

# 2021 Amendment to the Tax Increment Financing Redevelopment Plan & Project

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Ridgeport Logistics Center  
Intermodal Terminal Facility Area  
(Elion Logistics Center 55 or TIF District No. 2)

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Prepared for  
**City of Wilmington, Illinois**

Prepared by

**PGAV** PLANNERS LLC

January 18, 2021



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- Attachment D** Boundary Description of the Further Amended Project Area
  
- Attachment E** List of Parcels (PINs) Located within the Further Amended Project Area

## SECTION I

### INTRODUCTION

#### A. Background

On May 10, 2010, the City Council of the City of Wilmington (the “**City**”) adopted Ordinance Nos. 10-05-04-06, 10-05-04-07 and 10-05-04-08 (collectively the “**Original Ordinances**”), which adopted a Redevelopment Plan and Project, dated February 16, 2010, including Addendum A thereto, dated April 27, 2010 (the “Original Plan”), designated a Redevelopment Project Area (the “**Project Area**”) and adopted tax increment financing (“**TIF**”) for a portion of the City referred to as the Ridgeport Logistics Center Intermodal Terminal Facility Area (the “**Ridgeport TIF**”). This was accomplished pursuant to the provisions of the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (the “**Act**”).

On September 2, 2014, the City Council adopted Ordinance Nos. 14-09-02-02, 14-09-02-03 and 14-09-02-04, which amended the Original Ordinances to remove 14.5 acres of land from the Project Area (the “**2014 Ordinances**”).

The Project Area was further amended by the “2016 Amendment to the Tax Increment Financing Redevelopment Plan & Project” for the Ridgeport Logistics Center Intermodal Terminal Facility Area, which was approved pursuant to Ordinance No. 17-01-03-01 on January 3, 2017 (the “**2017 Ordinance**”). The amendment provided for the addition of certain properties and removal of certain properties, or portions thereof (the “**Amended Project Area**”). However, after filing the 2017 Ordinance and the 2016 Plan Amendment with the Will County Clerk, it was discovered that three (3) of the six (6) parcels added to the Project Area had not been officially annexed into the corporate limits of the City and, therefore, such parcels were excluded from the Amended Project Area. On October 17, 2017, the City annexed thirty-four (34) additional parcels of property adjoining or in the vicinity of the Ridgeport TIF, two (2) of which were part of the 2016 Plan Amendment (Property Identification Numbers (“**PINs**”) 03-17-21-100-027-0000 and 03-17-21-100-028-0000). The Will County Clerk subsequently certified

the base equalized assessed value (EAV) for these two (2) parcels and they became part of the Ridgeport TIF for the 2017 tax year (payable 2018). Based on the Original Ordinances, as amended by the 2014 Ordinances, the 2017 Ordinance, and subsequent resolution of annexation issues the Project Area was then approximately 1,198 acres in size.

Again, the Project Area was further amended by the “2019 Amendment to the Tax Increment Financing Redevelopment Plan & Project” for the Ridgeport Logistics Center Intermodal Terminal Facility Area, which was approved pursuant to Ordinance No. 19-08-07-02 on August 7, 2019. The amendment provided for further modifications to the Project Area boundaries by adding certain properties and removing certain properties, or portions thereof (the “**Further Amended Project Area**”). On the same date, Ordinances 19-08-08-03 and 19-08-07-04, which designated the Further Amended Project Area and approving tax increment financing for the Further Amended Project Area. These three ordinances are collectively referred to herein as the “**2019 Ordinances**”.

Since then, Ridgeport Logistics Park has been renamed “**Elion Logistics Park 55**”. While there has been a change to the name of the logistics park, the name of the TIF Project Area approved by the Original Ordinances and subsequent amendments has not changed. To maintain contiguity of the numerous historical plan changes and annual reporting regarding this TIF Project Area, the name “Ridgeport TIF” will continue to be used herein. Any reference to Elion Logistics Park 55 shall be construed to mean the redevelopment project located within the Ridgeport TIF.

## **B. 2021 Plan Amendment**

The City now desires to further amend the Original Plan, as most recently amended by the 2019 Ordinances, in order to change the Further Amended Project Area boundaries to include certain other properties annexed into the City to better suit the development of the Elion Logistics Center 55 and to remove certain other areas from the Further Amended Project Area so as to be compliant with the maximum size of an “intermodal terminal facility area as defined in the TIF Act. In this regard, the City did, on November 4, 2020, retained PGAV Planners, LLC of St. Louis, Missouri to prepare an amendment to the



Amended Plan, including documenting eligibility of the area proposed to be included in the revisions to the Further Amended Project Area, preparation of the 2021 Plan Amendment report and assist with the statutory process of amending the Amended Plan and Further Amended Project Area boundaries (at the time referred to the “**2021 Plan Amendment**”).

The areas to be added to and the areas to be removed from the Further Amended Project Area are illustrated on **Exhibit A – Parcels to be Added and Removed from the Further Amended Project Area**. The boundaries of the Ridgeport TIF after these changes are as delineated on **Exhibit B – Further Amended Project Area Boundary**.

Boundary descriptions of the additional areas are included in the **Appendix as Attachment A – Boundary Descriptions for Areas to be Added** to the Ridgeport Logistics Center Intermodal Terminal Facility Area. A list of the parcel identification numbers (PIN’s) and 2017 tax year EAV for the parcels added to the Amended Project Area are included in the **Appendix as Attachment B – List of Parcels, Owners and 2020 EAV for Properties to be Added** to the Ridgeport Logistics Center Intermodal Terminal Facility Area.

Boundary descriptions of the areas to be removed are included in the **Appendix as Attachment C – Boundary Descriptions for Areas to be Removed** from the Ridgeport Logistics Center Intermodal Terminal Facility Area. A list of the PIN’s and the base EAV for the parcels, or portions thereof, removed from the Amended Project Area are included in the **Appendix as Attachment D – List of Parcels, Owners and Base EAV for Properties to be Removed** from the Ridgeport Logistics Center Intermodal Terminal Facility Area.

The **boundary description of the Further Amended Project Area**, per this 2021 Plan Amendment, is included in the **Appendix as Attachment E – Boundary Description of the Further Amended Project Area**. A list of the parcel identification numbers (PIN’s) for all the parcel within the Further Amended Project Area are included in the **Appendix as Attachment E – List of Parcels within the Further Amended Project Area Boundary of the Ridgeport Logistics Center Intermodal Terminal Facility Area**.

The following sections of this report present the Amended Plan, pursuant to this 2021 Amendment to the Tax Increment Financing Redevelopment Plan & Project (the “**2021 Plan Amendment**”).

