



***VILLAGE OF SHOREWOOD
ELIGIBILITY REPORT
JEFFERSON STREET & ILLINOIS ROUTE 59 TIF***

A study to determine whether all or a portion of an area located in the Village of Shorewood qualifies as a “conservation area” as set forth in the definitions of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-3, et. seq., as amended.

*Prepared by the Village of Shorewood, Illinois
in conjunction with
Kane, McKenna and Associates, Inc.*

September, 2016

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EXECUTIVE SUMMARY

Kane, McKenna and Associates, Inc. (KMA) has been retained by the Village of Shorewood (the “Village”) to conduct an analysis of the qualification of an area for the establishment of the Jefferson Street (U.S. Route 52) & Illinois Route 59 Tax Increment Finance (TIF) District. The Village is pursuing the creation of the Jefferson Street (U.S. Route 52) & Illinois Route 59 TIF District to promote the revitalization of under-utilized properties located within the Village and the overall improvement of the redevelopment project area.

In the context of planning for the establishment of the Jefferson Street (U.S. Route 52) & Illinois Route 59 Tax Increment Financing District (the “TIF District,” the “TIF,” “Redevelopment Project Area,” or “RPA”), the Village has initiated the study of parcels within the Jefferson Street (U.S. Route 52) & Illinois Route 59 area to determine whether they qualify separately or in aggregate under the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-3, et seq., as amended (the “TIF Act” or “Act”) for inclusion in the creation of the TIF District. KMA agreed to undertake the study of the RPA on the Village’s behalf.

Based upon the analysis completed to date, KMA has reached the following conclusions regarding the potential qualification of the RPA:

- 1) The area qualifies as a “conservation area” – The RPA qualifies as a “conservation area” as defined under the TIF Act. The area in aggregate is in danger of declining toward a blighted condition due to factors identified in this report which the area generally suffers from. These conditions prevent or threaten healthy economic and physical development of the area. The TIF Act states that an area may only qualify as a “conservation area” if the majority (50% or more) of the structures are 35 years or older. 128 of the 173 structures or 73% are over 35 years of age, thus the RPA meets the statutory criteria for consideration as a “conservation area.”
- 2) The current conditions impede redevelopment – The existence of certain conditions found within the RPA present a barrier to the area’s successful redevelopment. The current conditions in the RPA are impediments to redevelopment, creating an environment where it is reasonable to assume redevelopment would not take place “but for” the use of the TIF Act. The factors present on the ground negatively impact coordinated and substantial private sector investment in the overall area. Without the use of Village planning and economic development resources to mitigate such factors, potential redevelopment projects (along with other activities that require private sector investment) are not likely to be economically feasible.
- 3) Viable redevelopment sites could produce incremental revenue – Within the RPA, there are several parcels which potentially could be redeveloped and thereby produce incremental property tax revenue. Such revenue, used in combination with other Village resources for redevelopment incentives or public improvements, would likely stimulate private investment and reinvestment in these sites and ultimately throughout the RPA.
- 4) TIF designation is recommended – To mitigate “conservation area” conditions, promote private sector investment, and foster the economic viability of the RPA, KMA recommends that the Village proceed with the formal TIF designation process for the entire area.

The Village will not be considering the redevelopment of residential parcels, and will certify that it will not dislocate 10 or more residential units within the TIF district. Therefore, a housing impact study pursuant to the TIF Act will not be conducted by the Village.

The entire RPA also possesses the need for infrastructure improvements. As attested to by the Village's Engineer, a portion of the RPA contains low-intensity commercial/industrial developments lacking the necessary storm sewer or detention infrastructure. Also, a significant portion of the area consisting of residential parcels has what is referred to as a 'rural cross-section'. This is a roadway with ditches instead of curb and gutter with storm sewers. Although local drainage systems are in a few of these residential areas, detention has not been constructed and it is not likely that the current infrastructure could support redevelopment. Even existing developments at US Route 52 and Illinois Route 59 where there is storm water management infrastructure, it is noted by the Engineer that it is unlikely that the current infrastructure will be able to support more intensive redevelopment without requiring improvements that would bring them into conformance with the current Village and County storm water ordinances. There are many locations within the RDA where water and sanitary sewer utility systems do not currently have the capability to support redevelopment in relation to future planned land uses.

The area's roadways, walkways and ingress and egress also need coordination if new mixed-use commercial and residential developments are to occur. The Village believes that a TIF District designation will be an essential part of the strategy to resolve these issues.

I. INTRODUCTION AND BACKGROUND

The RPA is located in the central business district of the Village in an area that has predominantly commercial and residential housing, along with other mixed-uses. The RPA consists of irregular boundaries and is generally bounded by frontage east and west along Interstate 55 to the northeast, Deerwood Drive and the Illinois Route 59/Jefferson Street shopping area to the northwest, Deer Run Trail to the east, Brookshore Drive and Summer Street to the west (including parcels on the north side and south side along the DuPage River), and Oakwood Drive, Channahon Street and Williams Street to the south. Adjacent right-of-ways are also included. The RPA consists of approximately 349 tax parcels. Please see Exhibit C for a list of the proposed parcels for inclusion in the TIF District.

The Area is a primary contributor to the Village's tax base, and the economic success and viability of the commercial areas remains a top priority for Village efforts and resources. The area thus serves as a major economic engine for the Village. The area was identified in the Shorewood Community 2007 Comprehensive Plan as a focus area and a potential growth area.

Objectives – The Village's general economic development objectives are to enhance the industrial, commercial and mixed-use opportunities within the area, to promote redevelopment in the underused areas, and entice private redevelopment of the RPA to strengthen the Village's tax base while improving the quality of life for residents.

Given the Village's objectives as well as the conditions described in this report, the Village has made a determination that it is highly desirable to promote the redevelopment of the under-utilized areas of the proposed RPA. Without an implementation plan for redevelopment, Village officials believe adverse conditions will worsen. The Village intends to create and implement such a plan in order to restore, stabilize, and increase the economic base associated with the RPA, which will not only benefit the community as a whole but also generate additional tax revenues to support municipal services.

Determination of the "But For" – The Village has determined that planned redevelopment for the RPA is feasible only with public finance assistance. The creation and utilization of a TIF redevelopment plan and redevelopment agreements are intended by the Village to help provide the assistance required to eliminate conditions detrimental to successful redevelopment of the RPA and to improve the tax base and job creation within the Village.

TIF Mechanism – The use of TIF relies upon induced private redevelopment in the RPA to create higher real estate values that would otherwise decline without such investment. By so doing, it would result in increased property taxes compared to the previous land use (and/or absence of use). In this way, the existing tax base for all tax districts would be protected and a portion of future increased taxes pledged to attract the requisite private investment.

Current Land Use – Land uses include residential, commercial, mixed-uses. The area is predominantly zoned for residential, commercial and mixed-use. Despite its advantageous location, zoning, and historical success as an area of economic activity, certain parcels in the area are underutilized and face challenges due to changing spatial needs for development and changing standards for mixed-use, commercial and residential uses. The creation of a TIF District in this area would provide the Village with the opportunity of bringing new development to an area that has become underutilized and has exhibited a relatively high number of vacancies.

