ORDINANCE NO. 2157

An Ordinance Approving a Tax Increment Redevelopment Plan and Redevelopment Project for a Portion of the Central Business District

WHEREAS, it is desirable and for the best interests of the citizens of the Village of Wheeling, Cook and Lake Counties, (the "Municipality"), for the Municipality to implement tax increment allocation financing pursuant to the Real Property Tax Increment Allocation Redevelopment Act, Division 74.4 of Article 11 of the Illinois Municipal Code, as amended (the "Act"), for the proposed redevelopment plan and redevelopment project (the "Plan" and "Project") within the municipal boundaries of the Municipality and within a proposed redevelopment project area (the "Area") described in Section A(a) of this ordinance, which area constitutes in the aggregate more than 1 and 1/2 acres; and

WHEREAS, pursuant to Section 11-74.4-5 of the Act, the President and Board of Trustees (the Corporate Authorities") of the Municipality called a public hearing relative to the Plan and Project and the designation of the Area as a redevelopment project area under the Act for February 25, 1985, at the Village Hall, 255 West Dundee Road, within the Municipality; and

WHEREAS, due notice in respect to such hearing was given pursuant to Section 11-74.4-5 of the Act, said notice being given to taxing districts by certified mail on January 9, 1985, by publications on January 29, 1985 and January 30, 1985, and by certified mail to taxpayers within the Area on February 7, 1985; and

WHEREAS, the Plan and Project set forth the factors which could cause the proposed Area to become blighted, and the Corporate Authorities have reviewed the information concerning such factors presented at the public hearing and have reviewed other studies and are generally informed on the conditions in the proposed Area which could cause such area to become a "blighted area" or a "conservation area" as such terms are used in the Act; and

WHEREAS, the Corporate Authorities have reviewed the conditions pertaining to lack of private investment in the proposed Area to determine whether private development would take place in the proposed Area as a whole without the adoption of the proposed Plan; and

WHEREAS, the Corporate Authorities have reviewed the conditions pertaining to real property in the proposed Area to determine whether private development would take place in the proposed Area as a whole without the adoption of the proposed Plan; and

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

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

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING, COUNTIES OF COOK AND LAKE, STATE OF ILLINOIS:

Section A

The Corporate Authorities hereby make the following findings:

(a) The Area is described in Exhibit A, attached hereto and incorporated herein as if set out in full by this reference. The street location (as near as practicable) for the Area is described in Exhibit B, attached hereto and incorporated herein as if set out in full by this reference. The map of the Area is depicted on Exhibit C, attached hereto and incorporated herein as if set out in full by this reference.

(b) There exist conditions which cause the Area to be subject to designation as a redevelopment project area under the Act and to be classified as a blighted area or a conservation area, or a combination of both blighted areas and conservation areas, as defined in Section 11-74.4-3 of the Act.

(c) The proposed Area on the whole has not been subject to growth and development through investment by private enterprise and would not be reasonably anticipated to be developed without the adoption of the Plan.

(d) The Plan and Project conform to the comprehensive plan for the development of the Municipality as a whole.

(e) As set forth in the Plan, the estimated date of completion of the Project is MAY 19TH, 2008, and the estimated date of the retirement of all obligations incurred to finance redevelopment project costs as defined in the Plan is MAY 19TH, 2008.

(f) The parcels of real property in the proposed Area are contiguous, and only those contiguous parcels of real property and improvements thereon which will be substantially benefited by the proposed Project improvements are included in the proposed Area.

Section B

The Plan and Project which were the subject matter of the hearing held on February 25, 1985, is hereby adopted and approved. A copy of the Plan and Project is set forth in Exhibit D, attached hereto and incorporated herein as if set out in full by this reference.

Section C

This Ordinance shall be in full force and effect from and after its passage and approval, according to law.

Trustee ALTIERI moved, seconded by Trustee ROGERS, that Ordinance No. 2157 be passed.

PASSED this 20th day of MAY, 1985.

Trustee Altieri AYE

Trustee Fanella AYE

Trustee Hartman AYE

Trustee Kerr ABSENT

Trustee Ratajczak AYE

Trustee Rogers AYE

APPROVED this 20th day of MAY, 1985 by the President and Board of Trustees of the Village of Wheeling, Illinois.

Sheila H. Schultz
Village President

ATTEST:

Janet M. D'Argo
Village Clerk

APPROVED AS TO FORM:

James A. Rhodes
Village Attorney

Legal Description for Milwaukee Avenue Corridor (TIF)

That part of Sections 2, 11 and 12 in Township 42 North, Range 11 East of the Third Principal Meridian described as follows:

Beginning at the intersection point of the south right-of-way line of Strong Avenue and the east right-of-way line of First Street; thence southerly 262.70 feet to the south line of William Zelosky's Milwaukee Avenue Addition to Wheeling; thence westerly along said south line 401.57 feet more or less to a line 619.40 feet easterly of and parallel to the centerline of Wolf Road; thence southerly along said parallel line 817.78 feet more or less to a line 400 feet south of and parallel to the north line of Lot 15 in Uptadel's Sunnyside Addition to Wheeling; thence easterly along the last described parallel line 490.0 feet to a line 1109.40 feet east of and parallel to the centerline of Wolf Road; thence southerly along the last described parallel line 117.50 feet to the north right-of-way line of Deborah Lane; thence easterly along the north right-of-way line of Deborah Lane 33.67 feet; thence southerly 82.0 feet along the easternmost right-of-way line of Deborah Lane and its extension to the northwest corner of Lot 1 in McDonald's Subdivision; thence easterly 211.0 feet along the north line of Lot 1 to the northeast corner of said Lot 1; thence southerly along the east line of Lot 1 to the north right-of-way line of Dundee Road; thence westerly along the north right-of-way line of Dundee Road to a line 385 feet west of and parallel to the west right-of-way of Wheeling Avenue; thence southerly along last described parallel line 305.50 feet to a line 272.50 feet south of and parallel to the centerline of Dundee Road; thence westerly along last described parallel line 77.57 feet to a line 461.88 feet west of and parallel to the west line of Wheeling Avenue; thence south along said parallel line 112.50 feet to a line 385 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line 461.88 feet more or less to the west right-of-way line of Wheeling Avenue; thence northerly along the west right-of-way line of Wheeling Avenue to a line 183 feet south of and parallel to the centerline of Dundee Road; thence easterly along the last described parallel line 424.52 feet more or less to the east right-of-way of Wille Avenue; thence southerly along the east right-of-way line of Wille Avenue to the north right-of-way line of Center Avenue; thence easterly along the north right-of-way line of Center Avenue to a line 217.0 feet southwest of and parallel to the centerline of Milwaukee Avenue; thence southeasterly along said parallel line to a point in the southeast line of Lot 12 in L. McDuffee's Subdivision; thence southwesterly 374 feet more or less to a point on the east line of Lot 22 of Wille's Addition to Wheeling 31.65 feet south of the northeast corner of said Lot 22; thence southerly along the east line of Lots 22, 23, 24, 25, 26, 27, 28 and 29 to a point on a line parallel and 33 feet north of the centerline of Highland Avenue; thence easterly 87.60 feet along the north line of Highland Avenue to the southwest corner of Lot 1 in Petan's Subdivision; thence north 134 feet along the west line of Lot 1 to the northwest corner of Lot 1; thence easterly 699.64 feet along a line 134.0 feet north of and parallel to the north line of Highland Avenue; thence southeasterly 130.20 feet along the northeast line of

Legal Description for Milwaukee Avenue Corridor (TIF)
(cont'd)

Lot 11 in Petan's Subdivision; thence southerly 61.55 feet along the east line and its extension of Lot 11 in Petan's Subdivision to a line parallel and 33 feet north of the south right-of-way line of Highland Avenue; thence east along said parallel line to the easterly line extended northerly of Lots 1, 2 and 3 in Ryan's Subdivision; thence southeasterly along previously described east line of Ryan's Subdivision 221.28 feet to the southeast corner of Lot 3 in Ryan's Subdivision; thence southeasterly 75.90 feet more or less to a point 158.32 feet east of the northwest corner of Lot 42 in Mors Farm Syndicate Subdivision, Unit No. 1; thence southeasterly along the east lines of Lots 42, 41, 40, 39, and 38 in Mors Farm Syndicate Unit No. 1 to the north right-of-way line of Mors Avenue; thence southerly to the northeast corner of Lot 34 in Mors Farm Syndicate Unit No. 1; thence southeasterly along the east line of said Lot 34 to its southeast corner; thence westerly along the south line of Lot 34 and its extension west to the easterly line of Lot 1 in Kay Miller's Resubdivision of Lot 78 and parts of Lots 35, 79 and 80 and vacation of Park Avenue in Mor's Farm Syndicate Subdivision Unit No. 1, also part of Lot 12 in subdivision of Section 12, 42, 11; thence southerly along the east line of Lot 1 to its southeast corner; thence easterly along the north line of Lot 17 and 18 in Meadowbrook Unit No. 3 to the northeast corner of said Lot 18; thence southerly 143.0 feet along the east line of Lot 18 and its extension south to the centerline of East Jeffery Avenue; thence easterly along the center line of East Jeffery Avenue to a line 110 feet east of and parallel with the east right-of-way line of Park Avenue; thence southerly along said parallel line to the north right-of-way line of Manchester Drive; thence easterly along the north right-of-way line of Manchester Drive to the centerline of Milwaukee Avenue; thence southeasterly along the centerline of Milwaukee Avenue to the south line of the east half of the northwest 1/4 of Section 12, 42, 11; thence easterly along said south line to the west bank of the Des Plaines River; thence northerly and westerly along the west bank of the Des Plaines River to the northwest line and its extension of Lot 24 in County Clerk's Subdivision of parts of Sections 1, 2, 11 and 12-42-11; thence southwesterly along said northwest line to a point on said line 4.82 feet northeasterly of the northwest corner of Lot 24; thence northwesterly 229.39 feet more or less to the north line and its extension of Lot 11 in County Clerk's Subdivision; thence southwesterly 45 feet more or less along said north line of Lot 11 to the southeast corner of Lot 10 in County Clerk's Subdivision; thence northwesterly 70 feet to the northeast corner of Lot 2 in Forke's Torrens Subdivision; thence northeasterly along the extension of the northwest line of Lot 2 in Forke's Torrens Subdivision 16 feet more or less to the east right-of-way line extended of the public alley east of Milwaukee Avenue; thence northerly along the east right-of-way line of the public alley east of Milwaukee Avenue and its extension to a line 100 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line to the west bank of the Des Plaines River; thence northerly along the west bank of the Des Plaines River to the south line of Lot 3 in Owner's Subdivision, also being the south line of Shadowbend Phase I

and its extension; thence westerly to the southwest corner of Shadowbend Phase I; thence northerly 476.65 feet along the westerly line of Shadowbend Phase I; thence westerly along the western boundary of Shadowbend Phase I to the east right-of-way of Milwaukee Avenue; thence northwesterly along the easterly right-of-way line of Milwaukee Avenue 85.09 feet to the north line of Shadowbend Phase I; thence easterly along said northerly line to the southwest corner of Shadowbend Phase III; thence northerly along the western boundary of Shadowbend Phase III to the southernmost line of Shadowbend Phase II; thence westerly along said south line of Shadowbend Phase II to the easterly right-of-way line of Milwaukee Avenue; thence northwesterly along the easterly right-of-way of Milwaukee Avenue to the south right-of-way line of Strong Avenue extended easterly; thence westerly along said south right-of-way line of Strong Avenue and its extension to the east right-of-way line of First Street, being the point of beginning, all in Cook County, Illinois.

Exhibit A-2

Redevelopment Project Area Map

Crossroads (Central Business District) TIF District

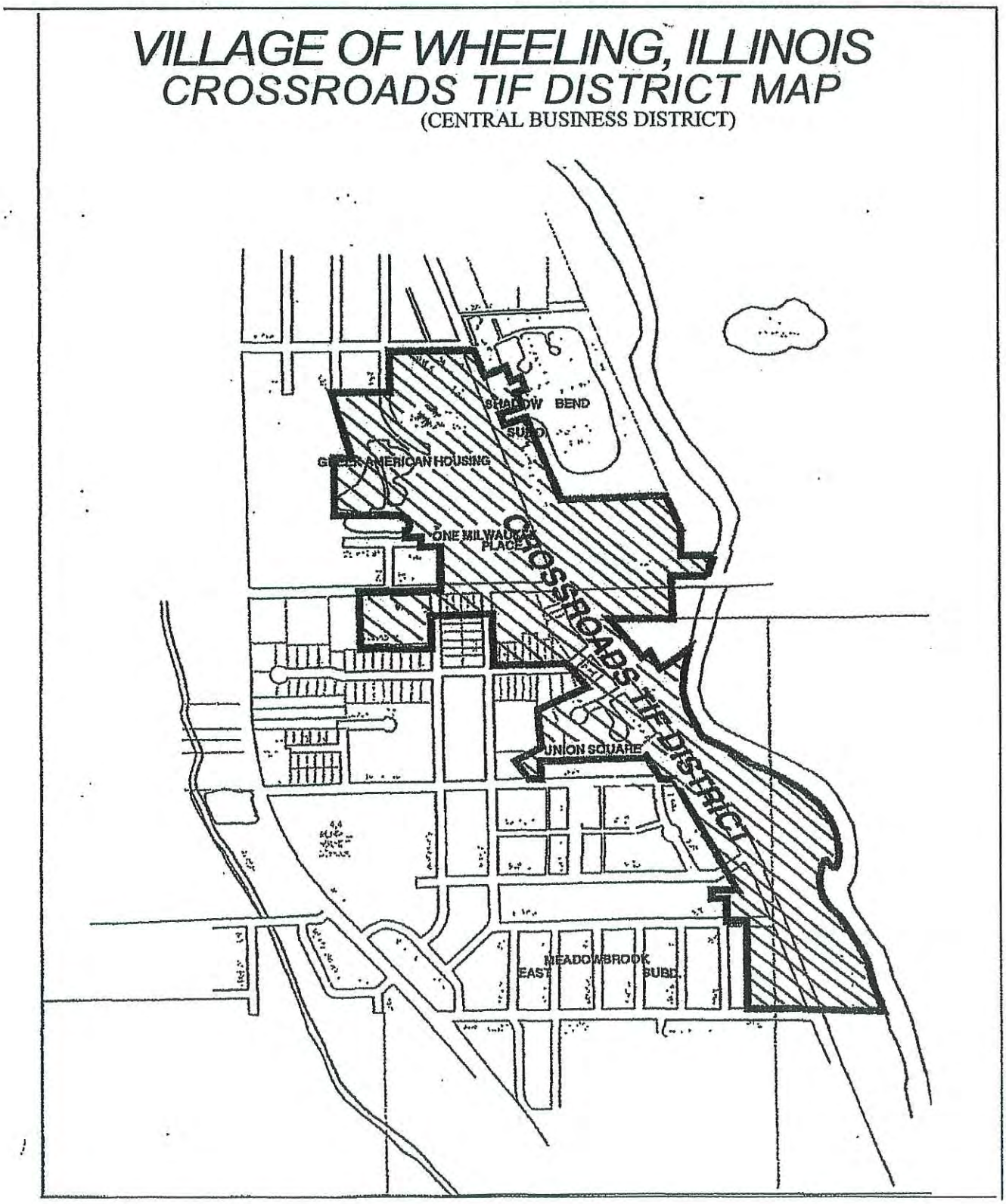
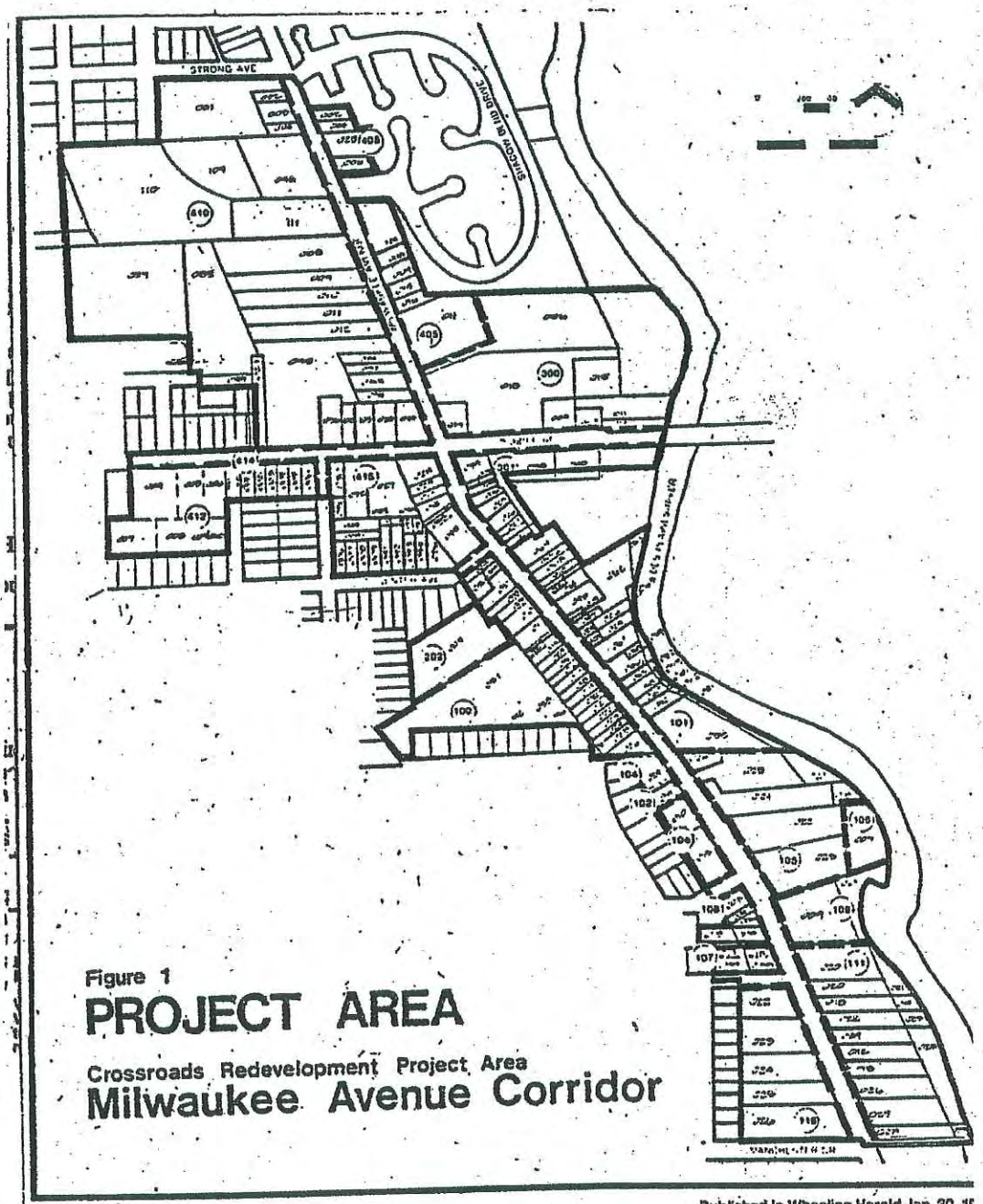


Exhibit B (Street Location)

The Crossroads Redevelopment Project Area generally includes the property along both sides of Milwaukee Avenue, from Strong Avenue on the north to Manchester Drive on the south, with extensions eastward to the Des Plaines River and westward past First Street along Dundee Road.