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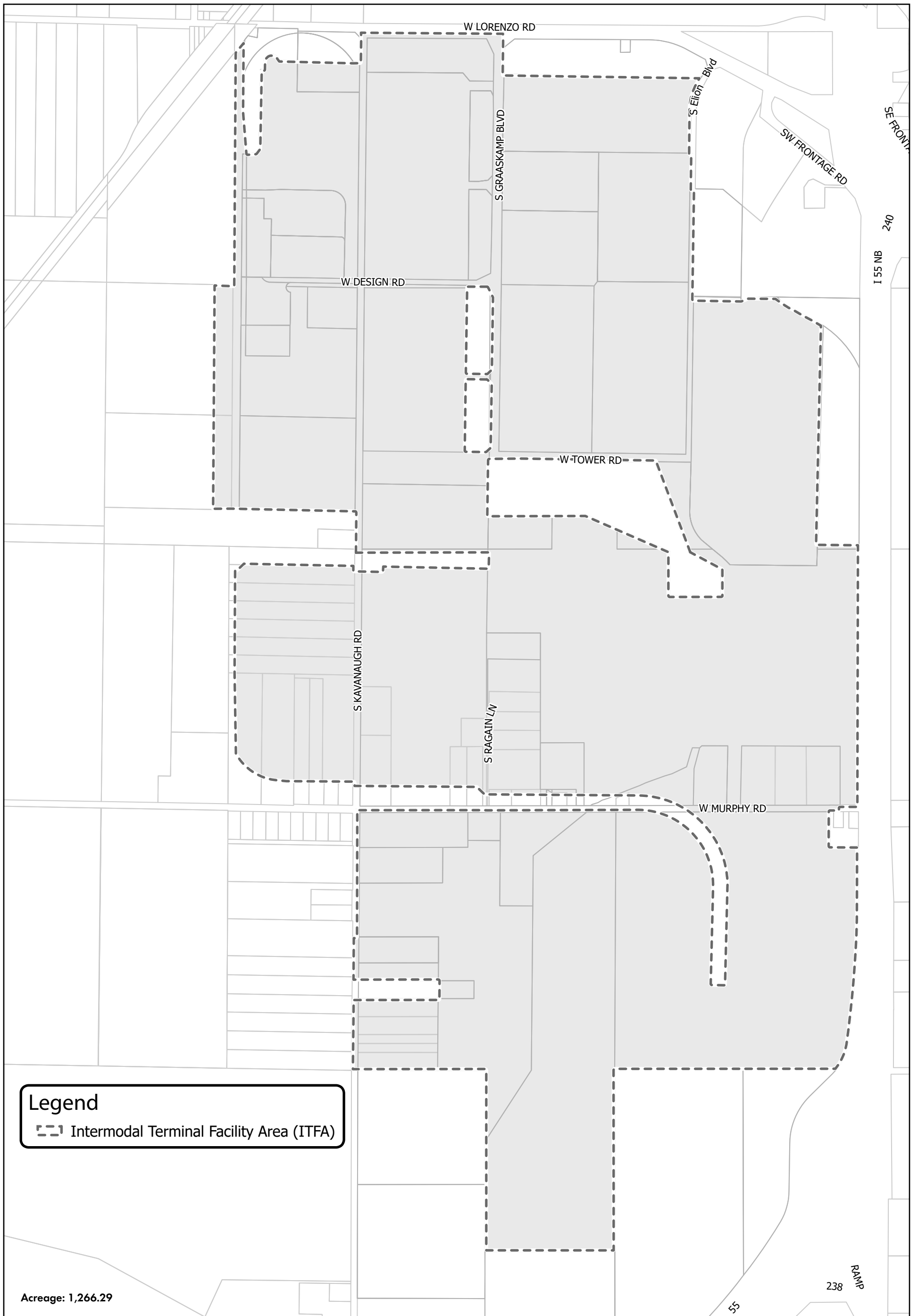


**Exhibit A: Parcels to be Added and Removed from the Further Amended Project Area**

2021 Amendment to the Ridgeport Logistics Center  
 Intermodal Terminal Facility Area (TIF No.2/Elion Logistics Park 55)  
 City of Wilmington, Illinois



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**Exhibit B: Amended Project Area Boundary**

2021 Amendment to the Ridgeport Logistics Center  
 Intermodal Terminal Facility Area (TIF No.2/Elion Logistics Park 55)  
 City of Wilmington, Illinois

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## SECTION II

### BASIS FOR ELIGIBILITY OF THE FURTHER AMENDED PROJECT AREA AND FINDINGS

#### A. Introduction

A Redevelopment Project Area, according to the Act, is that area designated by a municipality in which the finding is made that there exist conditions that cause the area to be classified as a blighted area, conservation area, combination of blighted and conservation areas, or an industrial park conservation area. The criteria and the individual factors defining each of these categories of eligibility are found in the Act. This 2021 Plan Amendment documents the relevant statutory requirements and how the Further Amended Project Area, as amended by the 2021 Plan Amendment continues to meet the eligibility criteria.

#### B. Statutory Qualifications

The Act defines the conditions that must be present for an area to qualify for TIF. The following provides the statutory definition for establishing a redevelopment project area within an intermodal terminal facility area (65 ILCS 5/11-74.4-3.1):

*“(a) Notwithstanding any other provision of law to the contrary, if a municipality designates an area within the territorial limits of the municipality as an intermodal terminal facility area, then that municipality may establish a redevelopment project area within the intermodal terminal facility area for the purpose of developing new intermodal terminal facilities, rehabilitating obsolete intermodal terminal facilities, or both. If there is no existing intermodal terminal facility within the redevelopment project area, then the municipality must establish a new intermodal terminal facility within the redevelopment project area. If there is an obsolete intermodal terminal facility within the redevelopment project area, then the municipality may establish a new intermodal terminal facility, rehabilitate the existing intermodal terminal facility for use as an intermodal terminal facility or for any other commercial purpose, or both.*

- (b) *For purposes of this Division, an intermodal terminal facility area is deemed to be a blighted area and no proof of blight need be shown in establishing a redevelopment project area in accordance with this Section.*
- (c) *As used in this Section:*

*"Intermodal terminal facility area" means an area that:*

- (i) *does not include any existing intermodal terminal facility or includes an obsolete intermodal terminal facility;*
- (ii) *comprises a minimum of 150 acres and not more than 2 square miles in total area, exclusive of lakes and waterways;*
- (iii) *has at least one Class 1 railroad right-of-way located within it or within one quarter mile of it; and*
- (iv) *has no boundary limit further than 3 miles from the right-of-way.*

*"Intermodal terminal facility" means land, improvements to land, equipment, and appliances necessary for the receipt and transfer of goods between one mode of transportation and another, at least one of which must be transportation by rail."*

## **C. Findings**

### **1. Existing Intermodal Terminal Facility Area (Amended Project Area):**

The areas added to the Further Amended Project Area were not part of an existing intermodal terminal facility area and do not include an existing intermodal terminal facility.