The RPA suffers from a variety of economic development impediments identified in the TIF Act. Specifically, it experiences lagging or declining equalized assessed valuations (EAV), lack of community planning, deleterious land use or layout, obsolescence, deterioration, and inadequate utilities. Section V of this report identifies other impediments to redevelopment.

General Scope and Methodology – KMA formally began its analysis by conducting a series of meetings and discussions with Village staff starting in June 2015 and continuing up to the date of this report’s issuance. The purpose of the meetings was to establish boundaries for initial analysis and to gather data related to the qualification criteria for parcels included in the RPA. These meetings were complemented by a series of field surveys for the entire area to evaluate the condition of the proposed TIF. KMA made numerous site visits to the area to examine the parcels and the conditions. KMA also utilized the 2007 Village Comprehensive Plan and other Village materials and reports.

For the purpose of the study, properties within the RPA were examined in the context of the TIF Act governing improved areas (separate provisions of the Act address non-improved or vacant areas). The qualification factors discussed in this report qualify the area as a “conservation area,” as the term is defined pursuant to the TIF Act.

During the course of its work, KMA reported to key Village staff its findings regarding TIF qualification and feasibility prospects for the area under study. Based on these findings the Village (a) made refinements to the RPA boundaries and (b) directed KMA to complete this report and to move forward with the preparation of a Redevelopment Plan and Project for the RPA.

For additional information about KMA’s data collection and evaluation methods, refer to Section IV of this report.

II. QUALIFICATION CRITERIA

With the assistance of Village staff, Kane, McKenna and Associates, Inc. assessed the RPA to determine the presence or absence of qualifying factors listed in the TIF Act. The relevant sections of the Act are found below.

The Act sets out specific procedures which must be adhered to in designating a RPA/Redevelopment Project Area. By definition, a Redevelopment Project Area is:

“An area designated by the municipality, which is not less in the aggregate than 1½ acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as a blighted area or a conservation area, or a combination of both blighted areas and conservation areas.”

Under the Act, “conservation area” means any improved area within the boundaries of a Redevelopment Project Area located within the territorial limits of the municipality where certain conditions are met, as identified below.

TIF Qualification Factors for a “conservation area” – In accordance with the Illinois TIF Act, KMA performed a two-step assessment to determine if the RPA would qualify as a “conservation area.” First, KMA analyzed the threshold factor of age to determine if 50% or more of structures were 35 years of age or older.

If a proposed “conservation area” meets the age threshold, then the following factors are examined to determine TIF qualification:

If a “conservation area,” industrial, commercial and residential buildings or improvements are detrimental to the public safety, health or welfare because of a combination of three or more of the following factors, each of which is (i) present, with that presence documented to a meaningful extent so that a municipality may reasonably find that the factor is clearly present within the intent of the Act and (ii) reasonably distributed throughout the improved part of the Redevelopment Project Area:

- (A) Dilapidation: An advanced state of disrepair or neglect of necessary repairs to the primary structural components of building or improvements in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.
- (B) Obsolescence: The condition or process of falling into disuse. Structures become ill-suited for the original use.

- (C) Deterioration: With respect to buildings, defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters, downspouts, and fascia. With respect to surface improvements, that the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas evidence deterioration, including, but limited to, surface cracking, crumbling, potholes, depressions, loose paving material and weeds protruding through paved surfaces.
- (D) Presence of Structures Below Minimum Code Standards: All structures that do not meet the standards of zoning, subdivision, building, fire and other governmental codes applicable to property, but not including housing and property maintenance codes.
- (E) Illegal Use of Individual Structures: The use of structures in violation of applicable federal, State, or local laws, exclusive of those applicable to the presence of structures below minimum code standards.
- (F) Excessive Vacancies: The presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent, or duration of the vacancies.
- (G) Lack of Ventilation, Light, or Sanitary Facilities: The absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke or other noxious airborne materials. Inadequate natural light and ventilation means the absence of skylights or windows for interior spaces or rooms and improper window sizes and amounts by room area to window area ratios. Inadequate sanitary facilities refers to the absence or inadequacy of garbage storage and enclosure, bathroom facilities, hot water and kitchens and structural inadequacies preventing ingress and egress to and from all rooms and units within a building.
- (H) Inadequate Utilities: Underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines and gas, telephone and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the Redevelopment Project Area; (ii) deteriorated, antiquated, obsolete or in disrepair; or (iii) lacking within the Redevelopment Project Area.

- (I) Excessive Land Coverage and Overcrowding of Structures and Community Facilities: The over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as exhibiting excessive land coverage are: (i) the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and (ii) the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking or inadequate provision for loading service.

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

- (K) Environmental Clean-Up: The proposed Redevelopment Project Area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for (or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for) the clean-up of hazardous waste, hazardous substances or underground storage tanks required by State or federal law. Any such remediation costs would constitute a material impediment to the development or redevelopment of the Redevelopment Project Area.

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

- (M) Lagging or Declining EAV: The total equalized assessed value (EAV) of the proposed Redevelopment Project Area has declined for three (3) of the last five (5) calendar years prior to the year in which the Redevelopment Project Area is designated, or is increasing at an annual rate that is less than the balance of the municipality for three (3) of the last five (5) calendar years, for which information is available or increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three (3) of the last five (5) calendar years prior to the year in which the Redevelopment Project Area is designated.

III. THE REDEVELOPMENT PROJECT AREA

The RPA is approximately two hundred sixty-five (265) acres and contains three hundred forty-nine (349) tax parcels located within the boundaries of the area. The parcels span the north and south sides of Jefferson (Route 52) and on the east and west sides of Route 59. The Area consists primarily of commercial/retail, institutional, mixed-use and single unit residential home uses throughout.

The RPA contains improved land designated primarily for residential and commercial purposes. The area's potential for redevelopment is challenged due to the fact that certain structures are older, and also due to unsuitable land-use layouts. The area has long been an economic engine for the Village but is falling into disuse and in some instances neglect. As a result, the Village is actively working to identify underperforming and underutilized parcels and sites and working with property owners/developers to promote their redevelopment, encouraging parcel assembly where appropriate in order to provide larger development opportunities.

In the 2007 Comprehensive Plan, the Village identifies the Route 52 and Route 59 corridor area as one of the prime gateway intersection that should serve as a focal point of the community. The Comprehensive Plan also identifies sections the RPA as important investment areas for the Village's future growth and redevelopment. The plan identifies the Route 52 and Route 59 corridor as a critical intersection primed for extensive commercial development, and potentially a river walk corridor that would be linked to new development. The corridor should also have specific architecture and site plan standards that would provide for an urban or traditional theme.