Exhibit C (Map)



Published In Wheeling Herald Jan. 30, 19

REDEVELOPMENT PLAN

CROSSROADS REDEVELOPMENT PROJECT AREA

Village of Wheeling, Illinois

By: Teska Associates, Inc.

November, 1984

CONTENTS

	Page
INTRODUCTION	1
REDEVELOPMENT PROJECT AREA DESCRIPTION	2
POLICY FOUNDATON	5
Milwaukee Avenue Corridor Economic Development Program Goals	5
Other Community Development Objectives and Policies	5
REDEVELOPMENT PLAN OBJECTIVES	7
Description	7
Function	7
Quality and Quantity	7
Physical Arrangement	9
Access and Circulation	9
Amenities	10
PROJECT AREA ELIGIBILITY	11
Introduction	11
Conservation Areas	11
Blighted Areas	14
Findings and Conclusions	17
REDEVELOPMENT PLAN	18
Acquisition and Clearance	18
Relocation	20
Land Disposition	20
Public Improvements	20
Estimated Project Costs	21
Sources of Funds	26
Nature and Term of Obligations to be Issued	27
Assessed Valuation	28
Payment in Lieu of Taxes	28

Page

PHASING OF REDEVELOPMENT PROGRAM..... 30

Phase One..... 33
Phase Two..... 33
Phase Three..... 34
Phase Four..... 34
Phase Five..... 35
Phase Six..... 35

PROVISIONS FOR AMENDMENT..... 37

FINDINGS OF NEED FOR TAX INCREMENT FINANCING..... 37

Project Area Not Subject to Growth..... 37
Conformance with Comprehensive Plan..... 37
Date of Completion..... 37

APPENDICES..... 38

Appendix A: Redevelopment Eligibility Survey Forms..... 39
Appendix B: Definitions of Deficiencies..... 41

LIST OF FIGURES AND TABLES

Page

Figures

1 PROJECT AREA..... 4

2 EXISTING LAND USE..... 6

3 LAND USE PLAN..... 8

4 ACQUISITION/DISPOSITION..... 19

5 PUBLIC IMPROVEMENTS..... 22

6 PROJECT PHASES..... 31

Tables

1 SUMMARY OF REDEVELOPMENT ELIGIBILITY SURVEY (Conservation)..... 13

2 SUMMARY OF REDEVELOPMENT ELIGIBILITY SURVEY (Blighting)..... 16

3 PUBLIC IMPROVEMENTS..... 23

4 ESTIMATED TOTAL PROJECT COSTS..... 25

5 SOURCES OF FUNDS..... 26

6 LATEST EQUALIZED ASSESSED VALUATION (BY BLOCK)..... 29

7 PROJECT COST SPREAD..... 32

INTRODUCTION

The Milwaukee Avenue corridor has had a significant identity for more than 150 years. The appearance and economic health of the corridor are vitally important to the Village of Wheeling. This is particularly true for the "crossroads" area around the intersection of Dundee Road and Milwaukee Avenue. The area is counted on as an important tax generator for the community. But perhaps just as importantly, the identity of the crossroads area and the Village are totally intertwined. The intersection carries heavy volumes of visitors, shoppers, workers, and residents to and through the community, constantly reinforcing the association with the Village.

Like the rest of the corridor, the crossroads area has been, and will continue to be evolutionary in nature. It includes the good and bad residuals of prior activities within its boundaries, and it is the composite of hundreds of independent investment decisions. Unfortunately, these decisions were rarely coordinated and their net effect has results that were unintended. Visual and functional conflicts abound.

Portions of the area contain significant new investments and stable existing land uses. They provide a solid foundation to build upon. However, large sections of the area are characterized by a lack of physical maintenance, excessive vacancies, tax delinquencies, obsolete platting, and a diversity of ownership. These conditions require a disproportionate expenditure of public funds, impair the marketability of property and discourage the location of viable businesses and other private investment in the area. The result is a threat to the area's sound growth and tax base.

The development of an Economic Development Strategy for Milwaukee Avenue Corridor by Robert B. Teska Associates, Inc. has shown that it is possible to make substantial improvements in the crossroads area. The Market Analysis prepared by Barton-Aschman Associates, Inc. to accompany the Teska study indicates that there are potential, but limited, market opportunities for new economic growth. It is important to stabilize the district by designating it a conservation area and taking bold steps to ensure solid reinforcement to the quality investment that already exists. Those portions of the area that are stagnant, or are rapidly deteriorating and declining, must be improved before they become contributors to widespread blight and disinvestment.

REDEVELOPMENT PROJECT AREA DESCRIPTION

The Crossroads Redevelopment Project Area generally includes the property along both sides of Milwaukee Avenue, from Strong Avenue on the north to Manchester Drive on the south, with extensions eastward to the Des Plaines River and westward past First Street along Dundee Road. The Project Area boundaries are shown in Figure One. The legal description of the Crossroads Redevelopment Project Area is as follows:

That part of Sections 2, 11 and 12 in Township 42 North, Range 11 East of the Third Principal Meridian described as follows:

Beginning at the intersection point of the south right-of-way line of Strong Avenue and the east right-of-way line of First Street; thence southerly 262.70 feet to the south line of William Zalosky's Milwaukee Avenue Addition to Wheeling; thence westerly along said south line 401.57 feet more or less to a line 619.40 feet easterly of and parallel to the centerline of Wolf Road; thence southerly along said parallel line 817.78 feet more or less to a line 400 feet south of and parallel to the north line of Lot 15 in Uptadel's Sunnyside Addition to Wheeling; thence easterly along the last described parallel line 490.0 feet to a line 1109.40 feet east of and parallel to the centerline of Wolf Road; thence southerly along the last described parallel line 117.50 feet to the north right-of-way line of Deborah Lane; thence easterly along the north right-of-way line of Deborah Lane 33.67 feet; thence southerly 82.0 feet along the easternmost right-of-way line of Deborah Lane and its extension to the northwest corner of Lot 1 in Mcdonald's Subdivision; thence easterly 211.0 feet along the north line of Lot 1 to the northeast corner of said Lot 1; thence southerly along the east line of Lot 1 to the north right-of-way line of Dundee Road; thence westerly along the north right-of-way line of Dundee Road to a line 385 feet west of and parallel to the west right-of-way of Wheeling Avenue; thence southerly along last described parallel line 305.50 feet to a line 272.50 feet south of and parallel to the centerline of Dundee Road; thence westerly along last described parallel line 77.57 feet to a line 461.88 feet west of and parallel to the west line of Wheeling Avenue; thence south along said parallel line 112.50 feet to a line 385 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line 461.88 feet more or less to the west right-of-way line of Wheeling Avenue; thence northerly along the west right-of-way line of Wheeling Avenue to a line 183 feet south of and parallel to the centerline of Dundee Road; thence easterly along the last described parallel line 424.52 feet more or less to the east right-of-way of Wille Avenue; thence southerly along the east right-of-way line of Wille Avenue to the north right-of-way line of Center Avenue; thence easterly along the north right-of-way line of Center Avenue to a line 217.0 feet southwest of and parallel to the centerline of Milwaukee Avenue; thence southeasterly along said parallel line to a point in the south-east line of Lot 12 in L. McDuffee's Subdivision; thence southwesterly 374 feet more or less to a point on the east line of Lot 22 of Wille's Addition to Wheeling 31.65 feet south of the northeast corner of said Lot 22; thence southerly along the east line of Lots 22, 23, 24, 25, 26, 27, 28 and 29 to a point on a line parallel and 33 feet north of the centerline of Highland Avenue; thence easterly 87.60 feet along the north line of Highland Avenue to the southwest corner of Lot 1 in Petan's Subdivision; thence north 134 feet along the west line of Lot 1 to the northwest corner of Lot 1; thence easterly 699.64 feet along a line 134.0 feet north of and parallel to the north line of Highland Avenue; thence southeasterly 130.20 feet along the northeast line of Lot 11 in Petan's Subdivision; thence southerly 61.55 feet along the east line and its extension of Lot 11 in Petan's Subdivision to a line parallel and 33 feet north of the south right-of-way line of Highland Avenue; thence east along said parallel line to the easterly line extended northerly of Lots 1, 2 and 3 in Ryan's Subdivision; thence southeasterly along previously described east line of Ryan's Subdivision 221.28 feet to the southeast corner of Lot 3 in Ryan's Subdivision; thence southeasterly 75.90 feet more or less to a point 158.32 feet east of the northwest corner of Lot 42 in Mors Farm Syndicate Subdivision, Unit No. 1; thence southeasterly along the east lines of Lots 42, 41, 40, 39, and 38 in Mors Farm Syndicate Unit No. 1 to the north right-of-way line of Mors Avenue; thence southerly to

the northeast corner of Lot 34 in Mors Farm Syndicate Unit No. 1; thence southeasterly along the east line of said Lot 34 to its southeast corner; thence westerly along the south line of Lot 34 and its extension west to the easterly line of Lot 1 in Kay Miller's Resubdivision of Lot 78 and parts of Lots 35, 79 and 80 and vacation of Park Avenue in Mor's Farm Syndicate Subdivision Unit No. 1, also part of Lot 12 in subdivision of Section 12-42-11; thence southerly along the east line of Lot 1 to its southeast corner; thence easterly along the north line of Lot 17 and 18 in Meadowbrook Unit No. 3 to the northeast corner of said Lot 18; thence southerly 143.0 feet along the east line of Lot 18 and its extension south to the centerline of East Jeffery Avenue; thence easterly along the center line of East Jeffery Avenue to a line 110 feet east of and parallel with the east right-of-way line of Park Avenue; thence southerly along said parallel line to the north right-of-way line of Manchester Drive; thence easterly along the north right-of-way line of Manchester Drive to the centerline of Milwaukee Avenue; thence southeasterly along the centerline of Milwaukee Avenue to the south line of the east half of the northwest 1/4 of Section 12-42-11; thence easterly along said south line to the west bank of the Des Plaines River; thence northerly and westerly along the west bank of the Des Plaines River to the northwest line and its extension of Lot 24 in County Clerk's Subdivision of parts of Sections 1-2-11 and 12-42-11; thence southwesterly along said northwest line to a point on said line 4.82 feet northeasterly of the northwest corner of Lot 24; thence northwesterly 229.39 feet more or less to the north line and its extension of Lot 11 in County Clerk's Subdivision; thence southwesterly 45 feet more or less along said north line of Lot 11 to the southeast corner of Lot 10 in County Clerk's Subdivision; thence northwesterly 70 feet to the northeast corner of Lot 2 in Forke's Torrens Subdivision; thence northeasterly along the extension of the northwest line of Lot 2 in Forke's Torrens Subdivision 16 feet more or less to the east right-of-way line extended of the public alley east of Milwaukee Avenue; thence northerly along the east right-of-way line of the public alley east of Milwaukee Avenue and its extension to a line 100 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line to the west bank of the Des Plaines River; thence northerly along the west bank of the Des Plaines River to the south line of Lot 3 in Owner's Subdivision, also being the south line of Shadowbend Phase I and its extension; thence westerly to the southwest corner of Shadowbend Phase I; thence northerly 476.65 feet along the westerly line of Shadowbend Phase I; thence westerly along the western boundary of Shadowbend Phase I to the east right-of-way of Milwaukee Avenue; thence northwesterly along the easterly right-of-way line of Milwaukee Avenue 85.09 feet to the north line of Shadowbend Phase I; thence easterly along said northerly line to the southwest corner of Shadowbend Phase III; thence northerly along the western boundary of Shadowbend Phase III to the southernmost line of Shadowbend Phase II; thence westerly along said south line of Shadowbend Phase II to the easterly right-of-way line of Milwaukee Avenue; thence northwesterly along the easterly right-of-way of Milwaukee Avenue to the south right-of-way line of Strong Avenue extended easterly; thence westerly along said south right-of-way line of Strong Avenue and its extension to the east right-of-way line of First Street, being the point of beginning.

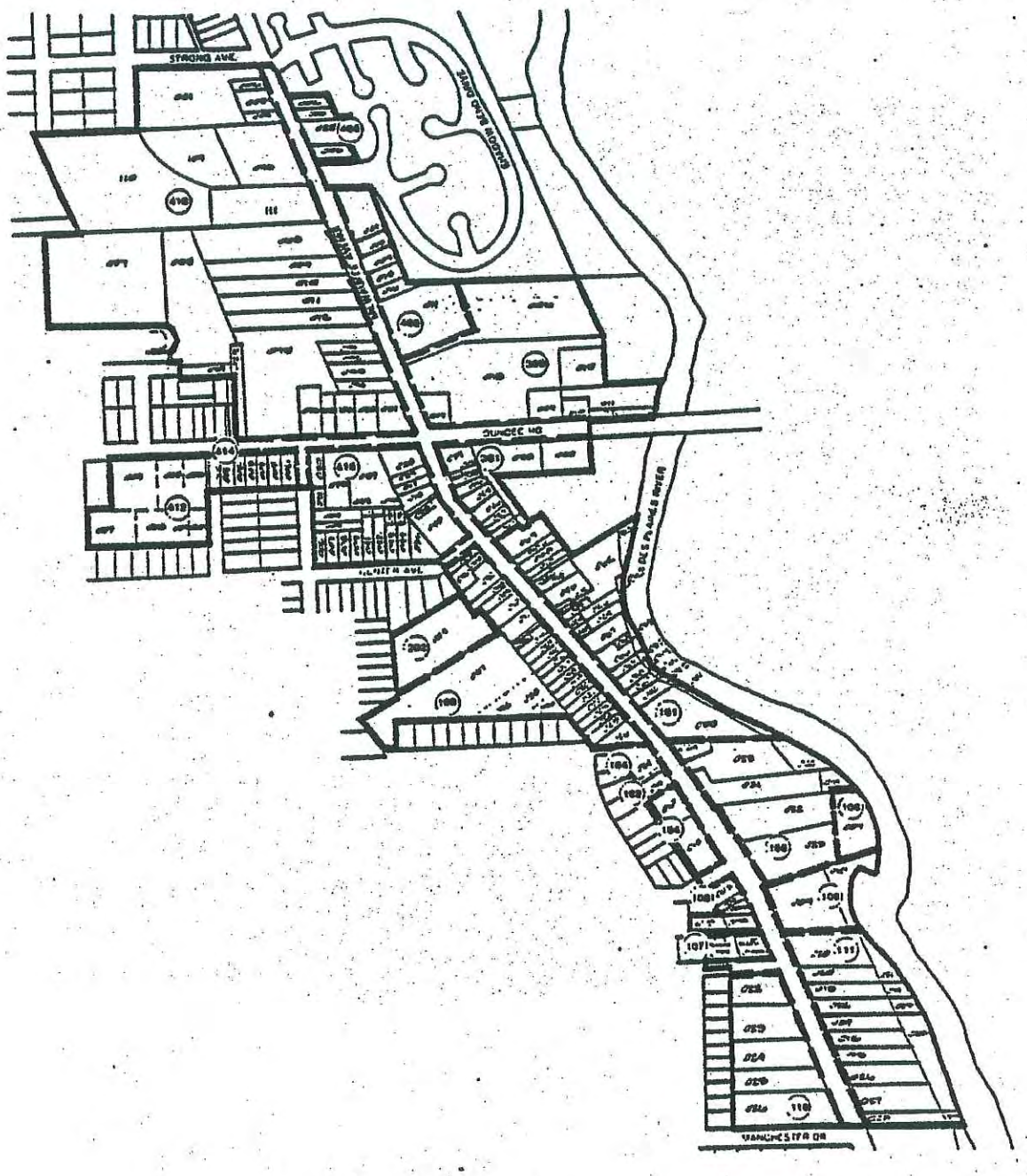


Figure 1

PROJECT AREA

Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

POLICY FOUNDATION

Milwaukee Avenue Corridor Economic Development Program Goals

The purposes of the overall Milwaukee Avenue Corridor Economic Development Program pursuant to the Real Property Tax Increment Allocation Redevelopment Act of 1977, (hereinafter referred to as the "Act") are to:

1. Eliminate or mitigate deteriorated or blighted conditions within the project area;

2. Enhance the marketability of vacant and underutilized properties and encourage private investment to strengthen the community's economy and tax base;

3. Improve existing, substandard public facilities and utilities within the project area;

4. Enhance the overall quality of the Village of Wheeling and the welfare of its residents.

Other Community Development Objectives and Policies

The above purposes are consistent with and are pursuant to implementation of general community development objectives and policies contained in previous plans adopted by the Village of Wheeling. These plans include: General Development Plan, 1965; The Wheeling Commercial District: A Plan for Improvement, 1977; and Design and Improvement Plan for the Business District, 1978. Pertinent objectives and policies include the following:

1. Enhance merchandising in the Village's business districts.

2. Enhance the appearance of the Milwaukee Avenue Corridor.

3. Focus upon a "Core Area" radiating some 1,300 feet from the intersection of Milwaukee Avenue and Dundee Road to provide a commercial center which is reasonably compact.

4. Develop a secondary system of vehicular and pedestrian access which provides for interconnection of development within the "Core Area".

5. Encourage appropriate development outside the "Core Area" which complements and supplements activity in the "Core Area", along with visual treatment which continues and complements the overall visual image.

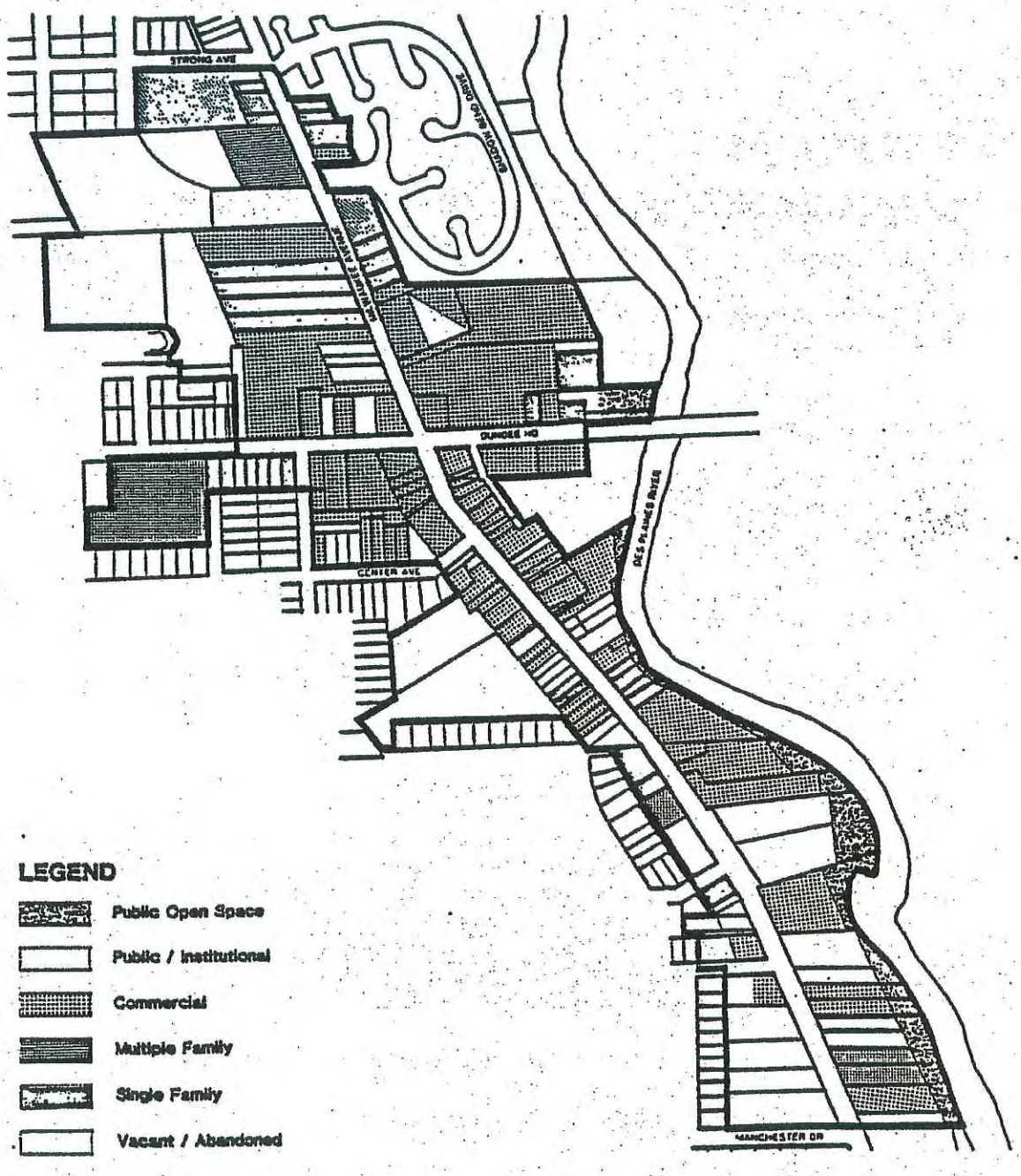


Figure 2

EXISTING LAND USE

Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

REDEVELOPMENT PLAN OBJECTIVES

Pursuant to the goals of the Economic Development Program for the Milwaukee Avenue Corridor and established policies of the Village the land use plan for the Crossroads Redevelopment Project Area is shown in Figure Three. The following objectives will guide redevelopment.