### **2. Size of Redevelopment Project Area:**

When the Original Ordinances were passed, the Project Area contained about 1,258 acres (based on Will County property assessment data plus street rights-



of-way), 22 acres less than the maximum size of 2 square miles (1,280 acres, as 1 square mile equals 640 acres). The 2014 Ordinances reduced the size of the Project Area to approximately 1,181 acres. The 2016 Plan Amendment and 2017 Ordinance, after subsequent modifications resolving annexation issues, resulted in an Amended Project Area size of approximately 1,198 acres. After the approval of the 2019 Plan Amendment the Project Area became slightly over 1,277 acres.

**The 2021 Plan Amendment provides for the following changes to the Further Amended Project Area:**

- a. **Adds approximately 83.5 acres** to the Further Amended Project Area, which includes a small amount of S. Kavanaugh Road right-of-way (see Exhibit A); and
- b. **Removes approximately 91.8 acres** from the Amended Project Area (see Exhibit A).

The **Further Amended Project Area**, as reconfigured by this 2021 Plan Amendment has a total area of approximately **1,269 acres**, which is within the statutory maximum size of 1,280 acres.

**3. Class I Railroad Right-of-Way:**

The Further Amended Project Area continues to have a main line BNSF railroad adjoining it at its northwest corner. BNSF is a Class 1 railroad. Also, there is a rail spur that is coterminous with about 0.9 miles of the western boundary of the Further Amended Project Area and the same spur is located within the Further Amended Project Area for about 0.43 miles along said western boundary. This spur currently serves a transload cooler warehouse and a transload freezer warehouse located within the Further Amended Project Area.



There are plans to provide additional spurs into the Further Amended Project Area.

**4. Boundary Limits within 3 Miles:**

The furthest boundary limit of the Amended Project Area, as of the 2019 Plan Amendment, was 2.13 miles from the BNSF railroad right-of-way. The 2021 Plan Amendment does not alter this. Therefore, the furthest boundary limit of the Further Amended Project Area continues to be within maximum distance of 3 miles.

The boundaries, as amended, for the “intermodal terminal facility area” and the Further Amended Project Area continue to be coterminous. As an “intermodal terminal facility area”, Section 11-74.4-3.1(b) of the Act deems the Further Amended Project Area a *blighted area* and requires no further proof of blight.



*CDC Freezer Building*



*Batory Foods*

## SECTION III

### FURTHER AMENDED PLAN

#### A. Introduction

This Section and the following Section IV constitutes an amendment to the Amended Plan for the City's Ridgeport TIF.

#### B. General Land Uses to Apply

The general land uses to apply for the Further Amended Project Area remain the same as stated in the Original Plan, except that commercial "retail" uses are specifically excluded, other than such uses that are incidental to another principal use of a property, as stated in the 2016 Plan Amendment.

#### C. Objectives

The objectives of this 2021 Plan Amendment (also referred to as the "**Further Amended Plan**") remain the same as stated in the Original Plan.

#### D. Program to be Undertaken to Accomplish Objectives

The City has determined that it is appropriate to continue its program to provide financial incentives for private investment within the Further Amended Project Area. It has been determined, through private and public project implementation experience, that tax increment financing constitutes one of the most effective means available for enabling the development of the Elion Logistics Park 55, which is located within the Further Amended Project Area and is approximately forty-three percent (43%) complete. The Further Amended Project Area, and the City as a whole, as well as all other local taxing bodies, will benefit from the implementation of the Further Amended Plan. The City has already and will continue to incorporate appropriate provisions within any redevelopment agreement between the City and private parties to insure

that redevelopment projects make progress towards achieving the objectives stated herein.

## **E. Redevelopment Project**

The redevelopment project continues to be the development of the Elion Logistics Center 55 (formerly the Ridgeport Logistics Center). Activities necessary to implement the 2021 Plan Amendment may include the following:

### **1. Private Redevelopment Activities:**

Construction of new private buildings and associated site improvements at various locations in the Project Area.

### **2. Public Redevelopment Activities:**

Public improvements and support activities will be used to induce and complement private investment. These may include, but are not limited to: using TIF funds to reimburse developers for the cost of constructing public streets and sidewalks, land assembly including site acquisition and site preparation, public utilities (e.g., water, sanitary and storm sewer facilities), traffic signalization, and marketing of properties, as well as other programs of financial assistance, as may be provided by the City.

### **3. Land Assembly, Displacement Certificate & Relocation Assistance:**

In order to achieve the objectives of the Further Amended Plan, land assembly by the City and eventual conveyance to private entities may be necessary in order to attract private development interest. Therefore, any property located within the Further Amended Project Area may be acquired by developers or the City, as necessary, to assemble various parcels of land to achieve marketable tracts, or if such property is necessary for the implementation of a specific public or private redevelopment project. This may include the displacement of inhabited housing units located in the Project Area (see below).

**Displacement Certificate:**

Under Sections 11-74.4-3(n)(5) and 11-74.4-4.1(b) of Act, the City hereby certifies that this 2021 Plan Amendment will not result in the displacement of the occupants of more than nine (9) inhabited residential units.

**Relocation Assistance:**

If households of low-income or very low-income persons inhabit any residential housing units where relocation of the occupants is required, relocation assistance will be provided to such persons. Affordable housing and relocation assistance shall not be less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the regulations thereunder, including the eligibility criteria. Affordable housing may be either in existing or newly constructed buildings. For purposes of this requirement in the Act, “low-income households”, “very low-income households” and “affordable housing” have the meanings set forth in the Illinois Affordable Housing Act.

*1,980,000 sq. ft. Michelin warehouse complex*



**F. Estimate of Redevelopment Project Costs**

The estimated redevelopment project costs remain the same as stated in Table 1 of the Original Plan and Addendum A thereto and as clarified in the 2019 Plan Amendment regarding the construction of additional police and fire protection facilities.

Note that unless otherwise funded from other sources, payment of any project cost will be limited to that which can be funded by the incremental revenues generated within the Further Amended Project Area. Pursuant to Subsection 11-74.4-5 (c) of the Act, the total estimated redevelopment project cost set out in the Further Amended Plan may be increased by not more than 5% after adjustment for inflation from the date the Original Plan was adopted. This may be done without further public hearing and related notices and procedures including the convening of a joint review board as set forth in Section 11-74.4-6 of the Act, provided that the City shall give notice of any such changes by mail to each affected taxing district and registrant on the interested parties registry, provided for under Section 11-74.4-4.2 of the Act, and by publication in a newspaper of general circulation within the affected taxing districts. Such notice by mail and by publication shall each occur not later than 10 days following the adoption by ordinance of such changes.