IV. METHODOLOGY OF EVALUATION

The RPA was examined to assess the applicability of the different factors required for qualification for TIF designation under the Act. Data collected from the RPA, Village and Cook County and used to determine relevance and severity of conditions compared against the statutory factors. Land and buildings within the RPA were examined to determine the applicability of the 13 different factors for qualification for TIF designation under the Act. The following steps were undertaken in this process:

- 1) Site visits to the RPA were undertaken by representatives from KMA. These site visits required the area to be walked multiple times by the same team while taking notes, filling out site surveys and taking photographs. The purpose of these site visits included parcel counts, address matches, current land uses, building conditions, lot conditions, and traffic flow. KMA documented the area's conditions through site surveys, notes and photography. Site surveys were completed for each parcel within the RPA.
- 2) To determine if the area qualified as a "conservation area" the age of the buildings were ascertained by matching site surveys to Will County tax and building records.
- 3) KMA conducted evaluations of exterior structures and associated site improvements, noting such conditions relevant to the qualifying factors on the site surveys.
- 4) KMA reviewed the 2009-2015 tax information from Cook County, parcel tax maps, site data, local history (discussions with Village staff) for an evaluation of area-wide factors that have affected the area's development to determine the presence of qualifying factors.
- 5) KMA performed EAV trend analysis to ascertain whether EAV growth in the RPA underperformed relative to EAV growth in the balance of the Village and the Consumer Price Index-All Urban Consumers.

V. QUALIFICATION FINDINGS FOR RPA

Based upon KMA’s evaluation of parcels in the RPA and analysis of each of the eligibility factors summarized in Section II, the following factors are presented to support qualification of the RPA as a “conservation area.” These factors are summarized in Table 1 below. These factors are found to be clearly present and reasonably distributed throughout the RPA, as required under the Act.

Table 1
Summary of Conservation Area Findings

Maximum Possible Factors per Statute	Minimum Factors Needed to Qualify per Statute	Qualifying Factors Present in Proposed TIF District
13	3	6 <ul style="list-style-type: none"> • Obsolescence • Lagging or Declining EAV • Lack of Community Planning • Deterioration • Inadequate Utilities • Deleterious Land Use or Layout

Note: In addition to the six (6) qualifying factors above, the proposed TIF District meets the statutory age threshold that 50% or more of the structures are 35 years or older.

A. CONSERVATION AREA FACTORS

Finding as a “conservation area” – The RPA is found to qualify as a “conservation area” under the statutory criteria set forth in the TIF Act. As indicated in Section II, KMA performed a two-step assessment, first finding that 50% or more of structures within the “conservation area” were over 35 years of age. Based upon Will County Assessor and site survey data, 128 of 173 structures or 73.9% were over 35 years in age, please see Table 2 below.

Table 2
Conservation Area Structures

Conservation Area Findings	
Total Number of Buildings in RPA	173
Total Number of Buildings 35yrs+	128
Percentage of Buildings 35yrs+	73.9%

Age

Based upon KMA site surveys, Village and Cook County data, approximately seventy-three percent (73%) of the structures were found to be thirty-five (35) years of age or greater.

B. OTHER CONSERVATION AREA FACTORS (MUST INCLUDE THREE OR MORE ADDITIONAL FACTORS)

- 1) Lagging or Declining EAV: This factor is present if the total equalized assessed value (EAV) of the proposed Redevelopment Project Area has declined for three (3) of the last five (5) calendar years prior to the year in which the Redevelopment Project Area is designated, or is increasing at an annual rate that is less than the balance of the municipality for three (3) of the last five (5) calendar years, or increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three (3) of the last five (5) calendar years prior to the year in which the Redevelopment Project Area is designated. The RPA qualifies under three of these measurements. Please see Table 3 on for a breakout of the detailed numbers.

The RPA’s EAV has declined for four (4) of the last five (5) years. The RPA’s EAV is increasing at an annual rate that is less than the balance of the municipality for three (3) of the last five (5) calendar years. Additionally, the Village’s RPA EAV also lagged behind the CPI-U (Consumer Price Index-All Urban Consumers) for four (4) of the last five (5) five years. Just one of these quantitative measurements would qualify for this category under the TIF Act but the RPA’s qualification under two categories highlights its particular trouble maintaining growth since 2009.

Table 3: Village EAV Trends

	2015	2014	2013	2012	2011
Total Annual EAV by Year	21,133,523	20,861,065	21,251,483	21,687,973	22,550,165
Annual EAV % of Change:	1.31%	-1.84%	-2.01%	-3.82%	-7.80%
Village Total EAV:	481,920,742	458,832,712	448,951,285	468,284,000	497,579,663
Balance of Village EAV	460,787,219	437,971,647	427,699,802	446,596,027	475,029,498
Annual % of Change:	5.21%	2.40%	-4.23%	-5.99%	-7.28%
CPI- All Urban Consumers	0.1%	1.60%	1.50%	2.10%	3.20%
<i>Source: Will County</i>					

- 2) Deterioration: The Act defines deterioration as the physical decline of surface improvements, primary building components, and secondary buildings components such as doors, windows, porches or gutters. With respect to surface improvements, deterioration is determined by the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas (including but not limited to surface cracking, crumbling, potholes, depressions, loose paving material and weeds protruding through paved surfaces).

Deterioration is primarily observed among the surface improvements. Parking lots in the shopping centers and the northeast portion of the RPA adjacent to both vacant and occupied structures have widespread cracking as well as potholes and depressions. Because parking lots constitute a large percentage of overall land use in the RPA, the poorly maintained lots, in combination with the lack of buffering have a negative aesthetic impact on the area.

Secondary evidence of deterioration was observed among certain buildings, such as the vacant properties identified above and in the rear portions of occupied buildings.

- 3) Inadequate Utilities: This factor is present if underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines and gas, telephone and electric services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the Redevelopment Project Area; (ii) deteriorated, antiquated, obsolete or in disrepair; or (iii) lacking within the Redevelopment Project Area.

The Village Engineering department states that based upon our site visit and review of the municipal utility atlas, a significant portion of the TIF area consists of residential parcels on local Village streets having a rural cross section. A rural cross-section is a roadway with ditches as opposed to curb and gutter with storm sewers. While small, local drainage systems are present in a few of these residential areas, detention has not been constructed, and it is unlikely the current infrastructure could support redevelopment.

The majority of other improved parcels in the TIF area are low-intensity commercial/industrial developments that have no storm sewer or detention infrastructure. The construction of extensive improvements to adhere to current Village and County storm water ordinances would be required to support the redevelopment of these parcels.

The existing Jewel development at US Route 52 and Illinois Route 59, the Troy Fire District station at Illinois Route 59 and School Street and the car wash to the south of the fire station are known to have storm water management infrastructure on site, including detention. However, it is unlikely that the infrastructure currently in place will be able to support more intensive redevelopment without requiring improvements, including the construction of additional detention, to bring them into conformance with current Village and County storm water ordinances.

Water Main

At parcels along US Route 52 between Summer Street and Eastshore Drive, and on Turtle Street, Picnic Street, Summer Street, Grove Street, DuPage Street, Bass Street and Trout Street, existing water infrastructure is nonexistent or antiquated and/or undersized (less than 8"-diameter). In these areas, the existing water infrastructure would likely need to be improved to support redevelopment.

There is currently no water infrastructure within the portion of the TIF area north of US Route 52 between Interstate 55 and the DuPage River. To provide adequate water service to support redevelopment of this area, a new water main, anticipated to be 12"-diameter, would need to be constructed through the redevelopment area, across US Route 52, along Channahon Street and connect to the existing 12"-diameter water main on IL Route 59.