Description: The Crossroads Redevelopment Project Area lies along Milwaukee Avenue, between Strong Avenue on the north and Manchester Drive on the south. Much of the land northwest of the intersection of Milwaukee Avenue and Dundee Road is being planned as large coordinated projects. The Project Area is characterized by a number of quality restaurants, located on either side of Milwaukee Avenue, which serve as anchors for commercial activity along the corridor. There are several vacant parcels, most of which lie south of Dundee Road, that have considerable potential for development. The northern end of the Project Area, at Strong Avenue, is firmly anchored by the Holy Family Ambulatory Care Center and the Cook County senior citizen housing facility.

Function: The proposed functions to be achieved within the Crossroads Redevelopment Project Area are:

1. Strengthening the community's tax base by reinforcing existing stable businesses and recruiting new businesses to re-establish the Project Area as a regional center.

2. Upgrading the overall appearance of the Milwaukee Avenue corridor as a major front door to the community.

3. Enhancing the continuity and visual organization of the corridor by encouraging the infill of vacant and underutilized properties with quality development.

4. Reinforcing the dual transportation role of the corridor by improving the convenience of circulation and access to local businesses and by streamlining the flow of through traffic.

5. Encouraging aesthetic improvements and convenient public access to the Des Plaines River.

Quality and Quantity: Based upon a carrying capacity analysis, the following amounts of new development can be anticipated to occur within the Crossroads Redevelopment Project Area:

New Construction	671,526 sq. ft.
Remodeling	32,120 sq. ft.
Additions	46,400 sq. ft.
TOTAL	750,046 sq. ft.

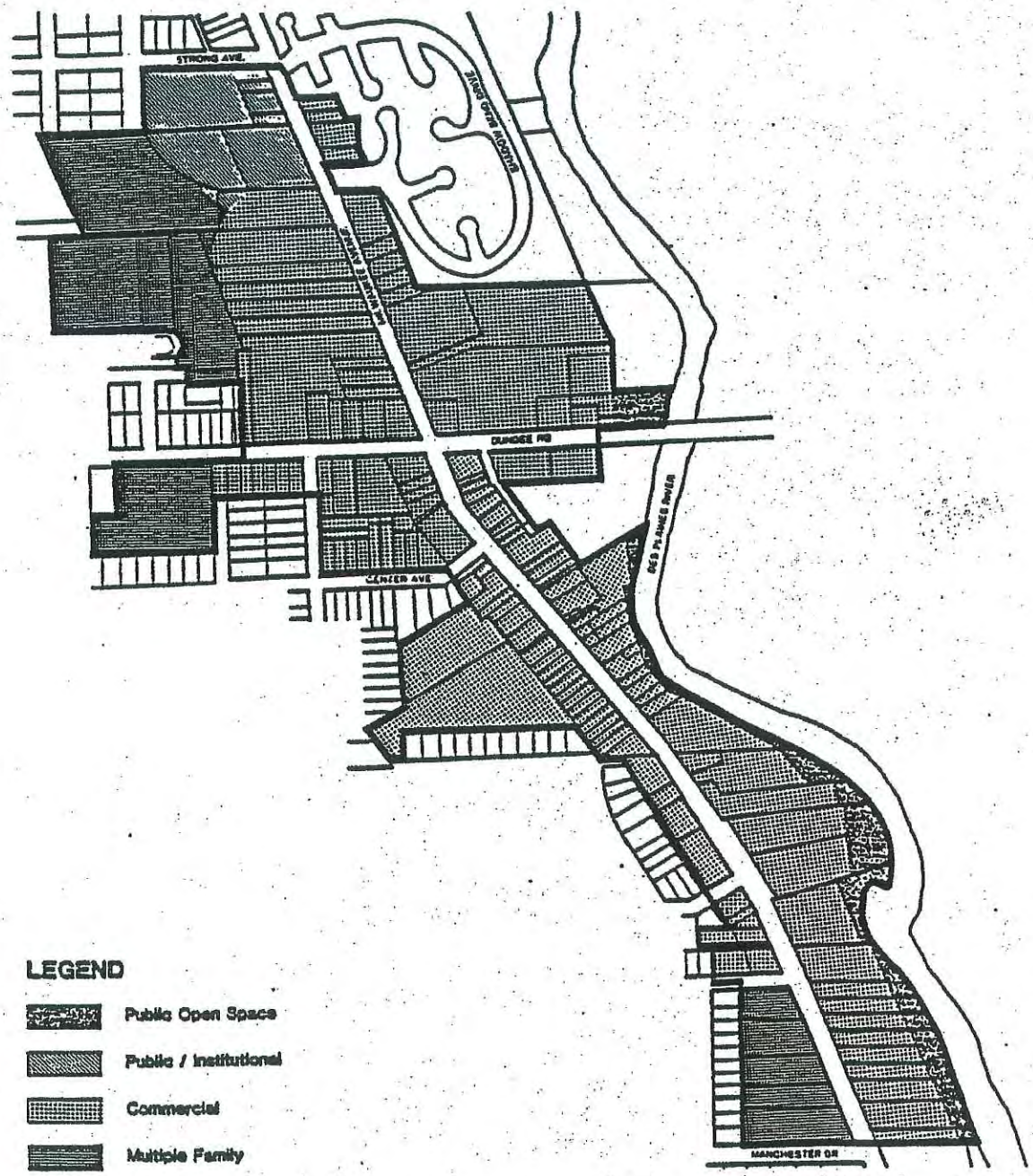


Figure 3

LAND USE PLAN

Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

This construction, including related site improvements, will have an estimated value of approximately $65,000,000.00 (in 1984 dollars). Such development is to be encouraged with a quality of design respectful of the scale and appearance criteria developed for the Milwaukee Avenue corridor.

Physical Arrangement: The following objectives guide the location of and relationships between buildings, land uses and supporting facilities:

1. A clear pattern of land uses should be established to minimize the random impacts of the current arrangement.

2. New and existing commercial buildings should be arranged in coordinated clusters to enhance their regional influence and to encourage pedestrian interaction between them.

3. Sensitive site planning principles should be followed to integrate the mix of older buildings close to the roadway with newer buildings that contain parking setbacks.

4. Building mass and height should be generally compatible with existing structures and topography. Taller buildings should be limited to strategic locations where they will lend to an organized urban form and the extra permitted height will be an incentive for proper development.

5. Where possible, buildings on the east side of Milwaukee Avenue should be located to take advantage of their proximity to the Des Plaines River and to enhance public views and access to the river.

6. Buildings with historic significance lend a sense of traditional continuity to the pattern of development along the corridor. Where appropriate such structures should be retained and enhanced, perhaps through adaptive reuse or even relocation.

Access and Circulation: Access and circulation improvements should be provided in accordance with the following objectives:

1. New developments should contain a continuity of circulation to service their sites with a minimum of interruptions of traffic along Milwaukee Avenue.

2. Where possible, adjacent property owners should develop shared curb cuts, common internal circulation routes, common loading and disposal areas, and an integrated pedestrian system.

3. At appropriate locations the Village should consider the construction of municipal parking facilities to be shared by adjacent uses.

4. A uniform system of graphic identification for parking should be established.

5. An overall pedestrian and bicycle network should be established.

Amenities: The Village has initiated several recent programs to enhance the attractiveness of the Milwaukee Avenue corridor. These programs, including the new sign ordinance and appearance review procedure, should be continued and strengthened. In addition, the following objectives should be met to improve the ambience of the Crossroads Redevelopment Project Area:

1. The overall image of the corridor needs to be "softened" with landscaping to reduce the impact of pavement, buildings close to the roadway, and uncoordinated development. This softening should extend the context of the adjacent river and forest preserve district.

2. New developments should make use of traditional materials (brick, wood, mullioned windows, etc.) to give a sense of scale and quality. Although not always appropriate for the major materials on large-scaled projects, these items can be used for detailing to provide a link to smaller-scaled projects and older buildings.

3. A theme should be established for common elements along the corridor (such as lighting, directional graphics, identification features, etc.). This theme should be a general design theme, not a period or locational theme (like Williamsburg or Polynesian). An identity logo may be appropriate.

4. Wherever possible, overhead utilities should be relocated underground.

5. Special entry gateways should be established at appropriate locations along the corridor. Such gateway features should be carefully related to the scale and traffic speed of their locations.

6. Attention should be given to night lighting throughout the area for special effects as well as public safety.

7. The public open space adjacent to the Des Plaines River should be designed and landscaped as a visual focal point for the area.

PROJECT AREA ELIGIBILITY

Introduction

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

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

> "An area designated by the municipality, which is not less in the aggregate than 1-1/2 acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as a blighted area or a conservations area, or a combination of both blighted and conservation areas."

To determine eligibility, therefore, the consultant has conducted field and office surveys of the Project Area utilizing the survey forms found in Appendix A of this Report. The total survey results are on file in the Village offices. The most germane aspects are summarized as follows:

Conservation Areas

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

> "...any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of 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; 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..."

The status of the Crossroads Redevelopment Project Area with respect to the factors is as follows:

Age of Structure
Forty-seven of the 93 buildings in the area, or 50.5 percent, exceed 35 years in age.

Deterioration and Dilapidation
Sixty-one buildings, or 65.6 percent, exhibit minor or major exterior deterioration; no buildings were found to be dilapidated.

Obsolescence
Fifty-eight buildings were determined to be obsolete because their use and type of construction is no longer suitable or financially viable in this location. This is 62.4 percent of the total.

Illegal Use of Individual Structures
No illegal uses were identified. However, numerous pre-existing legally non-conforming uses are located throughout the area.

Presence of Structures below Minimum Code Standards
No buildings were determined to be below minimum code standards based on an exterior survey; however, possible interior violations of applicable codes were not identifiable from exterior survey.

Abandonment
Six buildings have been found to have been abandoned or left vacant for a considerable period of time.

Excessive Vacancies
Forty-six parcels without buildings are presently vacant. An additional 5 buildings are currently vacant.

Overcrowding of Structures and Community Facilities
Thirty-four buildings, or 36.6 percent, were determined to be overcrowded.

Lack of Ventilation, Light or Sanitary Facilities
Interior building inspections have not been conducted to determine the exact extent of these deficiences, but some principal buildings in the project area are not connected to the municipal water and sewer systems.

Inadequate Utilities
Major public utilities were found to be adequate throughout the study area.

Table One
SUMMARY OF REDEVELOPMENT ELIGIBILITY SURVEY
Crossroads Redevelopment Project Area, Wheeling, Illinois

Deficiencies Contributing to "Conservation" Eligibility	Block Identification																			Area Total
	100	101	102	104	105	106	107	108	109	111	116	202	300	301	405	410	412	414	415	
Total No. of Structures	12	7	1	5	4	--	1	2	1	8	1	--	6	4	9	15	6	6	5	93
Age, 50% or more	X	X	X					X	X				X	X	X			X		
Structures, 35+ yrs. old	8	4	1	1	--	--	--	2	1	2	--	--	4	3	9	6	--	5	1	47
Deterioration	8	11	1	5	1	--	--	1	--	5	1	--	4	--	7	7	6	--	4	61
Dilapidation	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Obsolescence	7	5	1	4	2	--	--	1	1	6	--	--	5	2	7	8	--	5	4	58
Illegal Use	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Structs. below Min. Code	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Excessive Vac. or Aband.	10	8	--	4	2	6	2	4	1	4	5	1	2	--	--	8	--	--	--	57
Overcrowding Struct. & Fac.	5	3	--	4	1	--	--	1	1	2	--	--	--	4	--	4	6	--	3	34
Lack of Ven., Lt., San. Fac.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Inadequate Utilities	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Depreciation Phy. Maint.	8	11	1	5	1	--	--	1	--	5	1	--	5	--	7	7	6	6	4	68
Excessive Land. Cov.	5	1	--	--	1	--	--	1	1	3	--	--	--	4	--	3	--	--	4	23
Deleterious Land Use	9	3	1	4	2	--	1	1	1	5	--	--	5	4	7	9	--	6	5	63
Lack of Comm. Planning	X	X		X	X			X	X	X	X		X	X	X	X		X	X	

Legend: 3 Number of structures exhibiting a characteristic
X Deficiency exists within the block
-- No deficiency exists within the block

Excessive Land Coverage
Excessive land coverage was found on 23 lots containing primary structures. This is 30.3 percent of the total.

Deleterious Land Use or Layout
The original layout of parcels which persists to this day is a deterrent to the assembly of appropriate sites for contemporary development. Sixty-three parcels have been determined to be deleterious in their layout or use of land. This is 67.7 percent of the total parcels containing primary structures.

Depreciation of Physical Maintenance
Sixty-eight buildings, or 73.1 percent, show depreciation of physical maintenance. Such problems depreciate the value of sound nearby properties.

Lack of Community Planning
While the Village has maintained a planning program for the Milwaukee Avenue Corridor over the last two decades, a large number of the properties in the area have layouts and uses of land which do not conform to adopted plans nor the Village Zoning Ordinance.

Blighted Areas

The Illinois Revised Statutes Section 11-74.4-3 also defines "blighted area" as:

> "...any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, 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 2 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."

In addition to the deficiences outlined in the previous section, the following blighting deficiencies also apply to the Crossroads Redevelopment Project Area:

Obsolete Platting of Vacant Land
This deficiency is evident on 89 parcels, or 56.7 percent of the project area.

Diversity of Ownership
A precise measure of this factor was not conducted. Such measurement is difficult without prohibitively expensive title work, and then, Illinois land trust provisions make determination of actual ownership difficult.

Tax and Special Assessment Delinquencies
Six parcels in the project area show tax delinquencies (as of July 1984), which impair the sound growth of the local taxing bodies.

Deterioration of Structures Adjacent to Vacant Land
There are seven instances in the project area of this condition.

Area Was Qualified Blighted Before Becoming Vacant
Because a blight determination had not been made on any portion of the project area prior to the current survey, this criteria does not apply.

Table Two
SUMMARY OF REDEVELOPMENT ELIGIBILITY SURVEY
Crossroads Redevelopment Project Area, Wheeling, Illinois

Deficiencies Contributing to "Blighting" Eligibility	Block Identification																		
	100	101	102	104	105	106	107	108	109	111	116	202	300	301	405	410	412	414	415
Obsolete Platting of Vacant Land	X	X	--	--	--	X	X	--	X	--	--	X	--	--	--	X	--	X	--
Diversity of Ownership	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS
Tax and Special Assessment Delinquencies	X	X	--	--	--	--	--	--	--	X	--	--	X	--	--	X	--	--	X
Deterioration of Structures or Site Improvement in areas Adjacent to Vacant Land	X	X	--	--	--	X	--	X	--	X	X	--	--	--	--	X	--	--	--
The Area Immediately Prior to Becoming Vacant Qualified as a Blighted Improved Area.	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	NS

Legend: X Deficiency exists within the block
-- No deficiency exists within the block
NS Not surveyed

Conclusions

The survey results indicate that the Crossroads Redevelopment Project Area qualifies as both a "conservation area" and a "blighted area" according to the Statutory criteria for such classifications. A majority of the properties in the project area have deficiencies according to six of the relevant criteria. Those criteria include: Age of Structure (50.5%), Deterioration and Dilapidation (65.6%), Obsolescence (62.4%), Deleterious Land Use or Layout (67.7%), Depreciation of Physical Maintenance (75.1%) and Obsolete Platting of Land (55.6%). In addition, the overall vacancy rate (42.1%) in the Project Area clearly meets the criteria for "Excessive Vacancies".

There are also significant occurrences of other deficiencies that relate to additional Statutory criteria. These include such items as abandoned buildings, tax delinquencies, and overcrowding of structures and community facilities. A review of Tables One and Two reveals that the distribution of properties with deficiencies is widespread throughout the Project Area. A serious degree of detrimental factors is found in all but two small blocks. Those two blocks (106 and 107) are essentially surrounded by the rest of the Project Area and they contain some deficient elements. They are judged to be an integral part of the project area and their inclusion is necessary for the most beneficial overall redevelopment planning.

Thus, in terms of the level of deficiencies, as well as the distribution of deficiencies, the Crossroads Redevelopment Project Area is clearly eligible for utilization of the provisions of the Act.

REDEVELOPMENT PLAN

Pursuant to the foregoing objectives, the Village of Wheeling will implement a coordinated program of actions to upgrade the overall quality and economic vitality of the Project Area. The primary thrust of these actions will be to facilitate the assembly of land into sites of sufficient size and configuration to permit modern commercial development in a manner that reinforces the entire Project Area. The necessary actions will include, but not be limited to, land acquisition and clearance, relocation of existing businesses, disposition of sites for development, and construction of public improvements.

Acquisition and Clearance

Property currently proposed for possible acquisition as a part of the program is identified in Figure Four. In all cases the first priority will be to handle property acquisition through normal private market mechanisms. Where such efforts fail property may be acquired by the Village of Wheeling and cleared of all improvements and either:

1. sold or leased for private redevelopment; or

2. sold, leased, or dedicated for construction of public improvements or facilities;

all in a manner and at such price as the Village determines is reasonably necessary to achieve the objectives of the Redevelopment Plan.

Individual properties may be exempted from acquisition if they are located so as not to interfere with the implementation of the objectives of the Redevelopment Program, or the projects implemented pursuant to the plan, and the owner(s) agree to rehabilitate or redevelop their property, if necessary, in accordance with the objectives of the plan as determined by the Village of Wheeling. The Village may determine that to meet the objectives of the Redevelopment Plan other properties in the project area not scheduled for acquisition should be acquired, or certain property currently listed for acquisition should not be acquired.

Clearance and demolition activities will, to the greatest extent possible, be timed to coincide with 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.

