of the DeKalb Agriculture Association property; thence Northerly along said DeKalb Agriculture Association property to the Northerly R.O.W. line of Pleasant Street Road; thence Westerly along the Northerly R.O.W. line of Pleasant Street Road to the point of intersection with the Westerly R.O.W. line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence Northerly along said Westerly R.O.W. line a distance of 800 feet to a point; thence in a Northwesterly direction following the R.O.W. of the spur line of the Chicago, Milwaukee, St. Paul and Pacific Railroad a distance of 750 feet to a point which is on the East Line of the Northwest Quarter of the Northwest Quarter of Section 24; thence Northerly on said East Line to a point on the North line of Section 24 which is 1315.38 feet West of the Northeast corner of the Northeast Quarter of the Northwest Quarter of Section 24; thence Westerly on said North Line to a point which is the intersection with a line which is parallel to and 185 feet Southeasterly of Lots T & S of Gurler's Subdivision; thence Northeasterly along said line a distance of 650 feet to a point; thence Northeasterly on a curve to the left, a distance of 503 feet having a radius of 800 feet, to a point; thence Northerly along the West R.O.W. line of the Chicago, Milwaukee, St. Paul and Pacific Railroad to the point of intersection with the Southerly R.O.W. line of S.B.I. Route 23; thence Northeasterly along the said Southerly R.O.W. line to the Place of Beginning.
Excepting therefrom the following described lands: Lot 2, Block 2, Andrew Peterson's Addition. Also: the East 66.1 feet of Lot 63 and the North 3 feet of Lot 64 of the County Clerk's Subdivision of Blocks 11, 12, 14 and 15 and the North 70 feet of Lot 12 of Vaughn's Subdivision. Also: the West 80 feet of the South 125 feet of Lot 54 of Block 12 of the County Clerk's Subdivision of Blocks 11, 12, 14 and 15. All properties described are within the DeKalb Corporate Limits.
EXHIBIT 3
BLIGHTING FACTORS BY BLOCK

BLOCKS HAVING THREE OR MORE BLIGHTING FACTORS.
SEE MATRIX IN APPENDIX OF REDEVELOPMENT PLAN

City of DeKalb

URBAN CONSULTING

Revised 12-12-86
EXHIBIT NO. 5
PUBLIC PROJECTS

CATEGORY I: SITE IMPROVEMENTS ................... $15,360,000

Construction, reconstruction and installation of the below:

A. Streets, alleys, sidewalks and parking areas - $5,500,000

B. Sewers - $7,700,000
   i. Sanitary $500,000
   ii. Storm $7,200,000

C. Street lighting - $100,000

D. Railroad crossing improvements - $60,000

CATEGORY II: PUBLIC FACILITIES ............... $2,000,000

A. Renovation and improvement programs at public facilities (airport, library, schools, public buildings and senior center).

TOTAL COST $17,360,000
EXHIBIT NO. 7
PROJECT BUDGET

1. **GENERAL ADMINISTRATION/IMPLEMENTATION:** $900,000
   Management, administration and implementation of total T.I.F. program - 23 years.

2. **STUDIES, SURVEYS, PLANS, SPECIFICATIONS:** $2,000,000
   Professional services marketing, engineering, legal, financial, planning, architectural or special services.

3. **PUBLIC WORKS AND IMPROVEMENTS:** $17,360,000
   Construction, reconstruction and installation of streets, sidewalks, alleys, parking areas, utilities, lighting and rehabilitation programs at public works and buildings.

4. **INTEREST SUBSIDIES:** $3,000,000
   Allowance for payment of interest cost incurred by a redeveloper related to construction, renovation or rehabilitation and job training.

5. **LAND ACQUISITION:** $3,000,000
   Property assembly costs, demolition of buildings, clearance and grading of land.

6. **FINANCING COSTS:** $250,000
   Costs associated with issuance of financial obligations.

7. **BUILDING REHABILITATION PROGRAM:** $2,000,000
   Costs of rehabilitation, reconstruction or repair or remodeling of existing buildings/furnishings.

8. **CENTRAL BUSINESS DISTRICT PROGRAM:** $1,000,000
   Assistance to C.B.D. for facade renovation, planning, marketing, management, beautification, improvements, and job training.

9. **CONTINGENCY:** $400,000
   Cost overruns or necessary and related items.

**TOTAL** $29,910,000
## EXHIBIT NO. 8
### BLIGHTING FACTORS MATRIX
Sub-Areas - By Blocks

**Sub-Area 1 Northland:**

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<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>TOTAL NUMBER OF BLIGHTING FACTORS PRESENT</th>
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| TOTAL NUMBER | 24 | 139 | 70 | 6 | 11 | 58 | 4 | 7 | 64 |
| PERCENT      | 52 | 26  | 2  | 4 | 22 | 17 | 29%| 26/Block |

A = BLOCK NUMBER  
B = 35 YEARS OF AGE OR OLDER
### Exhibit No. 8

**Blighting Factors Matrix**

Sub-Areas - By Blocks

**Sub-Area 2 Eastside**

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<th>Abandoned</th>
<th>Excessive Land Coverage</th>
<th>Special Built</th>
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**Percent** 87 64 7 38 6 8 48 30 27 4.5/block 87

**A** - Block Number

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**EXHIBIT NO. 8**

BLIGHTEN FACTORS MATRIX
Sub-Areas - By Block
Subtitle Area 3 Downtown

A = Block Number
B = 35 Years of Age or Older