Sanitary Sewer

With the exception of a few parcels currently believed to be served by septic systems, the proposed TIF area primarily encompasses parcels that currently have municipal sanitary sewer service.

The vast majority of parcels along US Route 52 and IL Route 59 have access to Village of Shorewood sanitary sewers within the adjacent roadway rights-of-way that are adequately sized and in satisfactory condition to support redevelopment. While redevelopment would likely require new on-site infrastructure to make new connections to the existing sanitary sewer mains, extension of Village mains to provide access to sanitary service would not be required.

At isolated locations, including Channahon Street and the portion of the TIF area north of US Route 52 between Interstate 55 and the DuPage River, existing sanitary sewer infrastructure is non-existent. To provide adequate sanitary sewer service to support redevelopment of these areas, a new sanitary sewer (preliminarily anticipated to be 12"-diameter) would need to be constructed through the redevelopment area, across US Route 52, along Channahon Street and southward along IL Route 59, connecting to the existing system at Meyers Street.

In summary, storm water conveyance and detention facilities are lacking throughout the project area, and there are many locations where the water and sanitary sewer utility systems do not currently have the capability to support redevelopment in relation to future planned land uses. The deficiencies result in a finding of "inadequate utilities" as the term is defined under the TIF Act.

Chronic Flooding

The TIF area includes a variety of uses ranging from residential to commercial and light industrial. A few of the 349 parcels in the TIF area are undeveloped. Most of the undeveloped parcels are in the floodplain along the DuPage River. In this area, the Village has acquired numerous residential properties and demolished the structures on the site.

The Engineer's investigation into chronic flooding revealed that there are approximately 45 acres of mapped floodplain and 12 acres of wetlands within the proposed TIF area. Additionally, the area is plagued by poorly drained soils and high water tables, in addition to a history of flooding in the floodplain areas.

Based on these findings, we anticipate that the proposed TIF District will require significant investment in public facilities and improvements to address existing groundwater, storm water, and flooding issues. Further, we conclude that the proposed US Route 52 and IL Route 59 TIF area is subject to chronic flooding as it is defined in the TIF Act.

- 4) Deleterious Land Use or Layout: The acts states that deleterious land use and layout occurs with the existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses or uses are considered to be noxious, offensive or unsuitable for the surrounding area. Single-family homes within and on the fringes of the RPA are in close proximity to commercial and institutional uses. In most instances, there is little or no buffer between such conflicting land-uses that persist on parcels now zoned by the Village for retail and commercial uses.

In addition to the land use inadequacies that currently exist (e.g., actual land uses benchmarked against established land use standards), there are certain land use issues that would arise in the future if the Village were to achieve redevelopment goals. For example, if the Village seeks to redevelop Route 52 and Route 59 in conformance with the Riverfront Master Plan goal to (a) “provide safe pedestrian lanes and underpasses on both sides of the bridge as well as overall aesthetic improvements that help define gateways” and (b) “utilize the existing bridge to connect the trail and two parks to the riverfront area,” land-use planners would need to take into account current and projected pedestrian and bike traffic and related land use implications within the proposed RPA.

In general, future land use patterns to be considered by the Village could promote more appropriate land uses designed both to improve traffic flows and provide buffers between commercial and residential areas. These are land use patterns that are not present within the RPA as it exists today.

- 5) Obsolescence: The Act states that obsolescence is the condition or process of falling into disuse or structures that have become ill-suited for their original use. The area exhibits both economic and functional obsolescence. The RPA exhibits area-wide obsolescence in need of investment and redevelopment for attracting new tenants.

The onset of obsolescence can be measured through qualitative and quantitative means. Building age, EAV, deterioration in buildings and lots, traffic flows, infrastructure and vacancy rates can signify obsolescence as proxies. By these measures the RPA is exhibiting obsolescence. In general the RPA has seen a substantial loss in value in the last five years. Between tax years 2015 and 2009 the area wide valuation fell 16%. In the previous findings, the RPA’s building age (p. 10), lagging EAV (p.11), deterioration (p.12), inadequate infrastructure (p.12) and traffic flow (p.12) issues have all been identified.

Many of the structures exhibit design features or components that are outdated in relation to market conditions. Signage, façade and exterior treatments, and site improvements in many cases are “dated” and appear outmoded in relation to newer properties. Deterioration of site improvements or building components also contributes to the outmoded or “tired” appearance of many structures and facilities.

The area’s obsolescent condition currently hinders Village goals to promote a more suitable combination of modern mixed land uses as envisioned in the Riverfront Master Plan.

- 6) Lack of Community Planning. The Act states that if the proposed Redevelopment Project Area was developed prior to or without the benefit or guidance of a community plan the factor is present. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary development standards or other evidence demonstrating an absence of effective community planning.

Parcels along Jefferson Street (Route 52), Route 59 and the DuPage River frontage include multiple land uses, including a number of single family homes interspersed with commercial/retail uses and parcels that include multiple structures where internal circulation between uses is limited.

The lack of coordinated development has left parcels that have inadequate street layout and improper subdivision for contemporary development. This is evidenced by the absence of sidewalks along residential streets within the RPA and the absence of walkways connecting the sidewalks along Jefferson Street (Route 52).