The Village may devote property which it has acquired to temporary uses prior to such time as property is needed for redevelopment. Such uses may include, but are not limited to, project office facilities,

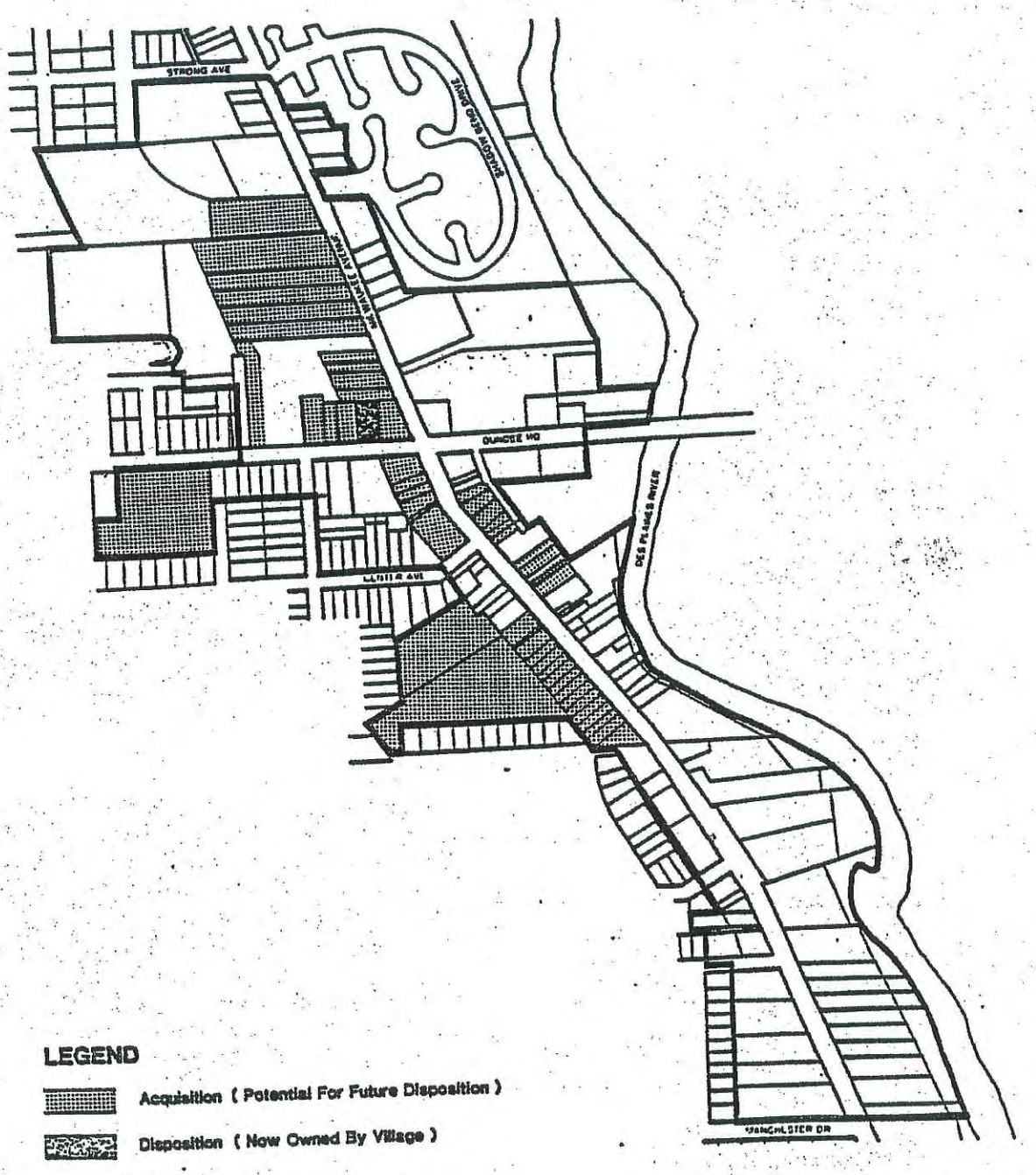


Figure 4

ACQUISITION / DISPOSITION

Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

parking temporary relocation, or other uses the Village may deem appropriate. Any net revenue derived from such temporary uses shall accrue to the Redevelopment Program.

Relocation

In order to facilitate the acquisition of certain parcels within the Project Area, it may be necessary for the Village to incur specialized relocation costs. These costs could be incurred in the relocation of unique or highly specialized facilities. These costs would be of the form of relocation advisory or financial assistance as determined by the Village Board.

Land Disposition

Certain properties acquired by the Village and certain properties presently owned by the Village (e.g. vacant lots, alley rights-of-way and public facilities) may be assembled into appropriate redevelopment sites. These properties may be sold or leased by the Village to other public bodies or to private developers in whole or in part to achieve Redevelopment Program objectives.

Terms of conveyance shall be incorporated into appropriate disposition agreements, and may include more specific restrictions than contained in the Redevelopment Plan or in other municipal codes and ordinances governing the use of land. No conveyance, lease, mortgage, disposition of land or other property, or agreement relating to the development of the property will be made except upon the adoption of an ordinance by the Village. Furthermore, no conveyance, lease, mortgage, or other disposition of land or agreement relating to the development of property shall be made without providing reasonable opportunity for the submission of alternative proposals or bids. The Village may, in the future, amend this Disposition Program.

Public Improvements

The Village of Wheeling will provide improvements in the Project Area to enhance the Milwaukee Avenue Corridor as a whole, to support the Redevelopment Plan and to serve the needs of Wheeling residents. Appropriate public improvements may include, but are not limited to:

- vacation, removal, resurfacing, widening, reconstruction, and other improvements to streets, alleys, pedestrianways, and pathways;

- development of parks, playground, open spaces and plazas for public leisure and recreation;

- construction of off-street public parking facilities;

- improvement of public utilities; including relocation underground of certain overhead electric and telephone utility lines;

- development of public buildings;

- beautification, lighting and signage of public properties;

- maintenance of conservation rights in privately owned properties;

- demolition of obsolete structures;

- grant supplements to private property owners for public benefits.

Recommended public improvements are shown in Figure Five and Table Three. The Village may determine at a later date that certain listed improvements are no longer needed or appropriate and may remove them from the list, or may add new improvements to the list which are within the overall budget parameters of the Redevelopment Plan.

Estimated Project Costs

The Redevelopment Plan required under the Act for tax increment financing must include a delineation of estimated "redevelopment project costs". Redevelopment project costs mean and include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to a redevelopment plan and a redevelopment project. Such costs may include, without limitation, the following:

1. Costs of studies and surveys, plans, and specifications, professional service costs including, but not limited to, architectural, engineering, legal, marketing, financial, planning and special services.

2. 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.

3. Costs of rehabilitation, reconstruction or repair or remodeling of existing building and fixtures.

4. Costs of the construction of public works or improvements.

5. 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

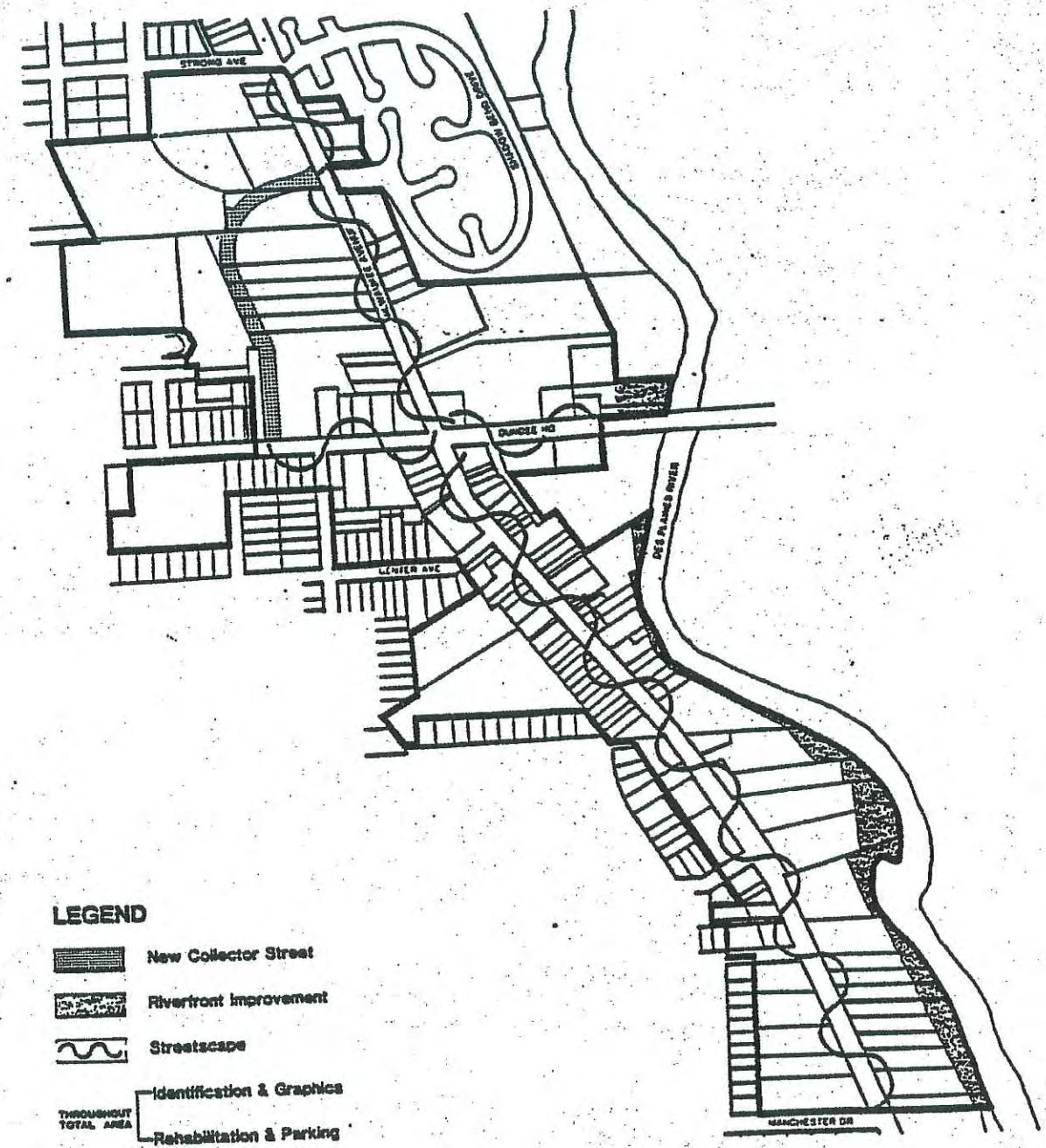


Figure 5

PUBLIC IMPROVEMENTS

Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

Table Three
PUBLIC IMPROVEMENTS

STREETS	A new Collector Street will be established in the Northwest Quadrant of the Project Area, linking Milwaukee Avenue to Dundee Road. This street will be located in general conformance with the alignment shown in the Design and Improvement Plan for the Business District (1978) and will include a connecting stub to First Street.
DUNDEE ROAD STREETSCAPE	This project will include improvements along Dundee Road throughout the Project Area in general accordance with the designs shown in the Design and Improvement Plan for the Business District (1978). Planned are sidewalk improvements, pedestrian lighting, landscaping, planted street medians, and small vest pocket parks at key intersections.
MILWAUKEE AVE STREETSCAPE	This project will include improvements along Milwaukee Avenue throughout the Project Area in general in accordance with the designs shown in the Design and Improvement Plan for the Business District (1978). The most intense improvements are planned to be located between the new Collector Street on the north and a point about three hundred (300) feet south of Center Avenue. Included in this area are to be sidewalk improvements, pedestrian lighting, landscaping, planted street medians, and park treatment at the Milwaukee Avenue and Dundee Road intersection. For the portions of Milwaukee Avenue in the Project Area that are located outside of the intense improvement district, street trees are planned to be planted for an overall landscaping upgrading.
RIVERFRONT IMPROVEMENTS	A trail system with periodic overlooks is planned for the western bank of the Des Plaines River on property owned by the Cook County Forest Preserve District. Appropriate signage will be included as part of the system.
PARKING IMPROVEMENTS	A program to upgrade the appearance and quantity of the off-street parking facilities throughout the Project Area is planned. Appropriate design guidelines will be developed and a funding program contingent upon matching private investment will be developed.
IDENTIFICATION & GRAPHICS	A unified graphic identification system for the Project Area will be developed. Appropriate signage will be erected in strategic locations in the area to reinforce the new identity.

any redevelopment project for which such obligations are issued and for not exceeding 18 months hereafter and including reasonable reserves related thereto.

6 All or a portion of a taxing district's capital costs resulting from a redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan, to the extent the Village by written agreement accepts and approves such costs.

7. Relocation costs to the extent that the Village y determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law.

8. Payment in lieu of taxes.

Estimated project costs for the Crossroads Redevelopment Project Area are listed in Table Four. These costs are based in 1984 dollars.

In addition to the costs described in Table Four, the Village may capitalize interest on the obligations issued for the purpose of paying redevelopment costs. It is estimated that capitalized interest will not exceed ($1,000,000) per bond issue.

In the event the Village issues obligations under the Act or pursuant to its home rule powers, the proceeds of which are used to pay redevelopment project costs:

1. In any year during which said obligations are outstanding and funds in the tax increment fund are insufficient to pay principal and interest when due, the Village shall make payment in accordance with the terms of the obligations and any such payments made by the Village may be deemed by the Village to be an interest free loan to the tax increment fund to pay redevelopment costs, to be repaid from the tax increment fund from subsequent available tax increment revenues from improved taxable lots, blocks, tracts or parcels or real property prior to the creation of any surplus funds.

2. In any year during which said obligations are outstanding and funds in the tax increment fund are sufficient to pay the next due principal and interest, but it is anticipated that in subsequent years funds in the fund may be inadequate to make current payments of principal and interest, the Village may create such reserves from the funds as it may deem appropriate. Amounts in any such reserve shall only be to enable the fund to make future payment of principal and interest under said obligations and shall not be deemed to be surplus funds. Real estate tax increment revenues

Table Four
ESTIMATED TOTAL PROJECT COSTS

New Collector Street	$ 816,375.00
Dundee Road Streetscape	281,120.00
Milwaukee Avenue Streetscape	311,285.00
Riverfront Improvements	185,000.00
Rehabilitation and Parking Loan Fund	429,900.00
Identification and Graphics	48,000.00
Redevelopment Site Acquisition	3,323,400.00
Demolition	78,375.00
Relocation	190,000.00
Program Administration	120,040.00
TOTAL	$5,783,495.00

which constitute funds in the special tax increment fund for the purpose of this paragraph include only tax increment revenues from improved taxable lots, blocks, tracts or parcels of real property.

Source of Funds

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

- Tax increment revenues from the Project Area;
- Sale or lease of land and buildings to be redeveloped;
- The Village's general revenue fund;
- Municipal sales taxes generated within the Project Area;
- A special service district tax;
- Motor fuel taxes;
- Interest earned on temporary investments;
- Gifts, grants and contributions

Table Five summarizes the currently anticipated revenues from each source.

Table Five
SOURCES OF FUNDS

Sale or Lease of Land to be Redeveloped	$ 385,000.00
Interest Earned on Temporary Investments	700,000.00
Tax Increments	6,148,590.00
U.S. Community Development Block Grant	100,000.00
TOTAL	$7,333,590.00

There may be other local sources of revenue that the Village determines are appropriate to allocate to the payment of redevelopment project costs. The Village will also explore the availability of other funds from state and federal programs to assist in financing the project costs.

In the event that adequate funds are not available from the aforementioned sources, the Village may use its general funds and utilize its taxing power to sustain the projects and repay obligations issued in connection therewith, to be reimbursed, if possible, from tax increment financing.

Nature and Term of Obligations to be Issued

The Village may utilize a number of financing methods to implement this plan. One source of funding may be the use of tax increment revenue obligations issued pursuant to the Act for a term not to exceed 20 years. In this event, the interest rate will conform to Statutory limitations, if any.

Another source of funding the Village may utilize is general obligation bonds, issued under their home rule powers. Tax increment revenue would be the primary source of revenue anticipated to retire these bonds.

All obligations are to be covered after issuance by projected anc actual tax increment revenues and by such debt service reserves anc sinking funds as may be provided by ordinance. Revenues not requirec for the retirement of obligations providing for reserves, sinkin funds and redevelopment project costs may be declared surplus an become available for distribution annually to the taxing districts i the redevelopment area in the manner provided by Statute.

One or more issues of obligations may be sold at one or more times i order to implement this plan and as it may be amended in the future.

The Village may by ordinance, in addition to obligations secured b the special tax allocation fund, pledge for a period not greater tha the term of the obligations any part or any combination of th following:

1. Net revenues of all or part of any redevelopment project.

2. Taxes levied and collected on any or all property in t municipality.

3. The full faith an credit of the municipality.

4. A mortgage on part or all of the redevelopment project.

5. Any other taxes or anticipated receipts that the municipality m lawfully pledge.

If such obligations are secured by the full faith and credit of the Village, the ordinance authorizing the obligations may provide for the levy and collection of a direct annual tax upon all taxable property within the Village 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 Village, which levy, however, shall be abated to the extent that monies from other sources are available for payment of the obligations and the village certifies the amount of said monies available to the county clerk.

Assessed Valuation

Table Six lists the latest equalized assessed valuations of properties in the Crossroads Redevelopment Project Area by block. The total equalized assessed valuation for the Project Area is $13,940,545.00.

Upon completion of the anticipated private development, and assuming a constant assessment ratio of 33 percent of market value (as adjusted by various applicable multipliers), it is estimated that the equalized assessed valuation of real property within the Crossroads Redevelopment Project Area will be $64,401,015.00, in 1984 dollars.

