



***CITY OF AURORA  
TIF QUALIFICATION REPORT  
FOX VALLEY MALL AREA TAX INCREMENT FINANCE (TIF)  
DISTRICT***

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***An analysis to assess the likelihood that all or a portion of an area located in the City of Aurora could qualify as a conservation area as defined in the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-3, et seq., as amended.***

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

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**JULY 2020**

**FOX VALLEY MAIL AREA  
REDEVELOPMENT PROJECT AREA/TIF DISTRICT  
TIF QUALIFICATION REPORT**

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## **EXECUTIVE SUMMARY**

Kane, McKenna and Associates, Inc. (KMA) has been retained by the City of Aurora, Illinois (the "City") to conduct an analysis of the potential qualification and designation of certain property located in the City, to be addressed herein as the proposed Redevelopment Project Area (the "Study Area" or "TIF District") and included in the map attached as Exhibit A. The Study Area includes the Fox Valley Mall and adjacent out lots bounded by Route 59 to the east, South Commons Drive to the west, New York Street to the north, and McCoy Drive to the south. The qualification review is being carried out pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-3, et seq., as amended (the "TIF Act").

The City is pursuing the Study Area designation as part of its ongoing review of the Route 59 Corridor area, in order to assist in the revitalization of the property and the overall improvement of this important commercial and retail corridor. By undertaking the designation, the City will help strengthen the Study Area as a significant contributor to the City's overall economic base.

The Route 59 Corridor Study Comprehensive Plan states, on page 7, that:

"A redeveloped Fox Valley Mall is strongly encouraged prior to the development of other areas in the corridor as it will serve as the central catalyst for the type, shape and form of remaining development. This redevelopment should include a mix of restaurants, entertainment, residential and open spaces/plaza gathering spaces. There is enough demand for approximately 17,000 to 26,000 square feet of new restaurant space. This demand could be much greater depending on the types of restaurants that are attracted to a redeveloped mall area."

Based upon the preliminary analysis completed to date, KMA has reached the following conclusions regarding the potential qualification of the Study Area as a TIF District:

- 1) *The proposed TIF District could meet the criteria for a "conservation area," as the term is defined under the TIF Act.* Because 50% or more of the structures are over 35 years of age, the Study Area meets the threshold finding for such designation.
- 2) *Current conditions impede redevelopment* – Without the use of City planning and economic development resources to address certain issues, potential redevelopment activities are not likely to be economically feasible.
- 3) *Viable redevelopment sites could produce incremental revenue* – Within the proposed Study Area, there are parcels which potentially could be redeveloped and thereby produce incremental property tax revenue or other additional revenues to the City. As part of the City's planning efforts, several potential development sites are included in the Study Area. Such revenue, used in combination with other City resources for redevelopment incentives or public improvements, would likely stimulate private investment and reinvestment in these sites and ultimately throughout the Study Area.

4) ***Review of TIF designation*** – To mitigate certain conditions and to leverage the City's investment and redevelopment efforts, the City is proposing a TIF designation to improve existing conditions.

## **I BACKGROUND**

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**Current Land Use.** The Study Area is generally bounded by Route 59 to the east, South Commons Drive to the west, New York Street to the north, and McCoy Drive to the south. The Study area includes retail and commercial uses.

The Route 59 area continues to be an important area for the community – given its location, tax base, and employment opportunities. In 2019, the City completed its Route 59 Corridor Study Comprehensive Plan, which serves to guide development efforts and to provide vision and principles for the area.

Key findings are summarized below as taken from the Route 59 Corridor Study Comprehensive Plan, March 2019.

### **General Goals/Objectives**

“The overall Route 59 Corridor Plan study area includes a number of significant existing and future commercial nodes such as the Yorkshire Place Shopping Plaza and the areas to its north and west, and future development at the southwest corner of Route 59 and 75<sup>th</sup> Street. These potential projects are discussed elsewhere in the Plan. However, no commercial project will have a more significant impact or serve as a greater catalyst to future success of the corridor than the redevelopment of the Fox Valley Mall. As such, a more in-depth detailed analysis was performed on this area to develop a solid foundation of recommendations for its future redevelopment. The Sub-Area Plan takes a comprehensive look at the conditions of the mall today and makes recommendations for how to transform this environment into a place that continues to attract residents, visitors, and businesses. The Fox Valley Mall has been of regional significance for over 40 years. This Plan strives to enhance the success for decades to come by serving as a guide for policy makers, staff, and numerous stakeholders to help prioritize implementation measures to achieve the larger community vision for the corridor and surrounding area.