**G. Description of Redevelopment Project Costs**

Costs that may be reimbursed as TIF eligible costs in implementing the Further Amended Plan may include project costs and expenses as itemized in the Original Plan, subject to the definition of “redevelopment project costs” as contained in the Act as may be amended from time to time. Itemized below is an abbreviated listing of “redevelopment project costs”, as defined in the Act, which are most applicable to the Further Amended Plan [**bold typeface added for easy reference**]. See the Act for the full text of the definition of redevelopment project costs.

1. **Costs of studies, surveys, development of plans, and specifications, implementation and administration** of the redevelopment plan including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning or other services, provided however that no charges for professional services may be based on a percentage of the tax increment collected; except that on and after

November 1, 1999 (the effective date of Public Act 91-478), no contracts for professional services, excluding architectural and engineering services, may be entered into if the terms of the contract extend beyond a period of 3 years.

In addition, "redevelopment project costs" shall not include lobbying expenses. After consultation with the municipality, each tax increment consultant or advisor to a municipality that plans to designate or has designated a redevelopment project area shall inform the municipality in writing of any contracts that the consultant or advisor has entered into with entities or individuals that have received, or are receiving, payments financed by tax increment revenues produced by the redevelopment project area with respect to which the consultant or advisor has performed, or will be performing, service for the municipality. This requirement shall be satisfied by the consultant or advisor before the commencement of services for the municipality and thereafter whenever any other contracts with those individuals or entities are executed by the consultant or advisor;

- 1.5. After July 1, 1999, **annual administrative costs shall not include general overhead or administrative costs of the municipality** that would still have been incurred by the municipality if the municipality had not designated a redevelopment project area or approved a redevelopment plan;
- 1.6. The **cost of marketing sites** within the redevelopment project area to prospective businesses, developers, and investors;
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, site preparation**, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and **the clearing and grading of land**;
3. **Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings**, fixtures, and leasehold

improvements; and the cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment; including any direct or indirect costs relating to Green Globes or LEED certified construction elements or construction elements with an equivalent certification;

4. **Costs of the construction of public works or improvements**, including any direct or indirect costs relating to Green Globes or LEED certified construction elements or construction elements with an equivalent certification, except that on and after November 1, 1999, redevelopment project costs **shall not include the cost of constructing a new municipal public building principally used to provide offices, storage space, or conference facilities or vehicle storage, maintenance, or repair for administrative, public safety, or public works personnel and that is not intended to replace an existing public building** as provided under paragraph (3) of subsection (q) of Section 11-74.4-3 **unless** either
  - (i) the construction of the new municipal building implements a redevelopment project that was included in a redevelopment plan that was adopted by the municipality prior to November 1, 1999 or
  - (ii) the **municipality makes a reasonable determination in the redevelopment plan**, supported by information that provides the basis for that determination, **that the new municipal building is required to meet an increase in the need for public safety purposes anticipated to result from the implementation of the redevelopment plan**;
5. **Costs of job training and retraining projects**, including the cost of "welfare to work" programs implemented by businesses located within the redevelopment project area;
6. **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 including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto;
7. To the extent the municipality by written agreement accepts and approves the same, all or a portion of a **taxing district's capital costs** resulting from the redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the redevelopment plan and project.
  8. **Relocation costs** to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or State law or in order to satisfy subparagraph (7) of subsection (n);
  9. **Payment in lieu of taxes** [see Sec. 11-74.4-3 (m) of the Act];
  10. **Costs of job training**, retraining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, **incurred by one or more taxing districts**, provided that such costs
    - (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and
    - (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources

of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of The School Code;

11. **Interest cost incurred by a redeveloper** related to the construction, renovation or rehabilitation of a redevelopment project provided that:
  - (A) such costs are to be paid directly from the special tax allocation fund established pursuant to this Act;
  - (B) such payments in any one year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the redevelopment project during that year;
  - (C) if there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph (11) then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;
  - (D) the total of such interest payments paid pursuant to this Act may not exceed 30% of the total
    - (i) cost paid or incurred by the redeveloper for the redevelopment project plus
    - (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act.
12. Unless explicitly stated herein the cost of construction of new privately-owned buildings shall not be an eligible redevelopment project cost.
13. After November 1, 1999 (the effective date of Public Act 91-478), **none of the redevelopment project costs enumerated in this subsection shall be eligible redevelopment project costs if those costs would provide**

**direct financial support to a retail entity initiating operations in the redevelopment project area while terminating operations at another Illinois location** within 10 miles of the redevelopment project area but outside the boundaries of the redevelopment project area municipality.

For purposes of this paragraph, termination means a closing of a retail operation that is directly related to the opening of the same operation or like retail entity owned or operated by more than 50% of the original ownership in a redevelopment project area, but it does not mean closing an operation for reasons beyond the control of the retail entity, as documented by the retail entity, subject to a reasonable finding by the municipality that the current location contained inadequate space, had become economically obsolete, or was no longer a viable location for the retailer or serviceman.



*World Food Processing Refrigerated Warehouse*



*General Mills & United Facilities*

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## SECTION IV

### OTHER FINDINGS AND REQUIREMENTS

#### A. Conformance with Comprehensive Plan

Redevelopment projects proposed to be undertaken within the Further Amended Project Area conform to the comprehensive plan for the City, dated and adopted by the City Council on September 16, 2008 (the “**Comprehensive Plan**”). The Comprehensive Plan proposes industrial/manufacturing uses for the majority of the Further Amended Project Area with some commercial uses proposed near the existing I-55 and Lorenzo Road interchange. In addition, all development in the Further Amended Project Area will comply with applicable codes and ordinances.

#### B. Area, on the Whole, not Subject to Growth and Development

The properties being added to the Amended Project Area have not been subject to growth and development through investment of private enterprise. Upon examination of equalized assessed valuation (“**EAV**”) data for the properties to be added, the lack of investment is evident in the declining EAV values (see **Exhibit C – EAV Trends (2015-2020)** below).

#### Exhibit C EAV Trends (2015-2020)

Properties Added to Ridgeport Logistics Center Intermodal Terminal Facility Area

	<b>EAV 2015</b>	<b>EAV 2020</b>	<b>Change</b>	<b>Percent</b>	<b>Annual Percent Rate</b>
Properties Added to Ridgeport	\$ 475,771	\$ 350,014	\$ (125,757)	-26.4%	-6.0%
CPI*	237.017	255.657	18.640	7.9%	1.5%

\* Consumer Price Index for All Urban Consumers. Source: U.S. Bureau of Labor Statistics.