VI. SUMMARY OF FINDINGS / GENERAL ASSESSMENT OF QUALIFICATION

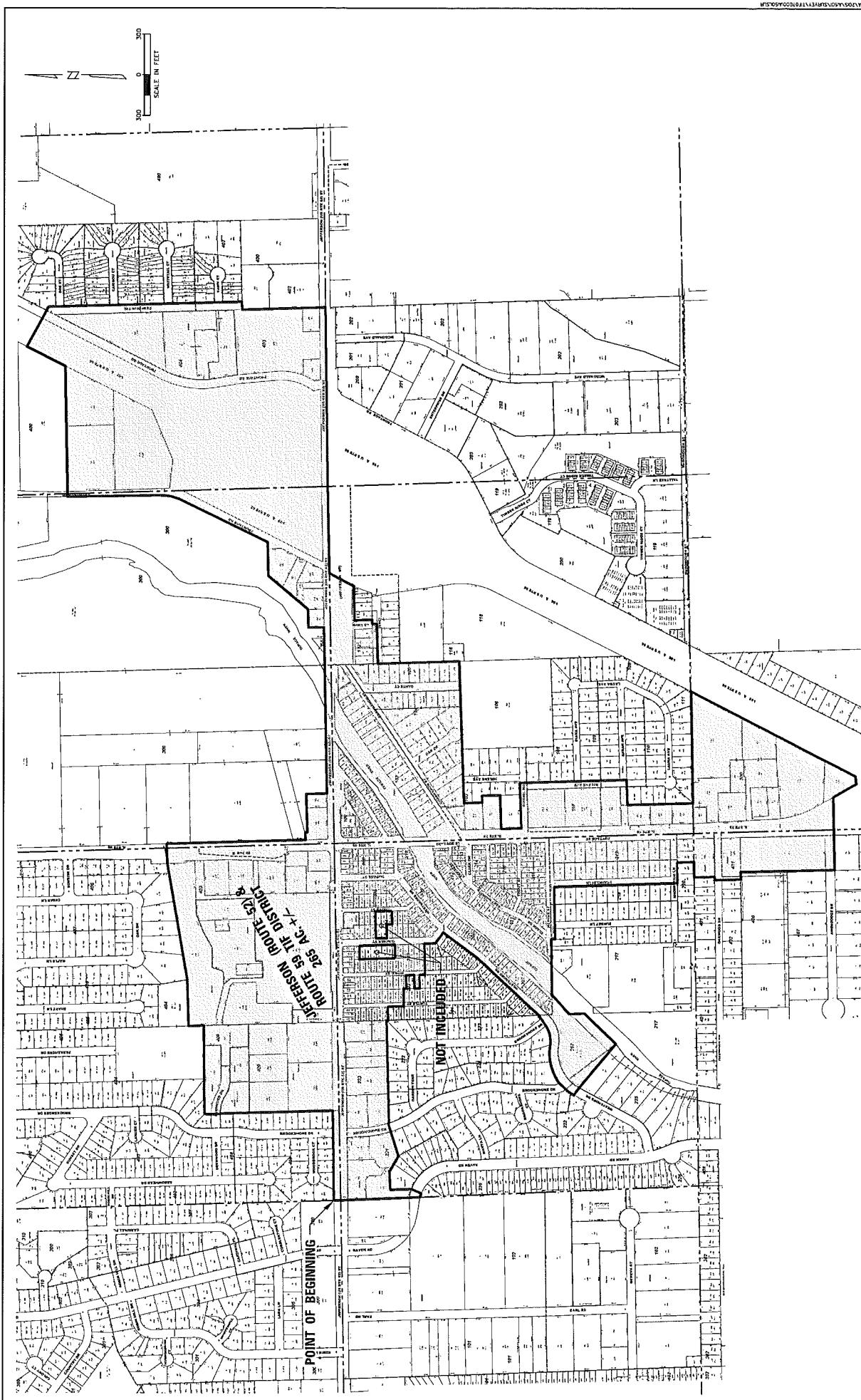
The following is a summary of relevant qualification findings as it relates to the Village's potential designation of the RPA.

1. The area is contiguous and is greater than 1½ acres in size;
2. The proposed RPA will qualify as a “conservation area.” Further, the “Conservation area” factors found in the RPA are present to a meaningful extent and are distributed throughout the area. A more detailed analysis of the qualification findings is outlined in Section V of this report;
3. All property in the area would substantially benefit by the proposed redevelopment project improvements;
4. The sound growth of taxing districts applicable to the area, including the Village, has been impaired by the factors found present in the area; and
5. The area would not be subject to redevelopment without the investment of public funds, including property tax increments.

In the judgment of KMA, these findings provide the Village with sufficient justification to consider designation of the RPA.

EXHIBIT A

Boundary Map



CALC.	JRM	PROJECT NO.	11501
DRN.	ALJ	ALSO:	
CHKD.	JRM	SHEET 1 OF 1	
SCALE:	1"=300'	DRAWING NO.	TIF070001A1501
DATE:	10-01-2015		

JEFFERSON (ROUTE 52) & ROUTE 59 TIF DISTRICT
 IN THE
 VILLAGE OF SHOREWOOD, ILLINOIS
 PREPARED FOR
 KANE MCKENNA

CHRISTOPHER B. BURKE ENGINEERING, LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0300



EXHIBIT B
Legal Description

**SHOREWOOD TIF DISTRICT
JEFFERSON (ROUTE 52) & ROUTE 59 TIF DISTRICT**

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 9, THE SOUTH HALF OF SECTION 10, THE WEST HALF OF SECTION 15 AND THE EAST HALF OF SECTION 16, TOWNSHIP 35 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN IN WILL COUNTY, ILLINOIS, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9 AND THE NORTH RIGHT-OF-WAY LINE OF ROUTE 52 (AKA JEFFERSON STREET); THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROUTE 52 TO THE SOUTHWEST CORNER OF BUSINESS LOT 2 IN BROOK FOREST ANNEX, AS RECORDED NOVEMBER 15, 1961 AS DOCUMENT NUMBER 943655; THENCE NORTH ALONG THE WEST LINE OF SAID BUSINESS LOT 2 AND THE NORTHERLY EXTENSION THEREOF TO THE NORTHWEST CORNER OF BUSINESS LOT 4 IN SHOREWOOD PLAZA UNIT NO. 1, AS RECORDED DECEMBER 31, 1982 AS DOCUMENT NO. R82-016994; THENCE EAST ALONG THE NORTH LINE OF SAID BUSINESS LOT 4 TO THE NORTHEAST CORNER THEREOF, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE EAST LINE OF THE WEST HALF OF SAID SOUTHEAST QUARTER OF SECTION 9; THENCE NORTH ALONG SAID EAST LINE TO THE NORTHWEST CORNER OF LOT 7 IN BROOK FOREST PLAZA, AS RECORDED JANUARY 29, 2001 AS DOCUMENT NUMBER R2001-010333; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 7 AND IT'S EASTERLY EXTENSION TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 59, PER DEDICATION RECORDED IN BOOK NUMBER 742, PAGE 643, AS DOCUMENT NUMBER 463798; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 59 TO A POINT THAT IS 165 FEET NORTH OF THE NORTH RIGHT-OF-WAY LINE OF ROUTE 52 (AKA JEFFERSON STREET), PER PLAT OF HIGHWAY RECORDED AS DOCUMENT NUMBER R91-13980; THENCE EASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 57.00 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 15.00 FEET; THENCE EASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 282.00 FEET; THENCE SOUTHERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 155.14 FEET TO A POINT ON SAID NORTH RIGHT-OF-WAY LINE OF ROUTE 52 (AKA JEFFERSON STREET); THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROUTE 52 (AKA JEFFERSON STREET) TO A POINT ON A LINE PARALLEL TO THE EAST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 10, SAID PARALLEL LINE COMMENCING 280.5 FEET EAST OF THE SOUTHWEST CORNER OF SAID EAST HALF OF THE SOUTHWEST QUARTER; THENCE NORTH ALONG SAID PARALLEL LINE 165.00 FEET; THENCE EAST PARALLEL TO THE SOUTH LINE OF SAID SOUTHWEST QUARTER 132.00 FEET; THENCE NORTHEASTERLY ALONG THE EASTERLY LINE OF THE PREMISES CONVEYED TO THE FOREST PRESERVE DISTRICT OF WILL COUNTY, ILLINOIS, BY DEED RECORDED NOVEMBER 25, 1930, IN BOOK 740, PAGE 100, AS DOCUMENT NUMBER 446087, 380.9 FEET TO A POINT ON LINE, SAID LINE LYING 453.34 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF SAID SOUTHWEST QUARTER; THENCE EAST ALONG SAID PARALLEL LINE TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 55, AS RECORDED MARCH 29, 1956 AS DOCUMENT NUMBERS 795602 AND 795608, SAID WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 55 ALSO BEING THE WESTERLY LINE OF THE NORTH-SOUTH FRONTAGE ROAD; THENCE NORTHEASTERLY THEN NORTHERLY ALONG SAID WESTERLY LINE TO A POINT OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF THE SOUTH 350 FEET OF THE NORTH 1035 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 10; THENCE EAST ALONG SAID EXTENSION AND NORTH LINE OF THE SOUTH 350 FEET OF THE NORTH 1035 FEET TO A POINT ON THE WESTERLY RIGHT-OF-