The Plan calls for the creation of a new, but authentic “city center”, building on a downtown main street theme. The mall area and its associated network of interconnected nodes and neighborhoods will serve as the anchor and core to the Route 59 Corridor, connected to the surrounding community and to itself by a network of lively, walkable streets that embrace the spectrum of bustling community life.” (Page 43)

The Comprehensive Plan also sets forth a community/city center redevelopment concept, building upon the regional appeal of the Mall area with the following objectives:

- “Create an experiential entertainment destination that will complement downtown Aurora, and successfully compete with downtown Naperville and the Route 59 tollway corridor.

- Create individual development nodes or “villages” along the outer ring road that are interconnected to one another and the mall with a pedestrian scale, landscaped walkway system.
- Generally, orient the commercial uses toward the more traveled E. New York Street and Route 59 corridors with the residential uses oriented more to the McCoy Drive and Commons Drive corridors.
- Explore the potential of “daylighting” the creek through the northwest portion of the site and if feasible, use the restored Waubonsie Creek corridor as part of the regional open space and pedestrian corridor of Waubonsie Creek.
- Provide a highly visible open space feature that can be used for entertainment and civic events.
- Incorporate similar, smaller-scale open space features in the individual development nodes around the ring road as a cohesive design element throughout the project.
- Create an inner ring road that has a more intimate character than the outer ring road and can be used to strengthen and continue the elements of the overall design theme.
- Concentrate redevelopment efforts within the outer ring road initially.
- Move the existing mall entrance at Venuti Drive and McCoy Drive west to align with the proposed extension of Trade Street to provide a stronger vehicular connection to the areas south of the mall.
- The Plan discourages uses within the Fox Valley Mall that do not support a walkable, mixed-use environment. Uses that do not bolster the Mall as a regional destination should not be encouraged. An example of a use that should not be located in the Mall is stand-alone storage facilities. (Page 47).”

Reuse/revisioning principles are of critical importance, as nationwide, malls and department stores are still under siege. The Wall Street Journal reported that U.S. retailers closed 5,994 stores in 2019, up from 5,864 closures in 2018 (“What Retail Recovery? Malls under Pressure as Stores Close, April 16, 2019). Mall Vacancy rates were also reported to increase over 2018.

The closures have adversely affected mall property owners' ability to secure financing in order to retrofit or reposition large scale properties. Ongoing defaults of retailers are also expected as online retail sales continue to increase. The Fox Valley Mall area is subject to the same challenges and pressures that are demonstrated in the larger US economy.

The City's interest in the Study Area reflects a concern for certain underutilized properties at this location and the presence of sustained vacancies at visible locations within the area.

Overall, the area faces a number of potential redevelopment impediments as described in Section IV of this report. Additionally, while the area has certain assets, (size of property, location, visibility), the current state of the local and national economy, as the market impacts enclosed regional malls – provides challenges associated with redeveloping older buildings (including large general merchandise chains) and adjacent outlot sites.

The City has determined that the redevelopment of the proposed Study Area could be beneficial to the community. With a redevelopment strategy in place, the economic base of the Study Area would be stabilized and increased – thereby benefiting the community as a whole.

**General Scope and Methodology.** KMA performed its analysis by conducting a series of discussions with City staff, starting in September, 2019 and continuing periodically up to the date of this report. The purpose of the review was to gather data related to the preliminary qualification criteria for properties included in the Study Area. These discussions were complemented by a series of field surveys for the entire area to evaluate the condition of the Study Area. The field surveys and data collected have been utilized to test the likelihood that the Study Area could qualify for TIF designation – subject to collection of additional documentation and/or review at a later date.

The qualification factors discussed in this report would assist in the qualification of the Study Area as a conservation area, as the term is defined pursuant to the TIF Act.

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

## **II QUALIFICATION CRITERIA**

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With the assistance of City staff, Kane, McKenna and Associates, Inc. assessed the proposed Study Area to determine the likelihood that qualifying factors listed in the Act would be present. The relevant provisions of the Act are cited below.

The Act sets out specific procedures which must be adhered to in designating a redevelopment project area (Study Area). By definition, a “redevelopment project area” is:

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

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

**TIF Qualification Factors for a Conservation Area.** In accordance with the TIF Act, KMA performed a two-step assessment to determine if the proposed Study Area qualified as a conservation area. First, KMA analyzed the threshold factor of age to determine if 50% or more of the structures were 35 years of age or older.