In comparison, the anemic rate of inflation during this same period far exceeds the negative trend in values for the added properties. The above evidence presented on assessed valuation shows that the properties to be added to the Further Amended Project Area have not been subject a level of private investment that would result in valuation increases.

**C. Would Not be Developed “but for” TIF**

The properties to be added to the Amended Project Area are not reasonably anticipated to develop without the direct participation of the City through the implementation of the 2021 Plan Amendment and the use of tax increment financing. In support of the Original TIF Plan and the establishment of the intermodal terminal facility area (the Project Area), the original developer of Ridgeport Logistics Center had provided the City with financial information that concluded that developing the Ridgeport Logistics Center would not be reasonably feasible without the implementation of the Original Plan and the use of tax increment financing to reimburse certain eligible redevelopment project costs as defined in the Act. Several key economic disincentives included the cost of land assembly, site preparation and infrastructure costs. For example, if just infrastructure costs alone were to be absorbed by the private sector, the cost to build, relative to achievable market lease rates for the warehouse/distribution facilities, do not yield commercially reasonable rates of return. The original developer held the same position with the 2016 Plan Amendment. Since then, a new developer has acquired the original developer’s interest in the Ridgeport Logistics Center, with the intent to finish the original master plan for the Ridgeport TIF, which included adding other key properties to enhance the site development layout. These later property acquisitions have come with premium prices as the owners of the final key pieces of property were in a strong seller’s position. According to the new developer, these property assembly premiums have furthered this “but-for” position. The same still holds true with the acquisition of properties that are part of this 2021 Plan Amendment.

It was the intent of the Original Plan and continues with this 2021 Plan Amendment to help overcome these economic disincentives. Without financial incentives to overcome these barriers, investment by private enterprise is not reasonably anticipated to occur relative to the properties to be added to the Further Amended Project Area.

**D. Assessment of Financial Impact**

The City and the Joint Review Board for the Ridgeport TIF will monitor the progress of the Ridgeport TIF, as amended by this 2021 Plan Amendment, and its future impacts on all local taxing bodies. In the event significant adverse impacts are identified that increase demands for facilities or services in the future, the City will consider utilizing tax increment proceeds or other appropriate actions, to the extent possible, to assist in addressing the needs. This will particularly come into play with respect to public safety facilities as the Elion Logistics Center 55 continues to develop within the Further Amended Project Area (see subsection F. of Section III of the 2019 Plan Amendment).

The following government entities levy, or will levy, a property tax on land added to the Further Amended Project Area:

- Forest Preserve District of Will County
- Will County Public Building Commission
- Wilmington Township Town Funds
- Wilmington Township Road Funds
- Wilmington Fire Protection District
- Wilmington School District 209-U
- Joliet Junior College District 525
- Island Park District
- Wilmington Public Library District
- Will County
- City of Wilmington

These local government entities will continue to receive property tax revenues on the base values of properties to be added to the Further Amended Project Area during the balance of the life of the Ridgeport TIF. Also, the City, along with the School, Fire, Library and Park Districts have received payments from the developer and will continue to receive payments as the Further Amended Project Area is built out. In addition, it is reasonable to assume that the economic and financial benefits resulting from redevelopment efforts in the Further Amended Project Area will spill into other sections of the community and generate additional revenues for above listed government entities. In addition, after the expiration of the Ridgeport TIF, the taxing districts will

receive the benefits of an increased property tax base. It is also reasonable to assume that the benefits of the increased property tax base would not occur without the implementation of the Further Amended Plan and the use of tax increment financing.

**E. Estimated Date for Completion of the Redevelopment Project**

The estimated date for the completion of the Further Amended Redevelopment Project or retirement of obligations issued remains the same as stated in the Original Plan.

**F. Sources of Funds**

The sources of funds to pay for redevelopment project costs associated with implementing the Further Amended Plan remains the same as stated in the Original Plan.

**G. Nature and Term of Obligations**

Without excluding other methods of City or private financing, the principal source of funding will be those deposits made into the Special Allocation Fund of monies received from the taxes on the increased value (above the initial equalized assessed value) of real property in the Further Amended Project Area. These monies may be used to repay private or public sources for the expenditure of funds made as redevelopment project costs for applicable public or private redevelopment activities noted above, or may be used to amortize tax increment revenue obligations, issued pursuant to this Further Amended Plan, for a term not to exceed the expiration date of the Ridgeport TIF, bearing an annual interest rate as permitted by law.

Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the bonds and not needed for other redevelopment project costs or early bond retirements shall be declared as surplus and become available for distribution annually to the taxing bodies to the extent that this distribution of surplus does not impair the financial viability of the Further Amended Plan. One or more bond issues may be sold at any time in order to implement this Further Amended Plan. The City may utilize revenues from any other source, including City, State, or Federal funds, or tax increment revenues from the Ridgeport TIF or adjoining TIF areas to pay for the costs of the Further Amended Plan.



**H. Most Recent EAV of Properties to be Added, Certified EAV of Properties to be Removed and Revised Redevelopment Valuation**

**1. Most Recent EAV of Properties to be Added to the Amended Project Area:**

The most recent total EAV for the properties to be added to the Further Amended Project Area has been estimated to be \$350,014. A list of the parcels and 2020 tax year EAV for each parcel to be added to the Amended Project Area are included in the **Appendix as Attachment B – List of Parcels, Owners and 2020 EAV for Properties to be Added to the Ridgeport Logistics Center Intermodal Terminal Facility Area**. After adoption of the 2021 Plan Amendment, further amending the boundaries of the Further Amended Project Area and adopting tax increment financing for properties added to the Further Amended Project Area by the City Council, the City will make a request to the County Clerk of Will County to certify the base EAV for each parcel of real estate added to the Further Amended Project Area. The base EAV for these added properties will be a different tax year than the certified base EAV for the parcels remaining in the Further Amended Project Area.

**2. Certified EAV of Properties Removed from the Amended Project Area:**

A list of the PIN's and the County certified base EAV for the parcels to be removed from the Further Amended Project Area are included in the **Appendix as Attachment C – List of Parcels, Owners and Certified Base EAV for Properties to be Removed from the Ridgeport Logistics Center Intermodal Terminal Facility Area**. The total base EAV of parcels, or portions thereof, to be removed from the Further Amended Project Area amounts to \$160,199.

**3. Revised Estimate of Valuation After Redevelopment:**

Contingent on the adoption of this 2021 Plan Amendment and commitment by the City to the Further Amended Plan, it is anticipated that the private

redevelopment investment in the Further Amended Project Area, will cause the equalized assessed valuation of said Further Amended Area to reach \$180 to \$190 million (2021 dollars) upon completion of the redevelopment projects.