Payment in Lieu of Taxes

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

Table Six
LATEST EQUALIZED ASSESSED VALUATION (BY BLOCK)

Block Number	Equalized Assessed Valuation
100	$ 585,404.30
101	950,572.43
102	18,344.82
104	286,982.29
105	992,847.87
106	0.00
107	76,592.65
108	52,906.98
109	307,969.57
111	940,390.30
116	120,239.46
202	63,769.99
300	3,021,623.40
301	897,576.72
405	712,340.56
410	2,464,626.40
412	1,012,396.30
414	166,060.04
415	1,269,900.70
Total:	$13,940,544.78

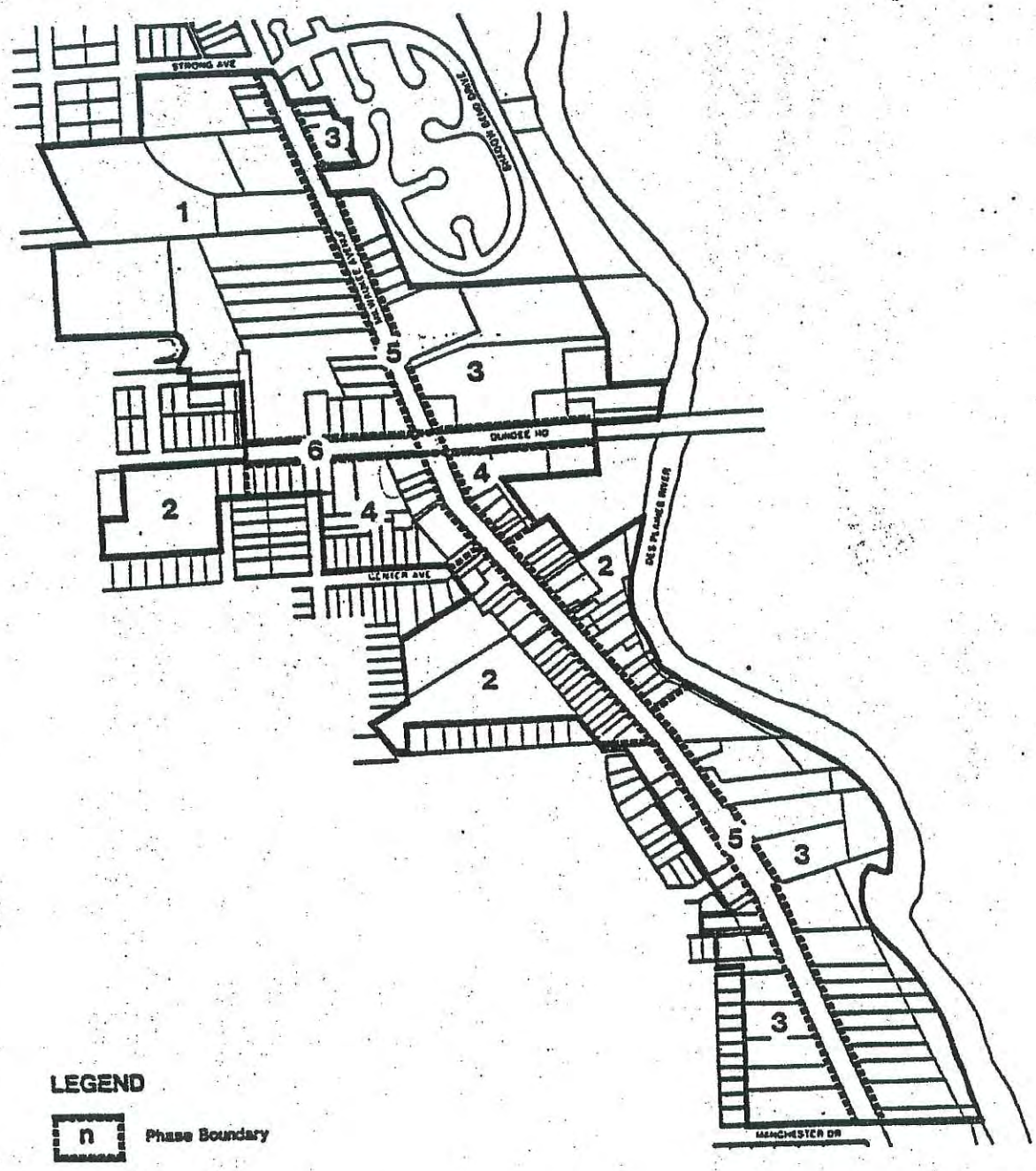
PHASING OF REDEVELOPMENT PLAN

All projects identified in the Redevelopment Program have been determined to be high priority for the elimination of blighting influences and the stimulation of economic vitality in the Redevelopment Project Area. Nonetheless, to establish the relative importance between the projects and their geographic locations a series of program phases have been defined. This type of phased implementation strategy will also allow a maximized program efficiency by taking advantage of previous and current redevelopment actions.

The basic thrust of the implementation strategy is to first reinforce the "Core Area" around the intersection of Dundee Road and Milwaukee Avenue. Consistent with the Village's long standing policies, this reinforcement is judged important to the re-establishment of the "regional draw" of the Project Area. As the "Core Area" is strengthened, redevelopment resources will then be concentrated in an ever-expanding radius outward from that area.

The project costs shown in Table 4 and later in Table 7 are budgeted amounts only, based upon the best available estimates at the time of the adoption of the Redevelopment Program. As alternative proposals from private developers are entertained by the Village, the budget estimates may have to be revised. If inadequate private development interest materializes it will be impossible to complete the total Redevelopment Program. Because the program is to be implemented on a phased basis the Village will not incur bonded indebtedness for implementation when in their judgement there will be inadequate project revenues available to cover such obligations.

In the normal course of events it is anticipated that each phase will be undertaken in its sequential order and all phases will be initiated within the first five (5) to six (6) years of the program. However, two important factors will affect program implementation. The Village places highest priority on projects that leverage private investment. Second priority is placed on projects that can avail themselves of otherwise untapped sources of governmental or institutional money in a manner that will result in a net positive benefit to the whole community. The creation of redevelopment opportunities that contain a healthy influence from one or both of these factors may shift project phasing. The Village reserves the right to make such shifts to take advantage of additional investment dollars if the resulting projects are within the purpose and objectives of the Redevelopment Program. The maximum time period for the completion of the Redevelopment Program and retirement of obligations incurred to finance redevelopment project costs will be twenty-three (23) years.



LEGEND

n Phase Boundary

Figure 6

PROJECT PHASES

Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

Table Seven
PROJECT COST SPREAD

PROJECT	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Total
Collector Street	$816,375.00						$816,375.00
Dundee Road Streetscape						$281,120.00	$281,120.00
Milwaukee Road Streetscape					$311,285.00		$311,285.00
Riverfront Improvements		$46,250.00	$138,750.00				$185,000.00
Rehab and Parking Fund	$30,000.00	$233,300.00	$113,300.00	$53,300.00			$429,900.00
Identification and Graphics	$18,000.00	$10,000.00	$10,000.00	$10,000.00			$48,000.00
Site Acquisition	$1,849,300.00	$1,108,515.00		$365,585.00			$3,323,400.00
Demolition	$22,000.00	$22,185.00		$34,190.00			$78,375.00
Relocation	$78,000.00	$46,560.00		$65,440.00			$190,000.00
Program Administration	$45,615.00	$31,080.00	$14,545.00	$16,200.00	$6,600.00	$6,000.00	$120,040.00
TOTALS	$2,859,290.00	$1,497,890.00	$276,595.00	$544,715.00	$317,885.00	$287,120.00	$5,783,495.00

1.) All figures in constant 1984 dollars.

2.) No finance costs are included because of uncertainty of financing year(s).

Phase One

The focus of Phase One will be to reinforce the weakest portion of the "Core Area", the northwest quadrant of the intersection of Dundee Road and Milwaukee Avenue. Efforts will be devoted to facilitating the creation of a new retail center and the integration of that center with supporting uses. The new center will expand on the existing Sport Mart store. By adding at least one other "anchor" and related stores to this existing major retailer, the new center will be formatted to create an effective regional draw.

In addition to facilitating the new center, several public improvement projects will be initiated. These will help integrate the center with existing and planned housing and community facility developments. Primary among these will be the construction of a new Collector Street between the retail center and those developments. This street will generally follow the design and alignment shown in the Design and Improvement Plan for the Business District, 1978.

A Rehabilitation and Parking Fund will be established to make money available at reduced interest rates for property owners in the Project Area. It is anticipated that Community Development Block Grant funds will be matched with redevelopment project proceeds to create this revolving loan pool. Property owners will be able to qualify for loans to make code-related improvements and to acquire and improve off-street parking facilities. During Phase One most of the effort will be devoted to establishing the loan pool and related administrative mechanisms. Modest, if any, funds will be available for loans during this initial stage.

An Identification and Graphics Program will be initiated to establish a coordinated marketing image for the Project Area. This will include the development of a logo for merchant advertising and area identification. The program will also create a uniform public signage package, so that visitors will know when they are in the area. Phase One will include the development of the basic graphic vocabulary and the installation of initial public signs in strategic locations.

The projected activities and related budgets for Phase One are summarized in Table 7. Total Phase One expenditures are estimated at approximately $2,859,290.00. The phase is estimated to require three (3) years to complete and will involve expenditures from the first tax increment bond issue, as well as other authorized funding sources if needed.

Phase Two

The second phase of the Program will concentrate on projects just outside the "Core Area" and will involve some of the sections within

the Project Area with the greatest number of blighting factors. Efforts will be devoted to facilitating the assembly and redevelopment of a major site south of Center Avenue; upgrading the Wildwood residential complex; and assisting redevelopment and remodeling south of Riverside Plaza. Modest improvements, including a trail system and overlooks, will be included along the south bank of the Des Plaines River where feasible. The Rehabilitation and Parking Fund will be increased dramatically and the Identification and Graphics Program will be continued with additional signage.

The projected activities and related budgets for Phase Two are summarized in Table 7. Total Phase Two expenditures are estimated at approximately $1,497,890.00. The phase is planned to be initiated in the second year of the Program and is estimated to require three (3) years to complete. Funding is anticipated to come from tax increment bond issue(s) and other authorized funding sources, including bond anticipation notes or other interim loan mechanisms.

Phase Three

The third phase is designed to expand the successful elements of the Program that were initiated in earlier phases. In this phase the Rehabilitation and Parking Fund will be continued and expanded. The Identification and Graphics Program will be reinforced. In addition efforts will be devoted to expanding river-edge improvements and amenities southward along the Des Plaines River from successful projects launched in Phase Two. Part of the "regional" strategy involves capitalizing on the natural resource of the River as a reason to draw people to the area.

Table 7 summarizes the projected activities and related budgets for Phase Three. The phase is projected to begin in the third year of the Program and estimated to require up to six (6) years to complete. It will involve expenditures from tax increment bond issue(s) and other authorized funding sources if needed. It is anticipated that some monies budgeted for this category in previous phases may not be expended and therefore available for transfer to this phase. As currently projected, the total Phase Three expenditures are $276,595.00.

Phase Four

Phase Four anticipates further upgrading of the "Core Area". By the time this phase is implemented sufficient development momentum should have occurred to encourage such actions. The emphasis will be on the southeast and southwest quadrants of the intersection of Dundee Road and Milwaukee Avenue. Several of the older structures near the Milwaukee Road right-of-way are planned to be upgraded or replaced with new development. Because none of these structures are of true

historic value it is the intent of the Program to encourage their evolution into a contemporary shopping environment. Such evolution includes opening up the feeling of the intersection, adding exposure to the adjacent new investments, and improving the overall appearance of the area.

If sufficient private sector development interest is shown, funds will be available during this phase to assist in the write-down of redevelopment costs in the two key quadrants. In addition, the phase will include a continuation of both the Rehabilitation and Parking Fund and the Identification and Graphics Program.

Phase Four's projected activities and related budgets are shown in Table 7. The total expenditures for the phase are estimated at approximately $544,715.00. The phase is projected to begin in the fourth year of the Program and to require two (2) to four (4) years to complete. It is estimated to involve expenditures from tax increment bond issue(s) and other authorized funding sources if needed.

Phase Five

The fifth phase centers around streetscape improvements along Milwaukee Avenue. As generally shown in the Design and Improvement Plan for the Business District, 1978, these improvements include a landscaped median, shoulder landscaping, sidewalk improvements, and pedestrian lighting. While not considered as high a priority as other actions in the Program that directly generate economic activity, these improvements are important to the elimination of blighting features and improving the overall appearance of the Project Area. An improved appearance is a key consideration in developing a stronger regional image.

The total Phase Five expenditures are estimated at $317,885.00 and are shown in Table 7. The implementation of this phase is envisioned to coincide with the construction of related improvements by the State of Illinois. The coordination of such activities may impact the implementation timetable. At this point the phase is envisioned to be implemented in the fifth year of the Program and completed within a year and one-half.

Phase Six

Phase Six focuses on streetscape improvements for Dundee Road. As generally shown in the Design and Improvement Plan for the Business District, 1978, these improvements include a landscaped median, shoulder landscaping, sidewalk improvements, and pedestrian lighting. Like those on Milwaukee Avenue, these improvements are important to the elimination of blighting features and improving the overall appearance of the Project Area.

The total Phase Six expenditures are estimated at $287,120.00 and are shown in Table 7. Like Phase Five, the implementation of this phase is envisioned to coincide with the construction of related improvements by the State of Illinois. The coordination of such activities may impact the implementation timetable. At this point the phase is envisioned to be implemented in the fifth year of the Program and completed within a year and one-half.

PROVISIONS FOR AMENDMENT

After adoption of the ordinance(s) approving the Redevelopment Plan, approving the Redevelopment Project, and designating the Redevelopment Project Area, no alteration of the exterior Project Area boundaries, the general land uses established pursuant to the plan, or general nature of the Redevelopment Project can be made without formal amendment. Such amendment must comply with the same Statutory procedures as those for the initial approval of a Redevelopment Plan project and designation of a Redevelopment Project Area (or such Statutory requirements for amendment as may be in effect at the time).

FINDINGS OF NEED FOR TAX INCREMENT FINANCING

Pursuant to the requirements of the Act, the Wheeling Village Board makes the following findings:

Project Area Not Subject to Growth

The Crossroads Redevelopment Project Area on the whole has not been subject to healthy growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan. Excessive vacancies, abandoned buildings, and tax delinquencies are all evidence of this situation. Multiple ownerships, extensive obsolete platting, and the presence of existing substandard buildings all make new development uneconomic within normal private market actions. The Village's experience in attempting to implement its plans for the Project Area over the last decade or so has shown the need for the current Redevelopment Plan.

Conformance with Comprehensive Plan

The chapter of this report entitled "Policy Foundation" clearly points out that the Redevelopment Plan and Project conform to the Comprehensive Plan for the development of the municipality as a whole.

Date of Completion

As stated in the chapter of this report entitled "Phasing of Redevelopment Plan", the estimated date of completion of the redevelopment project is 2007 and under no circumstances shall it extend beyond 2007 (or 23 years from the date of adoption).

APPENDICES

T.I.F. SURVEY FORM

ROBERT B. TESKA ASSOCIATES, Inc.

PROJECT	BLOCK	TOWNSHIP

PERSONNEL _____

DATE _____

PARCEL	LAND USE	ACTIVITY	1. Age (+35)	2. Structures below min. code	3. Overcrowding of structure comm. facil.	4. Dilapidation*	5. Lack of vent., light, sanit. facilities*	6. Deleterious land use or layout	7. Excessive land coverage	8. Diversity of Ownership	9. Obsolescence	10. Deterioration*	11. Illegal uses	12. Excessive vacancies	13. Inadequate utils	14. Abandonment	15. Obsolete Platting	16. Tax Delinquency	17. Depreciation of physical maint.	18. Lack of community planning	COMMENTS

*Indicates separate form filled out

REDEVELOPMENT SURVEY FORM

[illegible]

Building Systems

Building Systems	Totally Lacking	Missing Parts	Inadequate Capacity	Deteriorating	Improper Location	Leaking	Exposed	Corroding	Improper Connections
1. Plumbing									
2. Electrical									
3. Heating									
4. Elevators (if applicable)									

Related Conditions

Related Conditions	No	Yes	Describe
1. [illegible]			
2. [illegible]			
3. Inadequate light and ventilation			
4. Inadequate loading and delivery			
5. Inadequate parking			
6. [illegible]			
7. Other deficiencies			

Blighting Influences

Blighting Influences			Describe
1. Inadequate street layout			
2. [illegible]			
3. [illegible]			
4. [illegible]			
5. [illegible]			
6. Other reasons			

Exterior survey only ☐

Incomplete survey, explain:

Preliminary Field Evaluation	
Final Building Rating	
Sound	
Deficient-Minor Repair	
Deficient-Major Repair	
Structurally Substandard	
Blighting Influence	

Tabulation of Deficiencies	Critical	Major	Minor	Sound
Primary Structural Components				
Secondary Structural Components				
Building Systems				
Related Conditions				
Totals				

©1987 TESKA ASSOCIATES, Inc.

APPENDIX B

The foregoing finds and conclusions are based upon key types of deficiencies in the physical condition of an area, the presence of which can be indicative of a "conservation area" or a "blighted area", as provided for in the Illinois Real Property Tax Increment Allocation Redevelopment Act. The definitions utilized for consistent interpretation of these deficiencies are as follows:

1. **Age.** The age of buildings is so advanced as to affect their condition, adaptability to modern use, or real estate value. As provided by state statute, such buildings must be at least 35 years old.

2. **Deterioration.** The process of basically sound buildings becoming worse in quality due to age, misuse or neglect, as determined visually by deficiencies in the building's structural components and/or building systems.

3. **Dilapidation.** The advanced stage of deterioration which seriously impairs the continued safe use of the building, as evidenced by substandard structural conditions.

4. **Obsolescence.** The condition of being or rapidly becoming outmoded for uses for which the building or facility was originally designed.

5. **Illegal Use.** The presence of uses or activities on the property which are not permitted by law.

6. **Structures Below Minimum Code.** Structures which do not meet the standards of zoning, subdivision, building, housing, fire, or other governmental codes applicable to the property.

7. **Excessive Vacancies or Abandonment.** The presence of buildings or sites which are unoccupied or unutilized and which represent an adverse influence on the area because of their frequency of occurrence or the duration of their vacant condition. Abandoned properties are those which evidence no apparent effort directed toward their occupancy or utilization.

8. **Overcrowding of Structures and Community Facilities.** Utilization of public or private buildings, facilities, or properties beyond their reasonable or legally permitted capacity.

9. **Lack of Ventilation, Light and Sanitary Facilities.** Substandard conditions which adversely affect the health and welfare of building occupants, e.g. residence, employees, or visitors.

10. **Inadequate Utilities.** Deficiencies in the capacity or condition of infrastructure which services a property or area, including sewers, water supply, storm drainage, electrical power, streets, etc.

11. **Depreciation of Physical Maintenance.** Lack of normal property maintenance which contributes to the deterioration of buildings, the unsightliness of properties, attractive nuisances, hazards to health and safety, devaluation of real estate, and undesirability of an area.

12. **Excessive Land Coverage.** The over intensive use of property and the crowding of buildings and accessory facilities onto a site.

13. **Deleterious Land Use or Layout.** Conditions which have a harmful effect over time, including obsolete or irregular layout of parcels, inappropriate use of land, and other blighting influences not otherwise covered which deter investment in property maintenance, development or redevelopment.

14. **Lack of Community Planning.** The lack of historical evidence of an effective planning program directed toward maintaining or enhancing the social, economic and physical viability of an area as a beneficial component of the community.

15. **Obsolete Platting of Vacant Land.** An arrangement of parcels that is not conducive to supporting modern-day development - characterized by parcels of the wrong size or configuration to comply with the community's zoning or subdivision regulations, inappropriately located street rights-of-way or utility easements, parcel layout that is inconsistent with contemporary patterns of development, or related factors.

16. **Diversity of Ownership.** The condition of multiple ownership which deters assembly of tracts of land at a scale suitable for contemporary development. This condition may exist either with multiple ownership of single parcels or with a fragmented ownership pattern of smaller parcels within a Redevelopment Project Area.

17. **Tax and Special Assessment Delinquencies.** Evidence of failure to pay local property taxes or special assessments applicable to a property, as documented in the office of the County Clerk.

18. **Deterioration of Structures or Site Improvements in Areas Adjacent to Vacant Land.** The presence of physical deficiencies (as defined above) on adjacent property that diminish normal private market interests in developing the vacant subject site.

19. **The Area Immediately Prior to Becoming Vacant Qualified as a Blighted Improved Area.** Evidence that the last improvements on a vacant site contained enough physical deficiencies (as defined above) to be eligible for a blight declaration.