Secondly, the area was examined to determine if a combination of three (3) or more of the following factors were present, each of which is (i) present, with that presence documented to a meaningful extent so that a municipality may reasonably find that the factor is clearly present within the intent of the Act and (ii) reasonably distributed throughout the improved part of the redevelopment project area. Per the TIF Act, such an area is not yet a blighted area but because of a combination of the following factors is detrimental to the public safety, health, morals or welfare and such an area may become a blighted area.

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

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

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

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

(E) Illegal Use of Individual Structures. The use of structures in violation of applicable federal, State, or local laws, exclusive of those applicable to the presence of structures below minimum code standards.

(F) Excessive Vacancies. The presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent or duration of the vacancies.

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

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

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

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

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

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

**(M) "Stagnant" or "Declining" EAV.** The total equalized assessed value of the proposed redevelopment project area has declined for three (3) of the last five (5) calendar years, or is increasing at an annual rate that is less than the balance of the municipality for three (3) of the last five (5) calendar years, or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three (3) of the last five (5) calendar years. The finding is based on the last 5 years for which information is available.

### **III. EVALUATION METHODOLOGY**

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In evaluating the proposed Study Area's potential qualification as a TIF District, the following methodology was utilized:

- 1) Site surveys of the Study Area were undertaken by representatives from Kane, McKenna and Associates, Inc., supplemented with photographic analysis of the sites. Preliminary surveys were completed of properties located within the Study Area.
- 2) KMA conducted evaluations of exterior structures and associated site improvements, noting such conditions as deterioration and excessive vacancies. Additionally, KMA reviewed the following data: 2013 to 2019 tax information from Kane County, the Township Assessor, tax maps, aerial photos, site data, local history (including discussions with City staff), and an evaluation of area-wide factors that have affected the area's development (e.g., Deterioration, stagnant or declining EAV, excessive vacancies, and lack of community planning etc.).
- 3) Existing structures and site conditions were initially surveyed only in the context of checking, to the best and most reasonable extent available, TIF Act factors applicable to specific structures and site conditions of the parcels.
- 4) The Study Area was examined to assess the applicability of the different TIF Act factors required for qualification as a TIF district. Examination was made by reviewing the information and determining how each measured when evaluated against the relevant factors. The Study Area was evaluated to determine the applicability of the thirteen (13) different factors, as defined under the Act, which would qualify the area as a TIF District.

#### **IV. QUALIFICATION FINDINGS FOR PROPOSED STUDY AREA**

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Based upon KMA's evaluation of parcels in the proposed Study Area and analysis of each of the eligibility factors summarized in Section II, the following factors are presented to support qualification of the proposed Study Area as a conservation area under the TIF Act. These factors are summarized in the table below.

##### **Exhibit 1**

##### **Summary of TIF-Qualifying Factors**

<b>Maximum Possible Factors per Statute</b>	<b>Minimum Factors Needed to Qualify per Statute</b>	<b>Qualifying Factors Present in Proposed Study Area</b>
<b>13</b>	<b>3</b>	<b>6</b> <ul style="list-style-type: none"><li>• Lagging or Declining EAV</li><li>• Excessive Vacancies</li><li>• Deterioration</li><li>• Lack of Community Planning</li><li>• Obsolescence</li><li>• Inadequate Utilities</li></ul>

**Findings for Study Area.** The proposed Study Area meets the qualifications for a conservation area under the statutory criteria set forth in the TIF Act. As a first step, KMA determined that 20 of 38 structures (53%) were 35 years in age or older based upon City and Township Assessor data. Secondly, KMA reviewed the 13 aforementioned criteria needed to qualify the area as a conservation area, determining that 5 factors were present:

1. **Lagging or Declining EAV.** The Act states that if the total equalized assessed value of the proposed redevelopment project area has declined for three (3) of the last five (5) calendar years, or is increasing at an annual rate that is less than the balance of the municipality for three (3) of the last five (5) calendar years, or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three (3) of the last five (5) calendar years.

The finding is based on the last 5 tax years for which information is available. The EAV of the Study Area has declined for five (5) of the last five (5) years and has lagged behind the CPI for five (5) of the last five (5) and has also lagged behind the balance of the City's EAV for five (5) of the last five (5) years. (refer to chart below). Therefore, a finding of declining or lagging EAV is made pursuant to the TIF Act.