**I. Fair Employment Practices and Affirmative Action**

Fair employment practices and affirmative action remains the same as stated in the Original Plan.

**J. Reviewing and Amending the Further Amended Plan**

This Further Amended Plan may be amended in accordance with the provisions of the Act. In addition, the City shall adhere to all reporting requirements under the Act and all other applicable statutory provisions.

# APPENDIX

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## ATTACHMENT A

**Boundary Descriptions for Areas to be Added to the Ridgeport  
Logistics Center Intermodal Terminal Facility Area**



**AREAS TO BE ADDED TO THE RIDGEPORT  
INTERMODAL TERMINAL FACILITY AREA  
(WILMINGTON TIF NO. 2)**

AREA 1:

THE SOUTH 20 ACRES OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, TOGETHER WITH THE S. KAVANAUGH ROAD RIGHT-OF-WAY ADJOINING THE WESTERN BOUNDARY OF SAID 20 ACRE TRACT.

PIN: 03-17-16-300-006-0000.

Also see Exhibit A of the 2021 Plan Amendment – *Parcels to be Added and Removed from the Further Amended Project Area (A-01.1 and A-01.2)*.

AREA 2:

THAT PART OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 20; THENCE SOUTH 89 DEGREES 10 MINUTES 51 SECONDS WEST, ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER, 33.00 FEET; THENCE SOUTH 01 DEGREES 41 MINUTES 38 SECONDS EAST, 160.02 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 01 DEGREES 39 MINUTES 03 SECONDS EAST, 55.06 FEET; THENCE SOUTH 01 DEGREES 41 MINUTES 42 SECONDS EAST, 2,154.71 FEET; THENCE SOUTH 88 DEGREES 25 MINUTES 30 SECONDS WEST, 687.35 FEET; THENCE NORTH 86 DEGREES 22 MINUTES 12 SECONDS WEST, 102.25 FEET TO A POINT OF NON-CURVATURE; THENCE NORTHWESTERLY 526.37 FEET ALONG THE ARC OF A CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 504.69 FEET, AND CHORD BEARING OF NORTH 58 DEGREES 28 MINUTES 51 SECONDS WEST, AND CHORD DISTANCE OF 505.83 FEET TO A POINT OF NON-TANGENCY; THENCE NORTH 01 DEGREES 26 MINUTES 53 SECONDS WEST, 1869.46 FEET; THENCE NORTH 43 DEGREES 33 MINUTES 00 SECONDS EAST, 99.04 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 27 SECONDS EAST, 1125.13 FEET TO SAID POINT OF BEGINNING.

Portions of PINs: 03-17-20-200-015-0000; 03-17-20-200-016-0000; 03-17-20-200-017-0000; 03-17-20-200-018-0000; 03-17-20-200-019-0000; 03-17-20-200-020-0000; 03-17-20-200-021-0000; 03-17-20-200-012-0000; 03-17-20-200-013-0000; 03-17-20-201-001-0000; 03-17-20-201-002-0000 and all of PIN 03-17-20-200-014-0000.

Also see Exhibit A of the 2021 Plan Amendment – *Parcels to be Added and Removed from the Further Amended Project Area (A-02 to A-13)*.





## **ATTACHMENT B**

**List of Parcels, Owners and 2020 EAV for Properties to be Added to  
the Ridgeport Logistics Center  
Intermodal Terminal Facility Area**



**List of *Parcels* , Owners and 2020 EAV for Properties to be *Added* to the  
Ridgeport Logistics Center Intermodal Terminal Facility Area  
(Wilmington TIF No. 2)**

Parcel Map No.	County PIN	Acres <sup>1,2</sup>	Owner <sup>1</sup>	Mailing Address <sup>1</sup>	City, State & Zip Code <sup>1</sup>	2020 EAV <sup>2</sup>
A-01.1	03-17-16-300-006-0000	20.00	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 66,574
A-01.2	NA	0.56	Part of S. Kavanaugh Rd. R.O.W.	NA	NA	NA
A-02	03-17-20-200-015-0000	0.63	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 4,048
A-03	03-17-20-200-016-0000	5.07	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 31,915
A-04	03-17-20-200-017-0000	5.12	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 33,098
A-05	03-17-20-200-018-0000	5.12	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 32,219
A-06	03-17-20-200-019-0000	5.12	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 32,186
A-07	03-17-20-200-020-0000	5.11	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 32,152
A-08	03-17-20-200-021-0000	5.09	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 1,109
A-09	03-17-20-200-012-0000	6.26	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 20,733
A-10	03-17-20-200-013-0000	8.13	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 9,151
A-11	03-17-20-201-001-0000	3.76	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 74,547
A-12	03-17-20-201-002-0000	3.25	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 11,416
A-13	03-17-20-200-014-0000	10.34	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 866
<b>TOTAL</b>		<b>83.57</b>				<b>\$ 350,014</b>

<sup>1</sup> Source: Will County Assessor website for 2020 tax year.

<sup>2</sup> The amount of acres and EAV for parcels A-02 through A-12 are apportioned based on the acreage of these parcels being in the ITFA boundary.



## ATTACHMENT C

**Boundary Descriptions for Areas to be Removed from the Ridgeport  
Logistics Center Intermodal Terminal Facility Area**



**AREAS TO BE REMOVED FROM THE RIDGEPORT  
INTERMODAL TERMINAL FACILITY AREA  
(WILMINGTON TIF NO. 2)**

AREA 1:

THAT PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 21; THENCE SOUTH 01 DEGREES 41 MINUTES 38 SECONDS EAST, ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, 50.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 87 DEGREES 52 MINUTES 18 SECONDS EAST, 1312.03 FEET; THENCE SOUTH 01 DEGREES 43 MINUTES 54 SECONDS EAST, 140.11 FEET; THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 1070.25 FEET; THENCE SOUTH 01 DEGREES 41 MINUTES 42 SECONDS EAST, 55.01 FEET; THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 241.99 FEET TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 01 DEGREES 41 MINUTES 38 SECONDS WEST, ALONG SAID WEST LINE, 165.08 FEET TO SAID POINT OF BEGINNING.

Portion of PIN 03-17-21-100-025-0000.

Also see Exhibit A of the 2021 Plan Amendment – *Parcels to be Added and Removed from the Further Amended Project Area (R-01, part)*.