ORDINANCE NO. 2158

An Ordinance Designating a Portion of the Central Business District of said Village a Redevelopment Project Area Pursuant to the Real Property Tax Increment Allocation Redevelopment Project Act

WHEREAS, it is desirable and for the best interests of the citizens of the Village of Wheeling, Cook and Lake Counties, Illinois (the "Municipality"), for the Municipality to implement tax increment allocation financing pursuant to the Real Property Tax Increment Allocation Redevelopment Act, Division 74.4 of Article 11 of the Illinois Municipal Code, as amended (the "Act"), for a proposed redevelopment plan and redevelopment project (the "Plan" and "Project") within the municipal boundaries of the Municipality and within a proposed redevelopment project area (the "Area") described in Section A of this ordinance; and

WHEREAS, the Corporate Authorities have heretofore in Ordinance No. 2157 adopted and approved the Plan and Project, which Plan and Project were identified in such ordinance and were the subject, along with the Area designation hereinafter made, of a public hearing held on February 25, 1985, and it is now necessary and desirable to designate the Area as a redevelopment project area pursuant to the Act;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING, COUNTIES OF COOK AND LAKE, STATE OF ILLINOIS:

Section A

The area, as described in Exhibit A, attached hereto and incorporated herein as if set out in full by this reference, is hereby designated as a redevelopment project area pursuant to Section 11-74.4-4 of the Act. The street location (as near as practicable) for the Area is described in Exhibit B, attached hereto and incorporated herein as if set out in full by this reference. The map of the Area is depicted on Exhibit C, attached hereto and incorporated herein as if set out in full by this reference.

Section B

This Ordinance shall be in full force and effect from and after its passage and approval, according to law.

Trustee HARTMAN moved, seconded by Trustee RATAJCZAK, that Ordinance No. 2158 be passed.

PASSED this 20th day of MAY, 1985.

Trustee Altieri AYE
Trustee Fanella AYE
Trustee Hartman AYE
Trustee Kerr ABSENT
Trustee Ratajczak AYE
Trustee Rogers AYE

APPROVED this 20th day of MAY, 1985 by the President and Board of Trustees of the Village of Wheeling, Illinois.

Sheila H. Schultz
Sheila H. Schultz, Village President

ATTEST:

Janet M. D'Argo
Janet M. D'Argo, Village Clerk

APPROVED AS TO FORM:

James A. Rhodes
James A. Rhodes, Village Attorney

Exhibit A

Legal Description for Milwaukee Avenue Corridor (TIF)

That part of Sections 2, 11 and 12 in Township 42 North, Range 11 East of the Third Principal Meridian described as follows:

Beginning at the intersection point of the south right-of-way line of Strong Avenue and the east right-of-way line of First Street; thence southerly 262.70 feet to the south line of William Zelosky's Milwaukee Avenue Addition to Wheeling; thence westerly along said south line 401.57 feet more or less to a line 619.40 feet easterly of and parallel to the centerline of Wolf Road; thence southerly along said parallel line 817.78 feet more or less to a line 400 feet south of and parallel to the north line of Lot 15 in Uptadel's Sunnyside Addition to Wheeling; thence easterly along the last described parallel line 490.0 feet to a line 1109.40 feet east of and parallel to the centerline of Wolf Road; thence southerly along the last described parallel line 117.50 feet to the north right-of-way line of Deborah Lane; thence easterly along the north right-of-way line of Deborah Lane 33.67 feet; thence southerly 82.0 feet along the easternmost right-of-way line of Deborah Lane and its extension to the northwest corner of Lot 1 in McDonald's Subdivision; thence easterly 211.0 feet along the north line of Lot 1 to the northeast corner of said Lot 1; thence southerly along the east line of Lot 1 to the north right-of-way line of Dundee Road; thence westerly along the north right-of-way line of Dundee Road to a line 385 feet west of and parallel to the west right-of-way of Wheeling Avenue; thence southerly along last described parallel line 305.50 feet to a line 272.50 feet south of and parallel to the centerline of Dundee Road; thence westerly along last described parallel line 77.57 feet to a line 461.88 feet west of and parallel to the west line of Wheeling Avenue; thence south along said parallel line 112.50 feet to a line 385 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line 461.88 feet more or less to the west right-of-way line of Wheeling Avenue; thence northerly along the west right-of-way line of Wheeling Avenue to a line 183 feet south of and parallel to the centerline of Dundee Road; thence easterly along the last described parallel line 424.52 feet more or less to the east right-of-way of Wille Avenue; thence southerly along the east right-of-way line of Wille Avenue to the north right-of-way line of Center Avenue; thence easterly along the north right-of-way line of Center Avenue to a line 217.0 feet southwest of and parallel to the centerline of Milwaukee Avenue; thence southeasterly along said parallel line to a point in the southeast line of Lot 12 in L. McDuffee's Subdivision; thence southwesterly 374 feet more or less to a point on the east line of Lot 22 of Wille's Addition to Wheeling 31.65 feet south of the northeast corner of said Lot 22; thence southerly along the east line of Lots 22, 23, 24, 25, 26, 27, 28 and 29 to a point on a line parallel and 33 feet north of the centerline of Highland Avenue; thence easterly 87.60 feet along the north line of Highland Avenue to the southwest corner of Lot 1 in Petan's Subdivision; thence north 134 feet along the west line of Lot 1 to the northwest corner of Lot 1; thence easterly 699.64 feet along a line 134.0 feet north of and parallel to the north line of Highland Avenue; thence southeasterly 130.20 feet along the northeast line of

Exhibit A (continued)

Legal Description for Milwaukee Avenue Corridor (TIF)
(cont'd)

Lot 11 in Petan's Subdivision; thence southerly 61.55 feet along the east line and its extension of Lot 11 in Petan's Subdivision to a line parallel and 33 feet north of the south right-of-way line of Highland Avenue; thence east along said parallel line to the easterly line extended northerly of Lots 1, 2 and 3 in Ryan's Subdivision; thence southeasterly along previously described east line of Ryan's Subdivision 221.28 feet to the southeast corner of Lot 3 in Ryan's Subdivision; thence southeasterly 75.90 feet more or less to a point 158.32 feet east of the northwest corner of Lot 42 in Mors Farm Syndicate Subdivision, Unit No. 1; thence southeasterly along the east lines of Lots 42, 41, 40, 39, and 38 in Mors Farm Syndicate Unit No. 1 to the north right-of-way line of Mors Avenue; thence southerly to the northeast corner of Lot 34 in Mors Farm Syndicate Unit No. 1; thence southeasterly along the east line of said Lot 34 to its southeast corner; thence westerly along the south line of Lot 34 and its extension west to the easterly line of Lot 1 in Kay Miller's Resubdivision of Lot 78 and parts of Lots 35, 79 and 80 and vacation of Park Avenue in Mor's Farm Syndicate Subdivision Unit No. 1, also part of Lot 12 in subdivision of Section 12, 42, 11; thence southerly along the east line of Lot 1 to its southeast corner; thence easterly along the north line of Lot 17 and 18 in Meadowbrook Unit No. 3 to the northeast corner of said Lot 18; thence southerly 143.0 feet along the east line of Lot 18 and its extension south to the centerline of East Jeffery Avenue; thence easterly along the center line of East Jeffery Avenue to a line 110 feet east of and parallel with the east right-of-way line of Park Avenue; thence southerly along said parallel line to the north right-of-way line of Manchester Drive; thence easterly along the north right-of-way line of Manchester Drive to the centerline of Milwaukee Avenue; thence southeasterly along the centerline of Milwaukee Avenue to the south line of the east half of the northwest 1/4 of Section 12, 42, 11; thence easterly along said south line to the west bank of the Des Plaines River; thence northerly and westerly along the west bank of the Des Plaines River to the northwest line and its extension of Lot 24 in County Clerk's Subdivision of parts of Sections 1, 2, 11 and 12-42-11; thence southwesterly along said northwest line to a point on said line 4.82 feet northeasterly of the northwest corner of Lot 24; thence northwesterly 229.39 feet more or less to the north line and its extension of Lot 11 in County Clerk's Subdivision; thence southwesterly 45 feet more or less along said north line of Lot 11 to the southeast corner of Lot 10 in County Clerk's Subdivision; thence northwesterly 70 feet to the northeast corner of Lot 2 in Forke's Torrens Subdivision; thence northeasterly along the extension of the northwest line of Lot 2 in Forke's Torrens Subdivision 16 feet more or less to the east right-of-way line extended of the public alley east of Milwaukee Avenue; thence northerly along the east right-of-way line of the public alley east of Milwaukee Avenue and its extension to a line 100 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line to the west bank of the Des Plaines River; thence northerly along the west bank of the Des Plaines River to the south line of Lot 3 in Owner's Subdivision, also being the south line of Shadowbend Phase I

Legal Description for Milwaukee Avenue Corridor (TIF)
(cont'd)

and its extension; thence westerly to the southwest corner of Shadowbend Phase I; thence northerly 476.65 feet along the westerly line of Shadowbend Phase I; thence westerly along the western boundary of Shadowbend Phase I to the east right-of-way of Milwaukee Avenue; thence northwesterly along the easterly right-of-way line of Milwaukee Avenue 85.09 feet to the north line of Shadowbend Phase I; thence easterly along said northerly line to the southwest corner of Shadowbend Phase III; thence northerly along the western boundary of Shadowbend Phase III to the southernmost line of Shadowbend Phase II; thence westerly along said south line of Shadowbend Phase II to the easterly right-of-way line of Milwaukee Avenue; thence northwesterly along the easterly right-of-way of Milwaukee Avenue to the south right-of-way line of Strong Avenue extended easterly; thence westerly along said south right-of-way line of Strong Avenue and its extension to the east right-of-way line of First Street, being the point of beginning, all in Cook County, Illinois.

Exhibit B (Stneet Location)

The Crossroads Redevelopment Project Area generally includes the property along both sides of Milwaukee Avenue, from Strong Avenue on the north to Manchester Drive on the south, with extensions eastward to the Des Plaines River and westward past First Street along Dundee Road.

Exhibit C (Map)

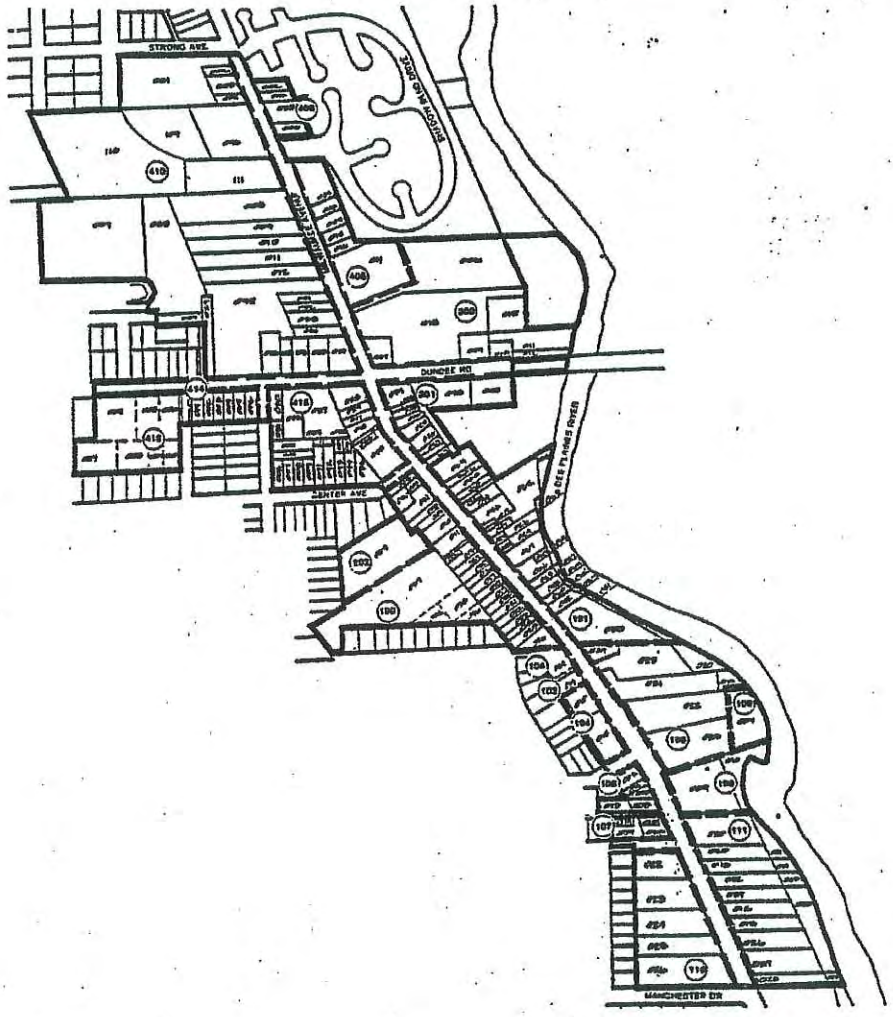


Figure 1

PROJECT AREA

Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

RECEIVED
MAR 13 1986
MANAGER'S OFFICE

OFFICE OF THE COUNTY CLERK

STANLEY T. KUSPER, JR.
COUNTY CLERK

JOHN H. WALSH
DEPUTY COUNTY CLERK

March 12, 1986

Mr. Thomas M. Markus
Village Manager
Village of Wheeling
255 West Dundee Road
P.O. Box V
Wheeling, Illinois 60090

Dear Mr. Markus:

Enclosed please find the Village of Wheeling's copy of the "Certificate of Initial Equalized Assessed Valuation" for the newly created Village of Wheeling Tax Increment Redevelopment District (Milwaukee Ave. Corridor).

Please review this document and please do not hesitate to contact me if you have any questions or require any further information.

Sincerely,

Barbara Gorell

Barbara Gorell
Director of Tax Extension
443 -5649

encl.

cc: Map Department
Auditor's Office
Data Processing
Tax Extension

Exhibit A

Legal Description for Milwaukee Avenue Corridor (TIF)

That part of Sections 2, 11 and 12 in Township 42 North, Range 11 East of the Third Principal Meridian described as follows:

Beginning at the intersection point of the south right-of-way line of Strong Avenue and the east right-of-way line of First Street; thence southerly 262.70 feet to the south line of William Zelosky's Milwaukee Avenue Addition to Wheeling; thence westerly along said south line 401.57 feet more or less to a line 619.40 feet easterly of and parallel to the centerline of Wolf Road; thence southerly along said parallel line 817.78 feet more or less to a line 400 feet south of and parallel to the north line of Lot 15 in Uptadel's Sunnyside Addition to Wheeling; thence easterly along the last described parallel line 490.0 feet to a line 1109.40 feet east of and parallel to the centerline of Wolf Road; thence southerly along the last described parallel line 117.50 feet to the north right-of-way line of Deborah Lane; thence easterly along the north right-of-way line of Deborah Lane 33.67 feet; thence southerly 82.0 feet along the easternmost right-of-way line of Deborah Lane and its extension to the northwest corner of Lot 1 in McDonald's Subdivision; thence easterly 211.0 feet along the north line of Lot 1 to the northeast corner of said Lot 1; thence southerly along the east line of Lot 1 to the north right-of-way line of Dundee Road; thence westerly along the north right-of-way line of Dundee Road to a line 385 feet west of and parallel to the west right-of-way of Wheeling Avenue; thence southerly along last described parallel line 305.50 feet to a line 272.50 feet south of and parallel to the centerline of Dundee Road; thence westerly along last described parallel line 77.57 feet to a line 461.88 feet west of and parallel to the west line of Wheeling Avenue; thence south along said parallel line 112.50 feet to a line 385 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line 461.88 feet more or less to the west right-of-way line of Wheeling Avenue; thence northerly along the west right-of-way line of Wheeling Avenue to a line 183 feet south of and parallel to the centerline of Dundee Road; thence easterly along the last described parallel line 424.52 feet more or less to the east right-of-way of Wille Avenue; thence southerly along the east right-of-way line of Wille Avenue to the north right-of-way line of Center Avenue; thence easterly along the north right-of-way line of Center Avenue to a line 217.0 feet southwest of and parallel to the centerline of Milwaukee Avenue; thence southeasterly along said parallel line to a point in the southeast line of Lot 12 in L. McDuffee's Subdivision; thence southwesterly 374 feet more or less to a point on the east line of Lot 22 of Wille's Addition to Wheeling 31.65 feet south of the northeast corner of said Lot 22; thence southerly along the east line of Lots 22, 23, 24, 25, 26, 27, 28 and 29 to a point on a line parallel and 33 feet north of the centerline of Highland Avenue; thence easterly 87.60 feet along the north line of Highland Avenue to the southwest corner of Lot 1 in Petan's Subdivision; thence north 134 feet along the west line of Lot 1 to the northwest corner of Lot 1; thence easterly 699.64 feet along a line 134.0 feet north of and parallel to the north line of Highland Avenue; thence southeasterly 130.20 feet along the northeast line of

Exhibit A (continued)

Legal Description for Milwaukee Avenue Corridor (TIF)
(cont'd)

Lot 11 in Petan's Subdivision; thence southerly 61.55 feet along the east line and its extension of Lot 11 in Petan's Subdivision to a line parallel and 33 feet north of the south right-of-way line of Highland Avenue; thence east along said parallel line to the easterly line extended northerly of Lots 1, 2 and 3 in Ryan's Subdivision; thence southeasterly along previously described east line of Ryan's Subdivision 221.28 feet to the southeast corner of Lot 3 in Ryan's Subdivision; thence southeasterly 75.90 feet more or less to a point 158.32 feet east of the northwest corner of Lot 42 in Mors Farm Syndicate Subdivision, Unit No. 1; thence southeasterly along the east lines of Lots 42, 41, 40, 39, and 38 in Mors Farm Syndicate Unit No. 1 to the north right-of-way line of Mors Avenue; thence southerly to the northeast corner of Lot 34 in Mors Farm Syndicate Unit No. 1; thence southeasterly along the east line of said Lot 34 to its southeast corner; thence westerly along the south line of Lot 34 and its extension west to the easterly line of Lot 1 in Kay Miller's Resubdivision of Lot 78 and parts of Lots 35, 79 and 80 and vacation of Park Avenue in Mor's Farm Syndicate Subdivision Unit No. 1, also part of Lot 12 in subdivision of Section 12, 42, 11; thence southerly along the east line of Lot 1 to its southeast corner; thence easterly along the north line of Lot 17 and 18 in Meadowbrook Unit No. 3 to the northeast corner of said Lot 18; thence southerly 143.0 feet along the east line of Lot 18 and its extension south to the centerline of East Jeffery Avenue; thence easterly along the center line of East Jeffery Avenue to a line 110 feet east of and parallel with the east right-of-way line of Park Avenue; thence southerly along said parallel line to the north right-of-way line of Manchester Drive; thence easterly along the north right-of-way line of Manchester Drive to the centerline of Milwaukee Avenue; thence southeasterly along the centerline of Milwaukee Avenue to the south line of the east half of the northwest 1/4 of Section 12, 42, 11; thence easterly along said south line to the west bank of the Des Plaines River; thence northerly and westerly along the west bank of the Des Plaines River to the northwest line and its extension of Lot 24 in County Clerk's Subdivision of parts of Sections 1, 2, 11 and 12-42-11; thence southwesterly along said northwest line to a point on said line 4.82 feet northeasterly of the northwest corner of Lot 24; thence northwesterly 229.39 feet more or less to the north line and its extension of Lot 11 in County Clerk's Subdivision; thence southwesterly 45 feet more or less along said north line of Lot 11 to the southeast corner of Lot 10 in County Clerk's Subdivision; thence northwesterly 70 feet to the northeast corner of Lot 2 in Forke's Torrens Subdivision; thence northeasterly along the extension of the northwest line of Lot 2 in Forke's Torrens Subdivision 16 feet more or less to the east right-of-way line extended of the public alley east of Milwaukee Avenue; thence northerly along the east right-of-way line of the public alley east of Milwaukee Avenue and its extension to a line 100 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line to the west bank of the Des Plaines River; thence northerly along the west bank of the Des Plaines River to the south line of Lot 3 in Owner's Subdivision, also being the south line of Shadowbend Phase I