**Exhibit 2**  
**EAV Trends for TIF District**

	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
<b>Total:</b>	<b>51,263,910</b>	<b>55,372,090</b>	<b>57,257,930</b>	<b>59,233,230</b>	<b>56,897,783</b>	<b>54,020,617</b>
<b>Annual % Change:</b>	<b>-7.4%</b>	<b>-3.3%</b>	<b>-3.3%</b>	<b>-4.1%</b>	<b>-5.3%</b>	<b>-</b>
<b>City Total EAV:</b>	<b>4,159,774,518</b>	<b>3,978,002,010</b>	<b>3,705,280,309</b>	<b>3,508,808,420</b>	<b>3,231,572,340</b>	<b>3,082,534,723</b>
<b>Balance of City EAV:</b>	<b>4,108,510,608</b>	<b>3,922,629,920</b>	<b>3,693,022,379</b>	<b>3,449,575,190</b>	<b>3,174,674,557</b>	<b>3,028,514,106</b>
<b>Annual % of Change:</b>	<b>6.1%</b>	<b>6.2%</b>	<b>7.1%</b>	<b>8.7%</b>	<b>4.8%</b>	<b>-</b>
<b>CPI - All Urban Consumers:</b>	<b>1.8%</b>	<b>2.4%</b>	<b>2.1%</b>	<b>1.3%</b>	<b>0.1%</b>	<b>-</b>

Source: Kane County Clerk, Aurora Township Assessor, and U.S. Bureau of Labor Statistics

**2. Excessive Vacancies.** The TIF Act indicates that this factor is present if there is the presence of buildings that are unoccupied or under-utilized and that represent adverse influence on the area because of the frequency, extent or duration of the vacancies.

The Fox Valley Mall (the “Mall”) property consists of over 1,300,000 square feet of building (the in-line mall and four (4) anchor stores. Initially constructed in the early 1970s, the Mall has experienced a steady decline in occupancy – most recently with the closure of the Sears and Carson Pirie Scott stores. Both stores represent over 480,000 square feet of two-story and one-story retail department store space. In-line store space consists of approximately 540,000 square feet and approximately 17% is vacant per Mall management (not including temporary or month to month uses).

Overall, approximately 40% of the Mall space is vacant – far in excess of past vacancy rates (5% to 10%). The Mall vacancies will have spin off adverse impacts on adjacent retail/commercial uses in particular uses that do not front Route 59. Additional vacancies were noted for the former “Toy R Us” store on New York Street. Sporadic vacancies were noted in the western office buildings and western retail buildings.

The size of the Mall and the loss of large scale anchor space has an adverse influence on existing uses as well as adjacent uses. The location is highly visible along the Route 59 Corridor and represents a long-term asset that generated considerable tax revenues and jobs over the past decades. Changing retail and economic patterns within the wider marketplace have severely impacted the Mall area and current users.

**3. Deterioration.** As noted in Section II, “deterioration” under the TIF Act is defined to include deteriorated surface improvements or structures (specifically evidenced by surface cracking, crumbling, potholes, depressions, loose paving material and weeds). Various degrees of deterioration were observed throughout the Study Area. Much of the observed deterioration centered around the condition of surface improvements such as the driveways, interior loads, and parking lots. These surface improvements had multiple potholes, uneven pavement and

cracks. Most instances of deterioration related to site improvements, including loading areas and drives throughout the area. Rear portions of many of the structures evidenced deterioration as well as the areas near loading areas and delivery zones.

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

All of the buildings in this TIF area were developed after adoption of the City's 1957 Comprehensive Plan and prior to the adoption of the updated 1984 Comprehensive Plan and the City's 2019 Route 59 Corridor Plan. As part of a development chronology, the Mall itself and the anchor tenants' buildings were constructed in the 1970s. Outlots were then developed over the next thirty (30) years in piecemeal fashion surrounding the main Mall property. The eastern section of the Study Area represents the newer construction of facilities – primarily fast food or restaurant uses that face Route 59.

As long as the Mall served as a major destination point – due in large part to the location of the anchor stores – the Mall's visibility to the major arterials was not an issue. However, as anchor vacancies have occurred in 2018, the "ring" of outlots poses a challenge to any interior repositioning or reuse of the Mall property.

Internal circulation and coordination of traffic and parking may be required as uses are modified, and the Mall's original function as a regional shopping center evolves within the wider marketplace. Infrastructure needs – including relocation will also need to be addressed as part of future redevelopment activities.