AREA 2:

THAT PART OF THE NORTH HALF OF SECTION 21, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 33 NORTH, RANGE 9 EAST; THENCE NORTH 01 DEGREES 41 MINUTES, 38 SECONDS WEST, ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, 11.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 88 DEGREES 25 MINUTES 30 SECONDS EAST, 2832.42 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY AND SOUTHERLY 1231.13 FEET, ALONG THE ARC OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 775.00 FEET, AND CHORD BEARING OF SOUTH 46 DEGREES 03 MINUTES 59 SECONDS EAST, 1105.71 FEET TO A POINT OF TANGENCY; THENCE SOUTH 00 DEGREES 33 MINUTES 28 SECONDS EAST, 977.95 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 32 SECONDS EAST, 120.00 FEET; THENCE NORTH 00 DEGREES 33 MINUTES 28 SECONDS WEST, 977.95 FEET TO A POINT OF CURVATURE; THENCE NORTHERLY AND NORTHWESTERLY, 1421.76 FEET, ALONG THE ARC OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 895.00 FEET, AND CHORD BEARING OF NORTH 46 DEGREES 03 MINUTES 59 SECONDS WEST, 1276.91 FEET, TO A POINT OF TANGENCY; THENCE SOUTH 88 DEGREES 25 MINUTES 30 SECONDS WEST, 1562.88 FEET; THENCE NORTH 48 DEGREES 27 MINUTES 26 SECONDS WEST, 109.73 FEET; THENCE SOUTH 88 DEGREES 25 MINUTES 30 SECONDS WEST, 1189.85 FEET TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE SOUTH 01 DEGREES 41 MINUTES 38 SECONDS EAST, 195.00 FEET TO SAID POINT OF BEGINNING.

Portions of PINs: 03-17-21-100-025-0000; 03-17-21-100-027-0000; 03-17-21-100-032-0000; 03-17-21-100-031-0000; 03-17-21-100-022-0000; 03-17-21-100-023-0000; 03-17-21-100-020-0000; 03-17-21-100-029-0000; 03-17-21-100-030-0000; 03-17-21-100-007-0000; 03-17-21-100-011-0000; 03-17-21-100-012-0000; 03-17-21-100-018-0000; 03-17-21-200-015-0000; 03-17-21-200-011-0000; 03-17-21-200-002-0000; and 03-17-21-400-001-0000.

Also see Exhibit A of the 2021 Plan Amendment – *Parcels to be Added and Removed from the Further Amended Project Area* (R-01, part, and R-02 to R-19).

AREA 3:

THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 28, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING DESCRIBED TRACT: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 28 AS THE PLACE OF BEGINNING; THENCE DUE NORTH 20 RODS; THENCE DUE EAST 80 RODS; THENCE DUE SOUTH 20 RODS AND THENCE DUE WEST 80 RODS TO THE PLACE OF BEGINNING.

PINs: 03-17-28-100-006-0000 and 03-17-28-100-007-0000.

Also see Exhibit A of the 2021 Plan Amendment – *Parcels to be Added and Removed from the Further Amended Project Area* (R-20 and R-21).



## ATTACHMENT D

**List of Parcels, Owners and Base EAV for Properties to be Removed  
from the Ridgeport Logistics Center  
Intermodal Terminal Facility Area**



**List of *Parcels*, Owners and Base EAV for Properties to be *Removed* from the  
Ridgeport Logistics Center Intermodal Terminal Facility Area  
(Wilmington TIF No. 2)**

Parcel Map No.	County PIN	Acres Removed <sup>1,2</sup>	Owner <sup>1</sup>	Mailing Address <sup>1</sup>	City, State & Zip Code <sup>1</sup>	TIF Base EAV Removed <sup>1,2</sup>
R-01	03-17-21-100-025-0000	6.29	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 4,430
R-02	NA	2.65	Portion of W. Murphy Rd. and S. Kavanaugh Rd. R.O.W.			\$ -
R-03	03-17-21-100-027-0000	1.60	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 7,139
R-04	03-17-21-100-032-0000	0.76	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 9,067
R-05	03-17-21-100-031-0000	0.70	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 10,533
R-06 <sup>3</sup>	03-17-21-100-022-0000	0.09	ADAR RPLL, LLC c/o Elion Partners / J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 359
R-07 <sup>3</sup>	03-17-21-100-023-0000	0.03	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 107
R-08	03-17-21-100-020-0000	0.04	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 84
R-09	03-17-21-100-029-0000	0.63	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 29,595
R-10	03-17-21-100-030-0000	0.84	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 10,053
R-11	03-17-21-100-006-0000	0.13	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 8,494
R-12	03-17-21-100-007-0000	0.12	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 14,267
R-13	03-17-21-100-011-0000	0.37	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 16,230
R-14	03-17-21-100-012-0000	0.24	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 18,183
R-15	03-17-21-100-018-0000	0.17	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 418
R-16	03-17-21-200-015-0000	0.34	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 3
R-17	03-17-21-200-011-0000	1.05	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 3,412
R-18	03-17-21-200-002-0000	0.44	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 24,912
R-19	03-17-21-400-001-0000	5.36	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 2,912
R-20	03-17-28-100-006-0000	35.00	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 1,352
R-21	03-17-28-100-007-0000	35.00	Adar Ridgeport Ind. Prtnrs., LLC c/o Elion Partners/J. Deangulo	3323 NE 163RD ST STE 600	MIAMI FL 33160	\$ 1,151
<b>TOTAL</b>		<b>91.82</b>				<b>\$ 160,199</b>

<sup>1</sup> Source: Will County Treasurer data for 2020 tax year.

<sup>2</sup> The amount of acres removed and EAV removed for all parcels are apportioned based on the acreage of said parcels being removed from the ITFA boundary.

<sup>3</sup> Parcels R-06 and R-07 apportion land value only. These parcels had residential building on them when the base EAV was certified and the footprints of these now demolished buildings were not located within the portion of the PIN removed.



## **ATTACHMENT E**

### **Boundary Description of the Further Amended Project Area**



LEGAL DESCRIPTION OF THE FURTHER AMENDED PROJECT AREA

THE SOUTH 20 ACRES OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

TOGETHER WITH:

THAT PART OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; DESCRIBED AS FOLLOWS:  
COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 21; THENCE SOUTH 89 DEGREES 10 MINUTES 51 SECONDS WEST, ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER, 33.00 FEET; THENCE SOUTH 01 DEGREES 41 MINUTES 38 SECONDS EAST, 160.02 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 01 DEGREES 39 MINUTES 03 SECONDS EAST, 55.06 FEET; THENCE SOUTH 01 DEGREES 41 MINUTES 42 SECONDS EAST, 2,154.71 FEET; THENCE SOUTH 88 DEGREES 25 MINUTES 30 SECONDS WEST, 687.35 FEET; THENCE NORTH 86 DEGREES 22 MINUTES 12 SECONDS WEST, 102.25 FEET TO A POINT OF NON-CURVATURE; THENCE NORTHWESTERLY 526.37 FEET ALONG THE ARC OF A CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 504.69 FEET, AND CHORD BEARING OF NORTH 58 DEGREES 28 MINUTES 51 SECONDS WEST, AND CHORD DISTANCE OF 505.83 FEET TO A POINT OF NON-TANGENCY; THENCE NORTH 01 DEGREES 26 MINUTES 53 SECONDS WEST, 1869.46 FEET; THENCE NORTH 43 DEGREES 33 MINUTES 00 SECONDS EAST, 99.04 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 27 SECONDS EAST, 1125.13 FEET TO SAID POINT OF BEGINNING.