Legal Description for Milwaukee Avenue Corridor (TIF)
(cont'd)

and its extension; thence westerly to the southwest corner of Shadowbend Phase I; thence northerly 476.65 feet along the westerly line of Shadowbend Phase I; thence westerly along the western boundary of Shadowbend Phase I to the east right-of-way of Milwaukee Avenue; thence northwesterly along the easterly right-of-way line of Milwaukee Avenue 85.09 feet to the north line of Shadowbend Phase I; thence easterly along said northerly line to the southwest corner of Shadowbend Phase III; thence northerly along the western boundary of Shadowbend Phase III to the southernmost line of Shadowbend Phase II; thence westerly along said south line of Shadowbend Phase II to the easterly right-of-way line of Milwaukee Avenue; thence northwesterly along the easterly right-of-way of Milwaukee Avenue to the south right-of-way line of Strong Avenue extended easterly; thence westerly along said south right-of-way line of Strong Avenue and its extension to the east right-of-way line of First Street, being the point of beginning, all in Cook County, Illinois.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

CERTIFICATE OF INITIAL EQUALIZED ASSESSED VALUATION

I, STANLEY T. KUSPER, JR., do hereby certify that I am the duly qualified and acting Clerk of the County of Cook in the State of Illinois. As such Clerk and pursuant to Section 11-74.4-9 of the Real Property Tax Increment Allocation Redevelopment Act (Illinois Revised Statutes, Chap. 24) I do further:

CERTIFY THAT on July 15, 1985, I received certified copies of the following Ordinances adopted by the Village of Wheeling, Cook and Lake Counties, Illinois, on May 20, 1985:

1. Ordinance No. 2157, "An Ordinance Approving a Tax Increment Redevelopment Plan and Redevelopment Project For a Portion of the Central Business District";

2. Ordinance No. 2158, "An Ordinance Designating a Portion of the Central Business District of said Village a Redevelopment Project Area Pursuant to the Real Property Tax Increment Allocation Redevelopment Project Act";

3. Ordinance No. 2159, "An Ordinance Adopting Tax Increment Allocation Financing for A Portion of the Central Business District";

CERTIFY THAT the area constituting the Tax Increment Redevelopment Project Area subject to Tax Increment Financing in the Village of Wheeling, Cook and Lake Counties, Illinois, is legally described in said Ordinances and is set Forth in the document attached hereto and made a part hereof as Exhibit "A";

CERTIFY THAT the initial equalized assessed value of each lot, block, and parcel of real property within the said Village of Wheeling Project Area as of May 20, 1985 is as set forth in the document attached hereto and made a part hereof as Exhibit "B";

CERTIFY THAT the total initial equalized assessed value of all taxable real property situated within the said Village of Wheeling Tax Increment Redevelopment Project Area is:

ELEVEN MILLION, FIVE HUNDRED NINETY
THOUSAND, SIXTY FOUR DOLLARS AND
NO CENTS

($11,590,064.)

such total initial equalized assessed value as of May 20, 1985, having been computed and ascertained from the official records on file in my office and as set forth in Exhibit "B".

IN WITNESS WHEREOF, I have hereunto affixed my signature and the corporate seal of COOK COUNTY this 27th day of February, 1986.

Stanley T. Kusper Jr.
County Clerk

(S E A L)

Exhibit "B"

VILLAGE OF WHEELING REDEVELOPMENT PROJECT AREA

Permanent Real Estate Index Number of Each Lot, Block, Tract or Parcel of Real Property within Such Project Area	Equalized Assessed Valuation as of May 20, 1985, of Each Lot, Block, Tract or Parcel within Such Project Area (1983 EAV)
TAX CODE 38156	
03-01-300-006-0000	215,660
03-01-300-007-0000	Exempt
03-01-300-009-0000	23,440
03-01-300-010-0000	56,540
03-01-300-011-0000	Exempt
03-01-300-012-0000	Exempt
03-01-300-015-0000	29,173
03-01-300-017-0000	160,296
03-01-300-018-0000	2,386,458
03-01-301-004-0000	58,858
03-01-301-005-0000	117,719
03-01-301-006-0000	23,881
03-01-301-007-0000	20,311
03-01-301-009-0000	16,193
03-01-301-025-0000	20,170
03-01-301-026-0000	49,692
03-01-301-027-0000	25,247
03-01-301-039-0000	82,119
03-02-405-003-0000	18,221
03-02-405-004-0000	22,849
03-02-405-006-0000	35,439
03-02-405-008-0000	12,569
03-02-405-009-0000	12,941
03-02-405-011-0000	401,505
03-02-405-015-0000	20,086
03-02-405-016-0000	25,667
03-02-405-024-0000	95,608
03-02-405-025-0000	20,869
03-02-410-001-0000	Exempt
03-02-410-002-0000	Exempt
03-02-410-003-0000	Exempt
03-02-410-004-0000	11,232
03-02-410-008-0000	229,604
03-02-410-009-0000	44,788
03-02-410-010-0000	35,344
03-02-410-011-0000	40,758
03-02-410-012-0000	106,070
03-02-410-031-0000	14,925
03-02-410-032-0000	14,925
03-02-410-033-0000	21,921
03-02-410-034-0000	72,365
03-02-410-036-0000	63,573
03-02-410-038-0000	Exempt
03-02-410-039-0000	80,534
03-02-410-057-0000	66,405
03-02-410-085-1001	5,926
03-02-410-085-1002	7,602
03-02-410-085-1003	6,631
03-02-410-085-1004	4,603
03-02-410-085-1005	4,802
03-02-410-085-1006	6,302
03-02-410-085-1007	4,802
03-02-410-085-1008	9,125
03-02-410-085-1009	6,192
03-02-410-085-1010	6,302
03-02-410-085-1011	4,802
03-02-410-085-1012	6,302

Exhibit "B"

VILLAGE OF WHEELING REDEVELOPMENT PROJECT AREA

Permanent Real Estate Index Number of Each Lot, Block, Tract or Parcel of Real Property within Such Project Area	Equalized Assessed Valuation as of May 20, 1985, of Each Lot, Block, Tract or Parcel within Such Project Area (1983 EAV)
TAX CODE 38156	
03-01-300-006-0000	215,660
03-01-300-007-0000	Exempt
03-01-300-009-0000	23,440
03-01-300-010-0000	56,540
03-01-300-011-0000	Exempt
03-01-300-012-0000	Exempt
03-01-300-015-0000	29,173
03-01-300-017-0000	160,296
03-01-300-018-0000	2,386,458
03-01-301-004-0000	58,858
03-01-301-005-0000	117,719
03-01-301-006-0000	23,881
03-01-301-007-0000	20,311
03-01-301-009-0000	16,193
03-01-301-025-0000	20,170
03-01-301-026-0000	49,692
03-01-301-027-0000	25,247
03-01-301-039-0000	82,119
03-02-405-003-0000	18,221
03-02-405-004-0000	22,849
03-02-405-006-0000	35,439
03-02-405-008-0000	12,569
03-02-405-009-0000	12,941
03-02-405-011-0000	401,505
03-02-405-015-0000	20,086
03-02-405-016-0000	25,667
03-02-405-024-0000	95,608
03-02-405-025-0000	20,869
03-02-410-001-0000	Exempt
03-02-410-002-0000	Exempt
03-02-410-003-0000	Exempt
03-02-410-004-0000	11,232
03-02-410-008-0000	229,604
03-02-410-009-0000	44,788
03-02-410-010-0000	35,344
03-02-410-011-0000	40,758
03-02-410-012-0000	106,070
03-02-410-031-0000	14,925
03-02-410-032-0000	14,925
03-02-410-033-0000	21,921
03-02-410-034-0000	72,365
03-02-410-036-0000	63,573
03-02-410-038-0000	Exempt
03-02-410-039-0000	80,534
03-02-410-057-0000	66,405
03-02-410-085-1001	5,926
03-02-410-085-1002	7,602
03-02-410-085-1003	6,631
03-02-410-085-1004	4,603
03-02-410-085-1005	4,802
03-02-410-085-1006	6,302
03-02-410-085-1007	4,802
03-02-410-085-1008	9,125
03-02-410-085-1009	6,192
03-02-410-085-1010	6,302
03-02-410-085-1011	4,802
03-02-410-085-1012	6,302

Exhibit "B"
(page two)

VILLAGE OF WHEELING REDEVELOPMENT PROJECT AREA

Permanent Real Estate Index Number of Each Lot, Block, Tract or Parcel of Real Property within Such Project Area	Equalized Assessed Valuation as of May 20, 1985, of Each Lot, Block, Tract or Parcel within Such Project Area (1983 EAV)
03-02-410-085-1013	6,302
03-02-410-085-1014	4,044
03-02-410-085-1015	5,131
03-02-410-085-1016	7,602
03-02-410-085-1017	7,426
03-02-410-085-1018	7,426
03-02-410-085-1019	6,102
03-02-410-085-1020	6,631
03-02-410-085-1021	4,603
03-02-410-085-1022	4,802
03-02-410-085-1023	4,802
03-02-410-085-1024	6,302
03-02-410-085-1025	4,692
03-02-410-085-1026	9,125
03-02-410-085-1027	4,802
03-02-410-085-1028	6,302
03-02-410-085-1029	4,802
03-02-410-085-1030	4,802
03-02-410-085-1031	2,544
03-02-410-085-1032	5,131
03-02-410-085-1033	6,102
03-02-410-085-1034	5,926
03-02-410-085-1035	7,426
03-02-410-085-1036	6,102
03-02-410-085-1037	5,131
03-02-410-085-1038	6,103
03-02-410-085-1039	6,302
03-02-410-085-1040	6,302
03-02-410-085-1041	4,802
03-02-410-085-1042	4,692
03-02-410-085-1043	9,125
03-02-410-085-1044	4,802
03-02-410-085-1045	6,302
03-02-410-085-1046	4,802
03-02-410-085-1047	4,802
03-02-410-085-1048	5,949
03-02-410-085-1049	5,131
03-02-410-085-1050	6,102
03-02-410-085-1051	10,926
03-02-410-089-1001	916
03-02-410-089-1002	916
03-02-410-089-1003	916
03-02-410-089-1004	916
03-02-410-089-1005	916
03-02-410-089-1006	916
03-02-410-089-1007	916
03-02-410-089-1008	916
03-02-410-089-1009	916
03-02-410-089-1010	916
03-02-410-089-1011	916
03-02-410-089-1012	916
03-02-410-089-1013	916
03-02-410-089-1014	916
03-02-410-089-1015	916
03-02-410-089-1016	916
03-02-410-089-1017	916
03-02-410-096-0000	Exempt
03-02-410-102-0000	24,444

Exhibit "B"
(page two)

VILLAGE OF WHEELING REDEVELOPMENT PROJECT AREA

Permanent Real Estate Index Number of Each Lot, Block, Tract or Parcel of Real Property within Such Project Area	Equalized Assessed Valuation as of May 20, 1985, of Each Lot, Block, Tract or Parcel within Such Project Area (1983 EAV)
03-02-410-085-1013	6,302
03-02-410-085-1014	4,044
03-02-410-085-1015	5,131
03-02-410-085-1016	7,602
03-02-410-085-1017	7,426
03-02-410-085-1018	7,426
03-02-410-085-1019	6,102
03-02-410-085-1020	6,631
03-02-410-085-1021	4,603
03-02-410-085-1022	4,802
03-02-410-085-1023	4,802
03-02-410-085-1024	6,302
03-02-410-085-1025	4,692
03-02-410-085-1026	9,125
03-02-410-085-1027	4,802
03-02-410-085-1028	6,302
03-02-410-085-1029	4,802
03-02-410-085-1030	4,802
03-02-410-085-1031	2,544
03-02-410-085-1032	5,131
03-02-410-085-1033	6,102
03-02-410-085-1034	5,926
03-02-410-085-1035	7,426
03-02-410-085-1036	6,102
03-02-410-085-1037	5,131
03-02-410-085-1038	6,103
03-02-410-085-1039	6,302
03-02-410-085-1040	6,302
03-02-410-085-1041	4,802
03-02-410-085-1042	4,692
03-02-410-085-1043	9,125
03-02-410-085-1044	4,802
03-02-410-085-1045	6,302
03-02-410-085-1046	4,802
03-02-410-085-1047	4,802
03-02-410-085-1048	5,949
03-02-410-085-1049	5,131
03-02-410-085-1050	6,102
03-02-410-085-1051	10,926
03-02-410-089-1001	916
03-02-410-089-1002	916
03-02-410-089-1003	916
03-02-410-089-1004	916
03-02-410-089-1005	916
03-02-410-089-1006	916
03-02-410-089-1007	916
03-02-410-089-1008	916
03-02-410-089-1009	916
03-02-410-089-1010	916
03-02-410-089-1011	916
03-02-410-089-1012	916
03-02-410-089-1013	916
03-02-410-089-1014	916
03-02-410-089-1015	916
03-02-410-089-1016	916
03-02-410-089-1017	916
03-02-410-096-0000	Exempt
03-02-410-102-0000	24,444

Exhibit "B"
(page three)

VILLAGE OF WHEELING REDEVELOPMENT PROJECT AREA

Permanent Real Estate Index Number of Each Lot, Block, Tract or Parcel of Real Property within Such Project Area		Equalized Assessed Valuation as of May 20, 1985, of Each Lot, Block, Tract or Parcel within Such Project Area (1983 EAV)
03-02-410-103-0000		73,627
03-02-410-109-0000		Exempt
03-02-410-110-0000		48,220
03-02-410-111-0000		72,126
03-02-410-113-0000	(1983 P.I.N.'S 03-02-410-024	544,796
03-02-410-114-0000	03-02-410-025, 03-02-410-026	544,796
	03-02-410-027, 03-02-410-029	
	03-02-410-092, 03-02-410-093	
	03-02-410-095, 03-02-410-105	
	03-02-410-106, 03-02-410-107	
	03-02-410-108)	
03-02-412-003-0000		210,480
03-02-412-004-0000		56,330
03-02-412-005-0000		207,369
03-02-412-006-0000		215,411
03-02-412-007-0000		100,891
03-02-412-008-0000		113,864
03-02-412-009-0000		22,315
03-02-412-010-0000		24,511
03-02-414-001-0000		8,744
03-02-414-002-0000		15,395
03-02-414-003-0000		12,884
03-02-414-004-0000		15,332
03-02-414-005-0000		12,919
03-02-414-006-0000		95,857
03-02-415-004-0000		22,357
03-02-415-005-0000		12,725
03-02-415-006-0000		6,656
03-02-415-007-0000		11,136
03-02-415-008-0000		12,460
03-02-415-009-0000		14,488
03-02-415-017-0000		41,393
03-02-415-018-0000		39,328
03-02-415-026-0000		15,737
03-02-415-027-0000		191,851
03-02-415-028-0000		117,740
03-02-415-029-0000		41,961
03-02-415-030-0000		34,439
03-02-415-031-0000		13,619
03-02-415-032-0000		104,855
03-02-415-033-0000		5,173
03-02-415-036-0000		30,012
03-02-415-037-0000		8,301
03-02-415-038-0000		16,183
03-02-415-039-0000		48,870
03-02-415-040-0000		8,020
03-02-415-041-0000		15,619
03-02-415-042-0000		15,619
03-02-415-043-0000		14,137
03-02-415-044-0000		15,221
03-02-415-045-0000		129,303
03-02-415-046-0000		28,895
03-11-202-009-0000		63,221
03-12-100-003-0000		Exempt
03-12-100-005-0000		Exempt
03-12-100-008-0000		21,996
03-12-100-009-0000		19,661
03-12-100-010-0000		115,088
03-12-100-011-0000		36,192

Exhibit "B"
(page four)

VILLAGE OF WHEELING REDEVELOPMENT PROJECT AREA

Permanent Real Estate Index Number of Each Lot, Block, Tract or Parcel of Real Property within Such Project Area	Equalized Assessed Valuation as of May 20, 1985, of Each Lot, Block, Tract or Parcel within Such Project Area (1983 EAV)
03-12-100-012-0000	2,147
03-12-100-013-0000	16,728
03-12-100-016-0000	6,280
03-12-100-017-0000	6,414
03-12-100-018-0000	8,599
03-12-100-019-0000	14,665
03-12-100-020-0000	8,599
03-12-100-021-0000	20,522
03-12-100-022-0000	45,522
03-12-100-023-0000	35,559
03-12-100-024-0000	23,706
03-12-100-025-0000	8,119
03-12-100-026-0000	12,702
03-12-100-029-0000	15,898
03-12-100-030-0000	25,350
03-12-100-033-0000	3,572
03-12-100-036-0000	537
03-12-100-037-0000	39,460
03-12-100-050-0000	31,546
03-12-100-051-0000	75,513
03-12-100-052-0000	7,567
03-12-100-053-0000	6,714
03-12-100-054-0000	883
03-12-101-006-0000	8,834
03-12-101-007-0000	277
03-12-101-008-0000	28,570
03-12-101-009-0000	283
03-12-101-010-0000	18,996
03-12-101-011-0000	113
03-12-101-012-0000	35,796
03-12-101-013-0000	2,536
03-12-101-014-0000	45,468
03-12-101-019-0000	16,382
03-12-101-025-0000	5,316
03-12-101-026-0000	3,777
03-12-101-028-0000	6,647
03-12-101-029-0000	4,522
03-12-101-046-0000	144,677
03-12-101-047-0000	28,348
03-12-101-050-0000	328,397
03-12-101-051-0000	Exempt
03-12-101-052-0000	36,418
03-12-101-053-0000	Exempt
03-12-101-054-0000	Exempt
03-12-101-057-0000	Exempt
03-12-101-058-0000	13,645
03-12-101-059-0000	Exempt
03-12-101-060-0000	12,175
03-12-101-061-0000	Exempt
03-12-101-062-0000	25,855
03-12-101-063-0000	Exempt
03-12-101-065-0000	15,745
03-12-101-066-0000	93,700
03-12-101-067-0000	17,449
03-12-101-068-0000	3,964
03-12-101-069-0000	52,993
03-12-104-010-0000	47,539
03-12-104-015-0000	79,435
03-12-104-016-0000	7,505

Exhibit "B"
(page five)

VILLAGE OF WHEELING REDEVELOPMENT PROJECT AREA

Permanent Real Estate Index Number of Each Lot, Block, Tract or Parcel of Real Property within Such Project Area	Equalized Assessed Valuation as of May 20, 1985, of Each Lot, Block, Tract or Parcel within Such Project Area (1983 EAV)
03-12-104-017-0000	7,375
03-12-104-018-0000	6,243
03-12-104-019-0000	6,954
03-12-104-020-0000	6,616
03-12-104-021-0000	6,522
03-12-104-022-0000	5,897
03-12-104-023-0000	6,616
03-12-104-024-0000	54,533
03-12-105-018-0000	Exempt
03-12-105-020-0000	Exempt
03-12-105-021-0000	437,806
03-12-105-022-0000	104,957
03-12-105-023-0000	98,243
03-12-105-024-0000	185,292
03-12-105-025-0000	52,601
03-12-106-007-0000	Exempt
03-12-107-037-0000	15,005
03-12-107-038-0000	60,928
03-12-108-003-0000	15,563
03-12-108-004-0000	4,970
03-12-108-005-0000	3,035
03-12-108-008-0000	20,440
03-12-108-015-0000	438
03-12-108-016-0000	880
03-12-108-018-0000	3,627
03-12-108-019-0000	1,044
03-12-109-009-0000	219,270
03-12-109-010-0000	Exempt
03-12-111-012-0000	22,711
03-12-111-013-0000	99,193
03-12-111-018-0000	60,217
03-12-111-019-0000	Exempt
03-12-111-020-0000	83,085
03-12-111-021-0000	Exempt
03-12-111-022-0000	64,152
03-12-111-023-0000	Exempt
03-12-111-024-0000	62,833
03-12-111-025-0000	Exempt
03-12-111-026-0000	236,514
03-12-111-027-0000	236,853
03-12-111-028-0000	85,397
03-12-111-029-0000	Exempt
03-12-116-021-0000	3,264
03-12-116-022-0000	71,268
03-12-116-023-0000	14,590
03-12-116-024-0000	13,707
03-12-116-025-0000	13,515
03-12-116-026-0000	15,709
03-12-116-027-0000	6,125
TOTAL FOR TAX CODE AREA 38156	$11,590,064.