The existing Planned Unit Development (PUD) Ordinance was adopted in the 1970's and governs development uses in the Mall area, and will need review and/or amendment based upon proposed new uses, internal circulation/traffic patterns, and reconfiguration of buildings. Realignment of existing traffic connections, integrative streetscape public spaces, and pedestrian connectivity are new planning concepts that will be integrated with current market demand and community based planning principles. The original retail driven plan will need to be reconfigured in order to accommodate a walkable, workable community destination with mixed uses.

Prior City plans (including the initial PUD) did not include residential and commercial in the same classification or plans for physically and functionally integrated components. Future Mall redevelopment would need to be conducive to such market place changes.

**5. Obsolescence.** The TIF Act indicates that this factor is present if there is the condition or process of falling into disuse, or structures are ill-suited for their original use.

Although the Mall has experienced periodic updates/renovations over the years, the last comprehensive renovation occurred in 1998, with select area renovations in 2003 (escalators), the Food Court area (2005), and mall interior (2019). Ongoing repairs to skylights, the roof, the parking areas, and storm water management are still required. Upgrades to the entranceways, loading docks, and the HVAC and lighting systems would be needed throughout the Mall (anchor and non-anchor spaces).

The vacant Carson's and Sears stores include original issue HVAC systems and would require a number of upgrades, per management, in order to be retrofitted (if even possible – based on market conditions).

Changing market conditions have adversely affected regional enclosed malls nationwide, as closures of Montgomery Wards, Sears, Macy's, Carson Pirie Scott, and Lord & Taylor's impact malls and their ability to attract shoppers and new tenants. The disparity in rental and occupancy rates due to HVAC costs, common area charges, security and insurance costs, and the maintenance of large parking fields also impact the competitiveness of enclosed malls versus locations that are not burdened with such costs.

Special use construction for the anchor stores (Sears and Carson's) also limits reuse potential for redevelopment or any adaptive reuse. Integration of new uses with the existing Mall and outlots, while retrofitting the space to reorient visibility (outwards), will impose additional costs to redevelopment.

Existing general merchandise retail uses are experiencing large scale challenges on a nationwide basis. In October 2019 the United States Census Bureau's estimates of retail and food services indicated for the first time in history that online sales surpassed general merchandise sales at brick and mortar locations (the initial surge started in February 2019 and is continuing to date). Repositioning of large malls to take advantage of locational strengths and size (gross available area for redevelopment) are important, but transition or "ramp up" costs are expected to be significant due to the characteristics of older obsolete buildings.

In addition, the future of ancillary uses (non-Mall) space are at issue given reductions in shopper traffic and interest in the Mall itself. Tenants/operations that have limited exposure to Route 59 or be within the Mall area (west or south) have limited visibility and are impacted by the reduced McCoy Drive and Entrance #2

Relocation of utilities, internal roadways, and parking fields will also have economic impacts on redevelopment alternatives, since the area was designed with the Mall itself as the centerpiece of a special use development (and regulated by a specific PUD).

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

Existing water mains servicing the RPA will need to be replaced due to a history of main breaks and overall age of the mains (circa 1970s).

Traffic lights and signalization will also require modernization at the following intersections:

McCoy Drive and Entrance #2

McCoy Drive and Entrance #3

McCoy Drive and North Commons Drive

North Commons Drive and Entrance #4

East New York Street and North Commons Drive

East New York Street and Entrance #5

East New York Street and Entrance #6

Proposed traffic signalization improvements could include signal posts/mast arms, LED signals, cameras/detection systems, pedestrian related improvements and cabling.