WAY LINE OF INTERSTATE 55, AS RECORDED MARCH 29, 1956 AS DOCUMENT NUMBER 795600; THENCE NORTHEASTERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO A POINT OF INTERSECTION WITH THE NORTHWESTERLY EXTENSION OF THE NORTHEASTERLY RIGHT-OF-WAY LINE OF DEER RUN TRAIL; THENCE SOUTHEASTERLY ALONG SAID EXTENSION, THE NORTHEASTERLY RIGHT-OF-WAY LINE OF DEER RUN TRAIL AND SOUTH ALONG THE EAST RIGHT-OF-WAY LINE OF DEER RUN TRAIL TO IT'S SOUTH MOST TERMINUS; THENCE WEST ALONG THE SOUTH TERMINUS OF DEER RUN TRAIL TO A POINT ON THE EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 10; THENCE SOUTH ALONG SAID EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF SAID WEST HALF OF THE SOUTHEAST QUARTER; THENCE WEST ALONG THE SOUTH LINE OF THE SOUTH HALF OF SAID SECTION 10 TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 55, AS RECORDED MARCH 29, 1956 AS DOCUMENT NUMBER 795605; THENCE SOUTHWESTERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 55 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF AFORESAID ROUTE 52 (AKA JEFFERSON STREET); THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROUTE 52 (AKA JEFFERSON STREET) TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MARY STREET; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MARY STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF WILLIAM STREET; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF WILLIAM STREET TO A POINT ON THE CENTERLINE OF SAID MARY STREET; THENCE SOUTH AT RIGHT ANGLES TO A POINT ON THE CENTERLINE OF SAID WILLIAM STREET; THENCE WEST ALONG SAID CENTERLINE OF WILLIAM STREET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 15; THENCE SOUTH ALONG SAID WEST LINE TO THE SOUTHEAST CORNER OF DANTE STOBBEONES SUBDIVISION UNIT NO.1 AS RECORDED NOVEMBER 8, 1952 AS DOCUMENT NUMBER 717748; THENCE WEST ALONG THE SOUTH LINE OF SAID DANTE STOBBEONES SUBDIVISION UNIT NO. 1 TO THE SOUTHEAST CORNER OF DANTE STOBBEONES SUBDIVISION UNIT NO. 2 AS RECORDED JUNE 20, 1953 AS DOCUMENT NUMBER 730401; THENCE WEST ALONG THE SOUTH LINE OF SAID DANTE STOBBEONES SUBDIVISION UNIT NO. 2 TO THE SOUTHEAST CORNER OF DANTE STOBBEONES SUBDIVISION UNIT NO. 3 AS RECORDED MAY 5, 1959 AS DOCUMENT NUMBER 875427; THENCE WEST ALONG THE SOUTH LINE OF SAID DANTE STOBBEONES SUBDIVISION UNIT NO. 3 TO THE EAST LINE OF THE WEST 267.89 FEET OF THE SOUTH 52 ACRES OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 15; THENCE SOUTH ALONG SAID EAST LINE TO A POINT ON THE NORTH LINE OF THE SOUTH 134.75 FEET OF THE NORTH 269.5 FEET OF SAID SOUTH 52 ACRES; THENCE EAST ALONG SAID NORTH LINE TO A POINT ON THE EAST LINE OF THE WEST 317.89 FEET OF SAID SOUTH 52 ACRES; THENCE SOUTH ALONG SAID EAST LINE TO A POINT ON THE SOUTH LINE OF THE NORTH 269.5 FEET OF SAID SOUTH 52 ACRES; THENCE WEST ALONG SAID SOUTH LINE TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF AFORESAID ILLINOIS ROUTE 59; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SCHOOL ROAD; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST RIGHT-OF-WAY LINE OF HELENE AVENUE; THENCE SOUTH ALONG SAID EXTENSION AND EAST RIGHT-OF-WAY LINE OF HELENE AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SARAH AVENUE; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SARAH AVENUE TO THE NORTHWEST CORNER OF SUNSET HILLS SUBDIVISION UNIT NO. 3 AS RECORDED APRIL 10, 1963 AS DOCUMENT NUMBER 981203; THENCE SOUTH ALONG THE WEST LINE OF SAID SUNSET HILLS SUBDIVISION UNIT NO. 3 TO THE SOUTHWEST CORNER THEREOF, SAID SOUTHWEST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 15; THENCE EAST ALONG SAID

SOUTH LINE TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 55; THENCE SOUTHWESTERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE 55 TO A POINT OF MERGING WITH THE NORTHEASTERLY RIGHT-OF-WAY LINE OF AFORESAID ILLINOIS ROUTE 59; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF ILLINOIS ROUTE 59 TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF AMENDODGE DRIVE; THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH RIGHT-OF-WAY LINE OF AMENDODGE DRIVE TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE OF THE WEST LINE OF LOT 1 IN AMENDODGE INDUSTRIAL PARK, AS RECORDED JUNE 2, 1977 AS DOCUMENT NUMBER R77-18311; THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND WEST LINE OF LOT 1 TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF THE NORTH 346 FEET OF THE SOUTHEAST QUARTER OF SAID SECTION 16; THENCE WEST ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF LOT 35 IN OAKWOOD MANOR SUBDIVISION UNIT ONE, AS RECORDED JUNE 13, 1962 AS DOCUMENT NUMBER 958747; THENCE NORTH ALONG THE EAST LINE OF SAID LOT 35 AND IT'S NORTHERLY EXTENSION TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF OAKWOOD DRIVE; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF OAKWOOD DRIVE TO THE SOUTHEAST CORNER OF LOT 1 IN SAID OAKWOOD MANOR SUBDIVISION UNIT ONE; THENCE NORTH ALONG THE EAST LINE OF SAID LOT 1 TO THE NORTHEAST CORNER THEREOF, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE NORTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 16; THENCE EAST ALONG SAID NORTH LINE TO THE SOUTHEAST CORNER OF LOT 57 IN SHOREWOOD PARK SUBDIVISION UNIT FOUR, AS RECORDED JULY 17, 1961 AS DOCUMENT NUMBER 934092; THENCE NORTH ALONG THE EAST LINE OF SAID LOT 57 TO THE NORTHEAST CORNER THEREOF, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SHOREWOOD LANE; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SHOREWOOD LANE TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE OF THE WEST RIGHT-OF-WAY LINE OF FRANKLIN ROAD; THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND WEST RIGHT-OF-WAY LINE OF FRANKLIN ROAD TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF MEYERS STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF MEYERS STREET AND IT'S WESTERLY EXTENSION TO A POINT ON THE NORTHWESTERLY BANK OF THE DUPAGE RIVER; THENCE SOUTHWESTERLY ALONG SAID BANK TO A POINT ON THE SOUTHERLY EXTENSION OF THE WEST LINE OF SHOREWOOD BEACH SUBDIVISION, BEING A SUBDIVISION IN THE NORTHEAST QUARTER OF SAID SECTION 16, AS RECORDED JUNE 26, 1925 AS DOCUMENT NUMBER 381446; THENCE SOUTHERLY ALONG SAID SOUTHERLY EXTENSION TO A POINT ON THE CENTERLINE OF SAID DUPAGE RIVER; THENCE SOUTHWESTERLY ALONG SAID CENTERLINE OF THE DUPAGE RIVER TO THE MOST EASTERLY CORNER OF CORNER OF LOT 9 IN BROOKSHORE PARK SUBDIVISION UNIT 5, AS RECORDED DECEMBER 31, 1985 AS DOCUMENT NUMBER R85-027672; THENCE NORTHWESTERLY ALONG A LINE THAT INTERSECTS A POINT OF CURVATURE ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF WESTSHORE DRIVE, SAID LINE ALSO BEING THE NORTHEASTERLY LINE OF THE PARCEL DESCRIBED IN THE DEED DOCUMENT R2003-048385, AS RECORDED MARCH 4, 2003; THENCE CONTINUING NORTHWESTERLY ALONG THE EXTENSION OF THE LAST DESCRIBED COURSE TO A POINT ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID WESTSHORE DRIVE; THENCE NORTHEASTERLY ALONG SAID WESTSHORE DRIVE TO A POINT OF INTERSECTION WITH THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SUMMER STREET; THENCE NORTHWESTERLY AND NORTHERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE OF SUMMER STREET TO THE SOUTHEAST CORNER OF LOT 99 IN SAID SHOREWOOD