ORDINANCE NO. 2159

An Ordinance Adopting Tax Increment Allocation
Financing for a Portion of the Central Business District

WHEREAS, it is desirable and for the best interests of the citizens of the Village of Wheeling, Cook and Lake Counties, Illinois (the "Municipality"), for the Municipality to adopt tax increment allocation financing pursuant to the Real Property Tax Increment Allocation Redevelopment Act, Division 74.4 of Article 11 of the Illinois Municipal Code, as amended (the "Act"), and

WHEREAS, the Municipality has adopted a redevelopment plan and project (the "Plan" and "Project") as required by the Act by passage of Ordinance Number 2157 and has designated a redevelopment project area (the "Area") as required by the Act by the passage of Ordinance Number 2158 and has otherwise complied with all other conditions precedent required by the Act;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING, COUNTIES OF COOK AND LAKE, STATE OF ILLINOIS:

Section A

Tax increment allocation financing is hereby adopted to pay redevelopment project costs as defined in the Act as set forth in the Plan and Project within the Area as described in Exhibit A, attached hereto and incorporated herein as if set out in full by this reference. The street location (as near as practicable) for the Area is described in Exhibit B, attached hereto and incorporated herein as if set out in full by this reference. The map of the Area is depicted on Exhibit C, attached hereto and incorporated herein as if set out in full by this reference.

Section B

Pursuant to the Act, after the total equalized assessed valuation of taxable real property in the Area exceeds the total initial equalized assessed value of all taxable real property in the Area, the ad valorem taxes, if any, arising from the levies upon real property in the Area by taxing districts and the rates determined in the manner provided in Section 11-74.4-9(b) of the Act each year after the effective date of this Ordinance until the Project costs and obligations issued in respect thereto have been paid shall be divided as follows:

(a) That portion of taxes levied upon each taxable lot, block, tract or parcel of real property which is attributable to the initial equalized assessed value of each such taxable lot, block, tract or parcel of real property in the area shall be allocated to and when collected shall be paid by the county collector to the respective affected taxing districts in the manner required by law in the absence of the adoption of tax increment allocation financing.

(b) That portion, if any, of such taxes which is attributable to the increase in the current equalized assessed valuation of each lot, block, tract or parcel of real property in the Area over and above the initial equalized assessed value of each property in the Area shall be allocated to and when collected shall be paid to the municipal treasurer who shall deposit said taxes into a special fund, hereby created, and designated the "Crossroads Redevelopment

Project Area Special Tax Allocation Fund" of the Municipality and such taxes be used for the purposes of paying Project costs and obligations incurred in the payment thereof, pursuant to such appropriations as may be subsequently made.

Section C

This Ordinance shall be in full force and effect from and after its passage and approval, according to law.

Trustee ALTIERI moved, seconded by Trustee FANELLA, that Ordinance No. 2159 be passed.

PASSED this 20th day of MAY, 1985.

Trustee Altieri AYE

Trustee Fanella AYE

Trustee Hartman AYE

Trustee Kerr ABSENT

Trustee Ratajczak AYE

Trustee Rogers AYE

APPROVED this 20th day of MAY, 1985 by the President and Board of Trustees of the Village of Wheeling, Illinois.

Sheila H. Schultz

Sheila H. Schultz, Village President

ATTEST:

Janet M. D'Argo

Janet M. D'Argo, Village Clerk

APPROVED AS TO FORM:

James A. Rhodes

James A. Rhodes, Village Attorney

Exhibit A

Legal Description for Milwaukee Avenue Corridor (TIF)

That part of Sections 2, 11 and 12 in Township 42 North, Range 11 East of the Third Principal Meridian described as follows:

Beginning at the intersection point of the south right-of-way line of Strong Avenue and the east right-of-way line of First Street; thence southerly 262.70 feet to the south line of William Zelosky's Milwaukee Avenue Addition to Wheeling; thence westerly along said south line 401.57 feet more or less to a line 619.40 feet easterly of and parallel to the centerline of Wolf Road; thence southerly along said parallel line 817.78 feet more or less to a line 400 feet south of and parallel to the north line of Lot 15 in Uptadel's Sunnyside Addition to Wheeling; thence easterly along the last described parallel line 490.0 feet to a line 1109.40 feet east of and parallel to the centerline of Wolf Road; thence southerly along the last described parallel line 117.50 feet to the north right-of-way line of Deborah Lane; thence easterly along the north right-of-way line of Deborah Lane 33.67 feet; thence southerly 82.0 feet along the easternmost right-of-way line of Deborah Lane and its extension to the northwest corner of Lot 1 in McDonald's Subdivision; thence easterly 211.0 feet along the north line of Lot 1 to the northeast corner of said Lot 1; thence southerly along the east line of Lot 1 to the north right-of-way line of Dundee Road; thence westerly along the north right-of-way line of Dundee Road to a line 385 feet west of and parallel to the west right-of-way of Wheeling Avenue; thence southerly along last described parallel line 305.50 feet to a line 272.50 feet south of and parallel to the centerline of Dundee Road; thence westerly along last described parallel line 77.57 feet to a line 461.88 feet west of and parallel to the west line of Wheeling Avenue; thence south along said parallel line 112.50 feet to a line 385 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line 461.88 feet more or less to the west right-of-way line of Wheeling Avenue; thence northerly along the west right-of-way line of Wheeling Avenue to a line 183 feet south of and parallel to the centerline of Dundee Road; thence easterly along the last described parallel line 424.52 feet more or less to the east right-of-way of Wille Avenue; thence southerly along the east right-of-way line of Wille Avenue to the north right-of-way line of Center Avenue; thence easterly along the north right-of-way line of Center Avenue to a line 217.0 feet southwest of and parallel to the centerline of Milwaukee Avenue; thence southeasterly along said parallel line to a point in the southeast line of Lot 12 in L. McDuffee's Subdivision; thence southwesterly 374 feet more or less to a point on the east line of Lot 22 of Wille's Addition to Wheeling 31.65 feet south of the northeast corner of said Lot 22; thence southerly along the east line of Lots 22, 23, 24, 25, 26, 27, 28 and 29 to a point on a line parallel and 33 feet north of the centerline of Highland Avenue; thence easterly 87.60 feet along the north line of Highland Avenue to the southwest corner of Lot 1 in Petan's Subdivision; thence north 134 feet along the west line of Lot 1 to the northwest corner of Lot 1; thence easterly 699.64 feet along a line 134.0 feet north of and parallel to the north line of Highland Avenue; thence southeasterly 130.20 feet along the northeast line of

Exhibit A (continued)

Legal Description for Milwaukee Avenue Corridor (TIF)
(cont'd)

Lot 11 in Petan's Subdivision; thence southerly 61.55 feet along the east line and its extension of Lot 11 in Petan's Subdivision to a line parallel and 33 feet north of the south right-of-way line of Highland Avenue; thence east along said parallel line to the easterly line extended northerly of Lots 1, 2 and 3 in Ryan's Subdivision; thence southeasterly along previously described east line of Ryan's Subdivision 221.28 feet to the southeast corner of Lot 3 in Ryan's Subdivision; thence southeasterly 75.90 feet more or less to a point 158.32 feet east of the northwest corner of Lot 42 in Mors Farm Syndicate Subdivision, Unit No. 1; thence southeasterly along the east lines of Lots 42, 41, 40, 39, and 38 in Mors Farm Syndicate Unit No. 1 to the north right-of-way line of Mors Avenue; thence southerly to the northeast corner of Lot 34 in Mors Farm Syndicate Unit No. 1; thence southeasterly along the east line of said Lot 34 to its southeast corner; thence westerly along the south line of Lot 34 and its extension west to the easterly line of Lot 1 in Kay Miller's Resubdivision of Lot 78 and parts of Lots 35, 79 and 80 and vacation of Park Avenue in Mor's Farm Syndicate Subdivision Unit No. 1, also part of Lot 12 in subdivision of Section 12, 42, 11; thence southerly along the east line of Lot 1 to its southeast corner; thence easterly along the north line of Lot 17 and 18 in Meadowbrook Unit No. 3 to the northeast corner of said Lot 18; thence southerly 143.0 feet along the east line of Lot 18 and its extension south to the centerline of East Jeffery Avenue; thence easterly along the center line of East Jeffery Avenue to a line 110 feet east of and parallel with the east right-of-way line of Park Avenue; thence southerly along said parallel line to the north right-of-way line of Manchester Drive; thence easterly along the north right-of-way line of Manchester Drive to the centerline of Milwaukee Avenue; thence southeasterly along the centerline of Milwaukee Avenue to the south line of the east half of the northwest 1/4 of Section 12, 42, 11; thence easterly along said south line to the west bank of the Des Plaines River; thence northerly and westerly along the west bank of the Des Plaines River to the northwest line and its extension of Lot 24 in County Clerk's Subdivision of parts of Sections 1, 2, 11 and 12-42-11; thence southwesterly along said northwest line to a point on said line 4.82 feet northeasterly of the northwest corner of Lot 24; thence northwesterly 229.39 feet more or less to the north line and its extension of Lot 11 in County Clerk's Subdivision; thence southwesterly 45 feet more or less along said north line of Lot 11 to the southeast corner of Lot 10 in County Clerk's Subdivision; thence northwesterly 70 feet to the northeast corner of Lot 2 in Forke's Torrens Subdivision; thence northeasterly along the extension of the northwest line of Lot 2 in Forke's Torrens Subdivision 16 feet more or less to the east right-of-way line extended of the public alley east of Milwaukee Avenue; thence northerly along the east right-of-way line of the public alley east of Milwaukee Avenue and its extension to a line 100 feet south of and parallel to the centerline of Dundee Road; thence easterly along said parallel line to the west bank of the Des Plaines River; thence northerly along the west bank of the Des Plaines River to the south line of Lot 3 in Owner's Subdivision, also being the south line of Shadowbend Phase I

Legal Description for Milwaukee Avenue Corridor (TIF)
(cont'd)

and its extension; thence westerly to the southwest corner of Shadowbend Phase I; thence northerly 476.65 feet along the westerly line of Shadowbend Phase I; thence westerly along the western boundary of Shadowbend Phase I to the east right-of-way of Milwaukee Avenue; thence northwesterly along the easterly right-of-way line of Milwaukee Avenue 85.09 feet to the north line of Shadowbend Phase I; thence easterly along said northerly line to the southwest corner of Shadowbend Phase III; thence northerly along the western boundary of Shadowbend Phase III to the southernmost line of Shadowbend Phase II; thence westerly along said south line of Shadowbend Phase II to the easterly right-of-way line of Milwaukee Avenue; thence northwesterly along the easterly right-of-way of Milwaukee Avenue to the south right-of-way line of Strong Avenue extended easterly; thence westerly along said south right-of-way line of Strong Avenue and its extension to the east right-of-way line of First Street, being the point of beginning, all in Cook County, Illinois.

Exhibit B (Stneet Location)

The Crossroads Redevelopment Project Area generally includes the property along beth sides of Milwaukee Avenue, from Strong Avenue on the north to Manchester Drive on the south, with extensions eastward to the Des Plaines River and westward past First Street along Dundee Road.

Exhibit C (Map)

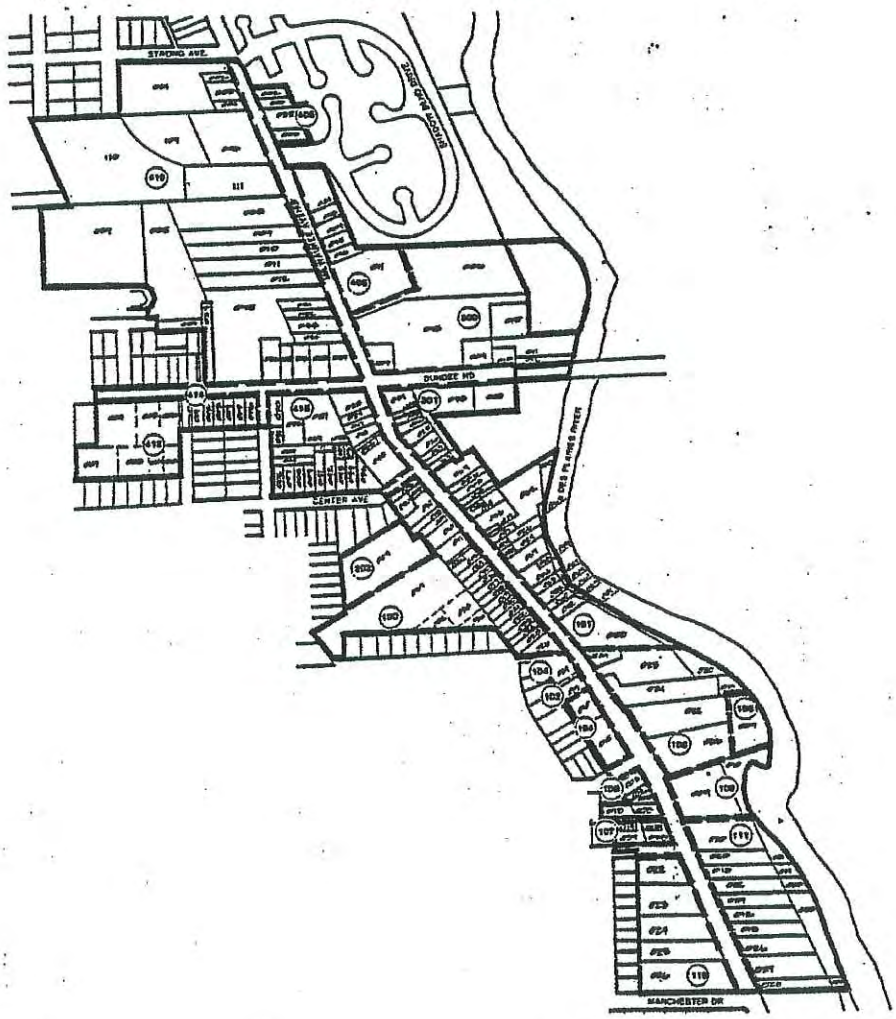


Figure 1

PROJECT AREA

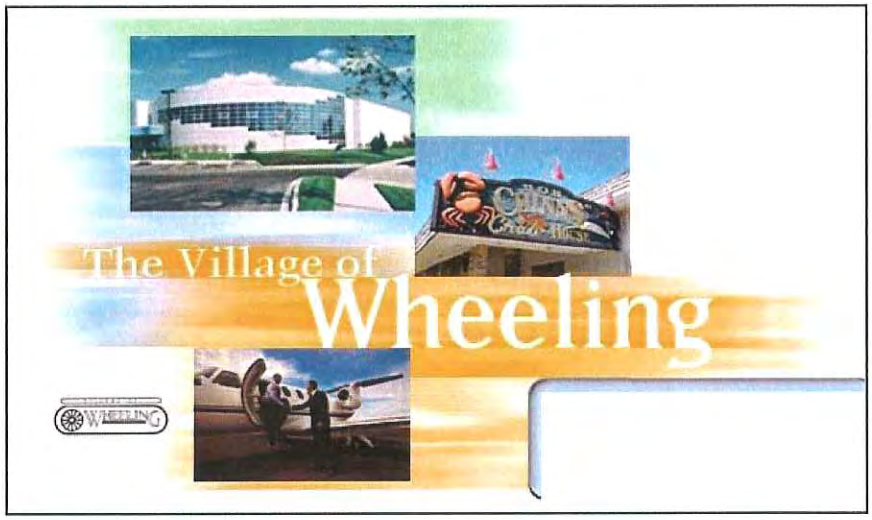
Crossroads Redevelopment Project Area

Milwaukee Avenue Corridor

ROBERT B. TESKA ASSOCIATES, Inc.

VILLAGE OF WHEELING, ILLINOIS

TAX INCREMENT FINANCE



Amendment to:
Village of Wheeling Tax Increment Redevelopment Area Central Business District (Crossroads) TIF Redevelopment Plan and Project

July 2007

Prepared by:

EHLERS
& ASSOCIATES INC

550 Warrenville Road, Suite 220
Lisle, IL 60532
630.271.3330
www.ehlers-inc.com

AMENDMENT TO REDEVELOPMENT PLAN AND PROJECT

The following is an amendment to Village of Wheeling Tax Increment Redevelopment Area, Central Business District (Crossroads) TIF Redevelopment Plan and Project. It recognizes the extension of this Tax Increment Financing District for a maximum of thirty- three (33) years. This extension was approved by the Illinois General Assembly and is now Public Act 94-0302.

The Redevelopment Plan and Redevelopment Project are amended by replacing paragraph four of the Phasing of the Redevelopment Plan to read as follows:

In the normal course of events it is anticipated that each phase will be undertaken in its sequential order. It was anticipated that all phases will be completed by the year 2018. As noted in the original Redevelopment Plan and Redevelopment Project the Village places highest priority on projects that leverage private investment. Second priority is placed on projects that can avail themselves of otherwise untapped sources of governmental or institutional money in a manner that will result in a net positive benefit to the whole community. The creation of redevelopment opportunities that may contain a healthy influence from one or both of these factors may shift project phasing. The phasing of this plan is also updated by both the budget amendment previously adopted and additional plans adopted by the Village since the original adoption date of the Village of Wheeling Tax Increment Redevelopment Area, Central Business District (crossroads) TIF redevelopment Plan and Project. The Village continues to reserve the right to make such shifts to take advantage of additional investment dollars if the resulting projects are within the purpose and objectives of the redevelopment program. The maximum time period for the completion of the Redevelopment Program and the retirement of obligations occurred to the finance redevelopment projects will be thirty-three (33) years. The Village reserves the right under this Redevelopment Plan to receive the thirty third (33rd) year of Incremental Property Taxes by December 31 of the thirty-fourth year.

The section entitled Date of Completion will also be modified as follows:

As stated in the amendment to this the report entitled "Phasing of Redevelopment Plan", the estimated date of completion of the project 2007 has been modified by legislation. The Redevelopment Project is to be completed in 2018 on or before the 33rd anniversary date of the adoption of the ordinance adopting this Redevelopment Plan and Redevelopment Project, or as otherwise provided by law. The Village reserves the right under this Redevelopment Plan to receive the 33rd year of Incremental Property Taxes by December 31 of the thirty-fourth year, December 31, 2019.