## **V. SUMMARY OF FINDINGS; GENERAL ASSESSMENT OF QUALIFICATION**

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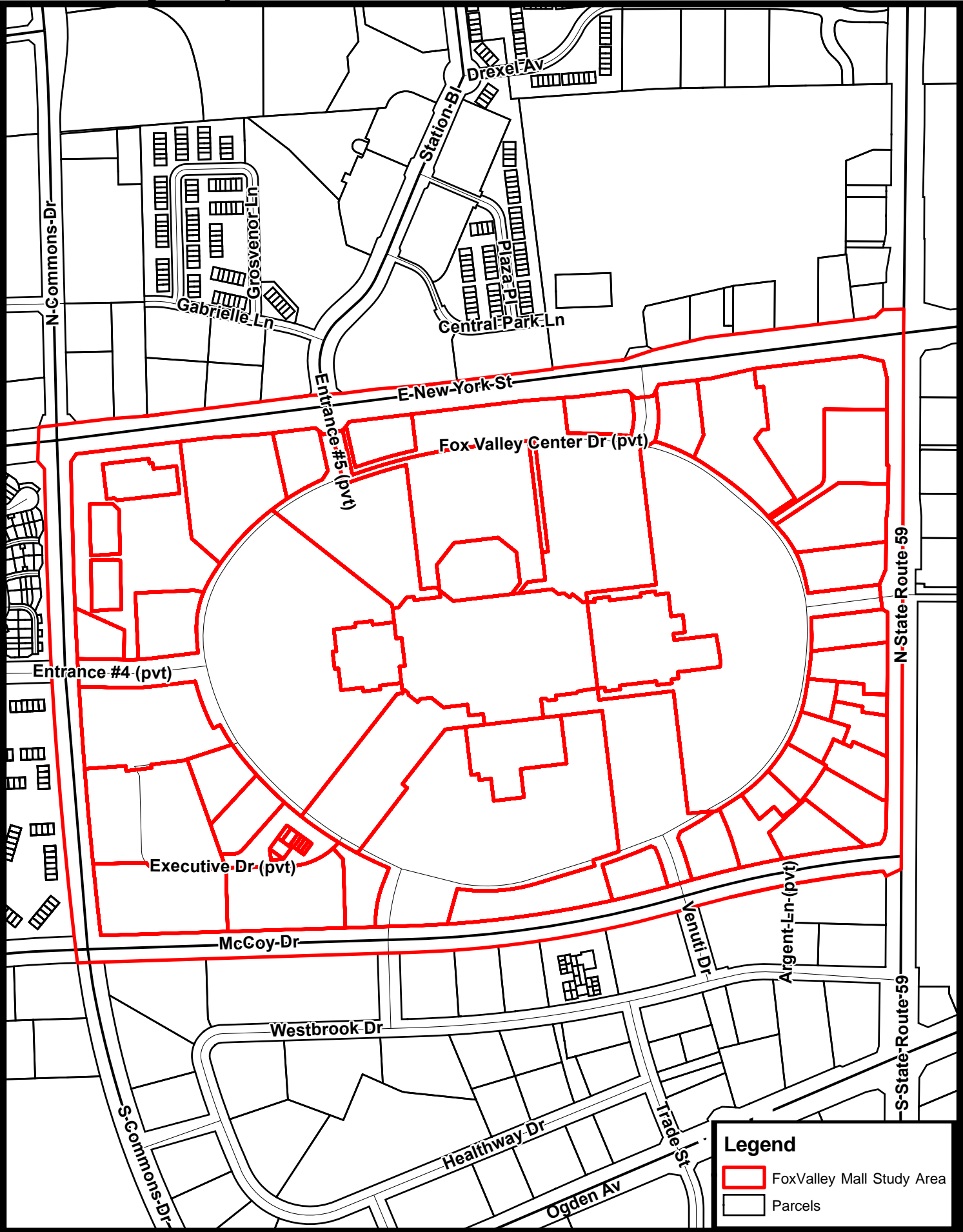
The following is a summary of relevant qualification findings as it relates to the City's potential designation of the proposed TIF District.

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

In the judgment of KMA, these findings provide the City with sufficient justification to consider designation of the property as a TIF District.

**Exhibit A**  
**Boundary Map**

# Boundary Map - 10/04/2019



**Exhibit B**

**Tax Parcel List**

List of Tax Parcels within Study Area & RPA

07-21-302-003 07-21-401-075  
07-21-302-005 07-21-401-078  
07-21-302-008 07-21-401-080  
07-21-302-010 07-21-401-081  
07-21-302-014 07-21-401-086  
07-21-302-015 07-21-401-087  
07-21-302-016 07-21-401-088  
07-21-302-018 07-21-401-089  
07-21-307-002 07-21-401-090  
07-21-307-004 07-21-401-091  
07-21-307-006 07-21-401-092  
07-21-307-007 07-21-401-093  
07-21-307-008 07-21-401-094  
07-21-307-009 07-21-401-095  
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07-21-401-014  
07-21-401-015  
07-21-401-028  
07-21-401-030  
07-21-401-033  
07-21-401-034  
07-21-401-036  
07-21-401-040  
07-21-401-061  
07-21-401-062  
07-21-401-063  
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07-21-401-067  
07-21-401-072