BEACH SUBDIVISION; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 99 AND CONTINUING ALONG THE SOUTH LINE OF LOT 117 IN SAID SHOREWOOD BEACH SUBDIVISION AND IT'S WESTERLY EXTENSION TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF PICNIC STREET; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PICNIC STREET TO THE SOUTHEAST CORNER OF LOT 150 IN SAID SHOREWOOD BEACH SUBDIVISION; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 150 TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 150 TO THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG THE NORTH LINE OF SAID LOT 150 TO THE NORTHEAST CORNER THEREOF, SAID NORTHEAST CORNER ALSO BEING A POINT ON SAID WEST RIGHT-OF-WAY LINE OF PICNIC STREET; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PICNIC STREET TO A POINT ON THE NORTH LINE OF THE SOUTH HALF OF LOT 148 IN SAID SHOREWOOD BEACH SUBDIVISION; THENCE WEST ALONG SAID NORTH LINE OF THE SOUTH HALF OF LOT 148 TO A POINT ON THE WEST LINE OF SAID LOT 148; THENCE NORTH ALONG SAID WEST LINE OF LOT 148 TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING THE SOUTHEAST CORNER OF LOT 172 IN SAID SHOREWOOD BEACH SUBDIVISION; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 172 AND IT'S WESTERLY EXTENSION TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF TURTLE STREET; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF TURTLE STREET TO THE SOUTHEAST CORNER OF LOT 205 IN SAID SHOREWOOD BEACH SUBDIVISION; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 205 TO THE SOUTHWEST CORNER THEREOF, SAID SOUTHWEST CORNER ALSO BEING A POINT ON THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 16; THENCE NORTH ALONG SAID WEST LINE OF THE EAST HALF TO THE NORTHEAST CORNER OF TO THE NORTHEAST CORNER OF LOT 75 IN BROOKSHORE PARK UNIT THREE SUBDIVISION, AS RECORDED JULY 27, 1978 AS DOCUMENT NUMBER R78-29087; THENCE WEST TO THE SOUTHEAST CORNER OF LOT 1 IN BROOKSHORE PARK UNIT ONE SUBDIVISION, AS RECORDED AUGUST 4, 1977 AS DOCUMENT NUMBER R77-280085; THENCE WEST ALONG THE SOUTH LINE OF LOT 1 IN SAID BROOKSHORE PARK UNIT ONE SUBDIVISION AND CONTINUING ALONG THE SOUTH LINE OF LOTS 2 AND 3 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF BROOKSHORE DRIVE; THENCE WESTERLY TO THE SOUTHEAST CORNER OF PARK PLACE PLAZA SUBDIVISION, AS RECORDED SEPTEMBER 25, 1990 AS DOCUMENT NUMBER R90-53104; THENCE SOUTHWESTERLY, NORTHWESTERLY, WESTERLY AND SOUTHERLY ALONG THE SOUTH LINE OF SAID PARK PLACE PLAZA SUBDIVISION TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF RAVEN ROAD, SAID POINT ALSO BEING ON A CURVE CONCAVE TO THE SOUTH; THENCE SOUTHWESTERLY ALONG A LINE RADIAL TO SAID CURVE TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID RAVEN ROAD; THENCE NORTHWESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF SAID RAVEN ROAD TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 16; THENCE NORTH ALONG SAID WEST LINE OF THE NORTHEAST QUARTER OF SECTION 16 TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF AFORESAID SECTION 9; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION 9 TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

EXCLUDING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

LOTS 56,57,58,67,68,88,89,90,91,92,93 AND THE NORTH HALF OF LOT 94 IN SHOREWOOD BEACH SUBDIVISION, BEING A SUBDIVISION IN THE NORTHEAST QUARTER OF SAID SECTION 16, AS RECORDED JUNE 26, 1925 AS DOCUMENT NUMBER 381446, ALL IN WILL COUNTY, ILLINOIS.

EXHIBIT C
Parcel Information

PIN

1	06-09-409-017	89	06-15-105-001	176	06-16-204-008	263	06-16-215-006
2	06-09-409-020	90	06-15-105-002	177	06-16-204-009	264	06-16-215-007
3	06-09-409-021	91	06-15-105-003	178	06-16-204-012	265	06-16-215-008
4	06-09-409-022	92	06-15-105-004	179	06-16-204-013	266	06-16-215-010
5	06-09-409-023	93	06-15-105-005	180	06-16-204-014	267	06-16-215-011
6	06-09-409-024	94	06-15-105-006	181	06-16-204-015	268	06-16-215-012
7	06-09-409-025	95	06-15-105-007	182	06-16-204-020	269	06-16-215-014
8	06-09-409-026	96	06-15-105-008	183	06-16-204-021	270	06-16-215-015
9	06-09-409-028	97	06-15-105-009	184	06-16-204-022	271	06-16-215-016
10	06-09-409-031	98	06-15-105-010	185	06-16-204-023	272	06-16-215-021
11	06-09-409-033	99	06-15-107-006	186	06-16-204-024	273	06-16-215-024
12	06-09-409-034	100	06-15-107-009	187	06-16-204-025	274	06-16-215-025
13	06-09-409-035	101	06-15-107-010	188	06-16-204-026	275	06-16-215-026
14	06-09-409-036	102	06-15-111-020	189	06-16-204-027*	276	06-16-215-027
15	06-09-409-038	103	06-15-111-021	190	06-16-204-028	277	06-16-215-028
16	06-09-409-039	104	06-15-111-022	191	06-16-204-029	278	06-16-215-029
17	06-09-409-040	105	06-15-112-001	192	06-16-204-030	279	06-16-216-003
18	06-09-409-041	106	06-15-112-004	193	06-16-204-031	280	06-16-216-004
19	06-09-409-042	107	06-15-113-009	194	06-16-204-032	281	06-16-216-005
20	06-09-409-043	108	06-15-113-010	195	06-16-204-033	282	06-16-216-006
21	06-09-409-044	109	06-15-300-001	196	06-16-204-036	283	06-16-216-008
22	06-09-409-045	110	06-15-300-003	197	06-16-204-037	284	06-16-216-009
23	06-10-300-027	111	06-15-300-005	198	06-16-204-038	285	06-16-216-010
24	06-10-300-028	112	06-15-300-009	199	06-16-204-039	286	06-16-216-011
25	06-15-100-001	113	06-15-300-010	200	06-16-204-040	287	06-16-216-012
26	06-15-100-002	114	06-15-300-011	201	06-16-204-041*	288	06-16-216-026
27	06-15-100-006	115	06-15-300-016	202	06-16-205-006	289	06-16-216-027
28	06-15-100-007	116	06-15-300-018	203	06-16-205-007	290	06-16-216-031
29	06-15-100-008	117	06-15-300-019	204	06-16-205-011	291	06-16-216-032
30	06-15-100-009	118	06-15-300-020	205	06-16-205-012	292	06-16-216-033
31	06-15-100-010	119	06-15-300-023	206	06-16-205-016	293	06-16-216-035
32	06-15-100-011	120	06-15-300-024	207	06-16-205-017	294	06-16-216-036
33	06-15-100-012	121	06-16-201-001	208	06-16-205-018	295	06-16-216-037
34	06-15-100-013	122	06-16-201-002	209	06-16-205-021	296	06-16-216-038
35	06-15-100-014	123	06-16-201-003	210	06-16-205-031	297	06-16-216-039
36	06-15-100-015	124	06-16-201-004	211	06-16-205-032	298	06-16-219-001
37	06-15-100-016	125	06-16-201-007	212	06-16-205-033	299	06-16-219-002
38	06-15-100-017	126	06-16-201-008	213	06-16-205-034	300	06-16-219-003
39	06-15-100-018	127	06-16-201-009	214	06-16-205-035	301	06-16-219-004
40	06-15-100-019	128	06-16-201-039	215	06-16-205-036	302	06-16-219-005
41	06-15-100-020	129	06-16-202-006	216	06-16-205-037	303	06-16-219-006
42	06-15-100-021	130	06-16-202-007	217	06-16-206-002	304	06-16-219-007
43	06-15-100-022	131	06-16-202-008	218	06-16-206-003	305	06-16-219-008
44	06-15-101-001	132	06-16-202-009	219	06-16-206-004	306	06-16-219-009
45	06-15-101-002	133	06-16-202-012	220	06-16-206-005	307	06-16-219-010
46	06-15-101-003	134	06-16-202-013	221	06-16-206-011	308	06-16-219-011
47	06-15-101-004	135	06-16-202-014	222	06-16-206-012	309	06-16-219-012
48	06-15-101-005	136	06-16-202-031	223	06-16-206-013	310	06-16-219-013
49	06-15-101-006	137	06-16-202-032	224	06-16-206-014	311	06-16-219-014
50	06-15-101-022	138	06-16-202-033	225	06-16-206-015	312	06-16-219-015
51	06-15-102-005	139	06-16-202-034	226	06-16-206-016	313	06-16-219-016
52	06-15-102-006	140	06-16-202-035	227	06-16-206-017	314	06-16-219-017
53	06-15-102-007	141	06-16-202-036	228	06-16-206-018	315	06-16-219-018
54	06-15-102-008	142	06-16-202-037	229	06-16-206-021	316	06-16-219-019
55	06-15-102-010	143	06-16-202-038	230	06-16-206-022	317	06-16-219-020
56	06-15-102-011	144	06-16-202-042	231	06-16-206-024	318	06-16-219-021
57	06-15-102-012	145	06-16-202-062	232	06-16-207-015	319	06-16-219-022
58	06-15-102-013	146	06-16-202-066	233	06-16-208-003	320	06-16-220-008
59	06-15-102-014	147	06-16-202-067	234	06-16-208-004	321	06-16-220-009
60	06-15-102-015	148	06-16-202-068	235	06-16-208-005	322	06-16-221-016
61	06-15-102-019	149	06-16-202-069	236	06-16-208-006	323	06-16-221-017
62	06-15-102-020	150	06-16-203-002	237	06-16-208-007	324	06-16-221-018
63	06-15-102-021	151	06-16-203-003	238	06-16-208-008	325	06-16-221-019
64	06-15-102-022	152	06-16-203-004	239	06-16-208-009	326	06-16-223-001
65	06-15-102-023	153	06-16-203-005	240	06-16-208-010	327	06-16-223-002
66	06-15-103-003	154	06-16-203-007	241	06-16-209-001	328	06-16-223-003
67	06-15-103-004	155	06-16-203-008	242	06-16-209-004	329	06-16-223-023
68	06-15-103-005	156	06-16-203-009	243	06-16-209-005	330	06-16-223-024
69	06-15-103-006	157	06-16-203-010	244	06-16-209-006	331	06-16-223-026
70	06-15-103-007	158	06-16-203-011	245	06-16-209-007	332	06-16-401-021
71	06-15-103-008	159	06-16-203-012	246	06-16-209-008	333	06-16-401-022
72	06-15-103-009	160	06-16-203-013	247	06-16-209-009	334	06-16-407-009
73	06-15-103-010	161	06-16-203-014	248	06-16-209-010	335	06-10-300-007
74	06-15-103-011	162	06-16-203-026	249	06-16-209-011	336	06-10-300-014
75	06-15-103-026	163	06-16-203-027	250	06-16-210-007	337	06-10-300-019
76	06-15-103-027	164	06-16-203-028	251	06-16-211-022	338	06-10-300-020
77	06-15-104-003	165	06-16-203-029	252	06-16-211-023	339	06-10-300-021
78	06-15-104-004	166	06-16-203-030	253	06-16-212-013	340	06-10-300-022
79	06-15-104-007	167	06-16-203-031	254	06-16-212-015	341	06-10-400-005
80	06-15-104-008	168	06-16-203-032	255	06-16-213-007	342	06-10-400-007
81	06-15-104-009	169	06-16-203-033	256	06-16-213-008	343	06-10-400-015
82	06-15-104-012	170	06-16-203-034	257	06-16-213-009	344	06-10-400-025
83	06-15-104-014	171	06-16-203-037	258	06-16-214-006	345	06-10-400-030
84	06-15-104-015	172	06-16-203-053	259	06-16-214-010	346	06-10-400-031
85	06-15-104-016	173	06-16-203-054	260	06-16-214-011	347	06-10-404-001
86	06-15-104-018	174	06-16-203-055	261	06-16-215-002	348	06-10-404-004
87	06-15-104-019	175	06-16-203-056	262	06-16-215-003	349	06-10-404-005
88	06-15-104-020						