TOGETHER WITH:

THAT PART OF SECTIONS, 16, 17, 21 AND 28 ALL IN TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 17; THENCE SOUTH ON THE WEST LINE OF THE EAST HALF OF SAID NORTHEAST QUARTER, TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF THE GULF, MOBILE AND OHIO RAILROAD COMPANY, AND TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH, ON SAID WEST LINE, TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE WEST, ON SAID NORTH LINE, TO THE EAST LINE OF THE WEST 1088.00 FEET OF SAID SOUTHEAST QUARTER; THENCE SOUTH, ON SAID EAST LINE, TO THE SOUTH LINE OF THE NORTH 58.0 ACRES OF THE SOUTH HALF OF SAID SOUTHEAST QUARTER; THENCE EAST, ON SAID SOUTH LINE, TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 16; THENCE NORTH, ON SAID WEST LINE, TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 IN RIDGEPORT LOGISTICS CENTER - PHASE 6, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, 2017 AS DOCUMENT NO. R2017-021919; THENCE EAST, ON SAID WESTERLY EXTENSION AND ON SAID SOUTH LINE, TO THE WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 16; THENCE NORTH, ON SAID WEST LINE, TO THE NORTH LINE OF THE PARCEL OF LAND DESCRIBED IN QUIT CLAIM DEED RECORDED AS DOCUMENT NO. R2008-111707; THENCE THE FOLLOWING 8 COURSES AND DISTANCES ALONG THE BOUNDARIES OF SAID PARCEL DESCRIBED IN DOCUMENT NO. R2008-111707: NORTH 87 DEGREES 52 MINUTES 16 SECONDS EAST, 1693.40 FEET; SOUTH 22 DEGREES 46 MINUTES 22 SECONDS EAST, 983.82 FEET; SOUTH 63 DEGREES 47 MINUTES 30 SECONDS EAST, 365.37

FEET; SOUTH 02 DEGREES 03 MINUTES 06 SECONDS EAST, 257.52 FEET; SOUTH 87 DEGREES 56 MINUTES 54 SECONDS WEST, 521.57 FEET; NORTH 02 DEGREES 02 MINUTES 18 SECONDS WEST, 449.30 FEET; NORTH 68 DEGREES 30 MINUTES 35 SECONDS WEST, 927.06 FEET; SOUTH 87 DEGREES 52 MINUTES 16 SECONDS WEST, 995.75 FEET TO THE WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 16; THENCE SOUTH, ON SAID WEST LINE, TO THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 16; THENCE WEST, ON SAID SOUTH LINE, TO THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 21; THENCE SOUTH, ON THE WEST LINE OF SAID NORTHWEST QUARTER, AND ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 21, TO THE NORTH LINE OF THE SOUTH 906.55 FEET OF SAID SOUTHWEST QUARTER; THENCE EAST, ON SAID NORTH LINE, TO THE EAST LINE OF THE WEST 840.83 FEET OF SAID SOUTHWEST QUARTER; THENCE SOUTH, ON SAID EAST LINE, TO THE SOUTH LINE OF THE NORTH 181.31 FEET OF THE SOUTH 906.55 FEET OF SAID SOUTHWEST QUARTER; THENCE WEST, ON SAID SOUTH LINE, TO THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH, ON SAID WEST LINE, AND ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 28, TO THE NORTH LINE OF THE SOUTH 330.0 FEET OF SAID NORTHWEST QUARTER; THENCE EAST, ON SAID NORTH LINE, TO THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 28; THENCE NORTH, ON SAID EAST LINE, TO THE NORTH LINE OF THE SOUTH 800.00 FEET OF SAID NORTHWEST QUARTER; THENCE EAST, ON SAID NORTH LINE, TO THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 28; THENCE NORTH, ON SAID WEST LINE, TO THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 28; THENCE EAST, ON THE NORTH LINE OF SAID NORTHEAST QUARTER, TO THE WESTERLY LINE OF FEDERAL AID INTERSTATE ROUTE 55; THENCE NORTHERLY, ON SAID WESTERLY LINE, TO THE SOUTH LINE OF THE PARCEL OF LAND CONVEYED BY DOCUMENT NO. R2004-161341; THENCE WEST, ON SAID SOUTH LINE, TO THE SOUTHWEST CORNER OF SAID PARCEL OF LAND CONVEYED BY DOCUMENT NO. R2004-161341; THENCE NORTH, ON THE WEST LINE OF SAID PARCEL, TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 21; THENCE EAST, ON SAID NORTH LINE, TO THE WEST LINE OF FEDERAL AID INTERSTATE ROUTE 55; THENCE NORTH, ON SAID WEST LINE, TO THE SOUTH LINE OF OUTLOT A IN RIDGEPORT LOGISTICS CENTER - PHASE 7, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 15, 2016 AS DOCUMENT NO. R2016-101413; THENCE WEST, ON SAID SOUTH LINE, TO THE EAST LINE OF LOT 1 IN SAID RIDGEPORT LOGISTICS CENTER - PHASE 7; THENCE NORTH, ON SAID EAST LINE, TO THE NORTHERLY LINE OF SAID LOT 1; THENCE WESTERLY, ON SAID NORTHERLY LINE, TO THE EAST RIGHT OF WAY LINE OF RIDGE WAY; THENCE NORTHERLY, ON SAID EASTERLY RIGHT OF WAY LINE, TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF OUTLOT A IN RIDGEPORT LOGISTICS CENTER - PHASE 2, ACCORDING TO THE PLAT THEREOF RECORDED MAY 2, 2014 AS DOCUMENT NO. R2014-036536; THENCE WEST, ON SAID SOUTH LINE, TO THE EAST RIGHT OF WAY LINE OF GRAASKAMP BOULEVARD; THENCE NORTH, ON SAID EAST RIGHT OF WAY LINE, AND THE NORTHERLY EXTENSION THEREOF, TO THE EASTERLY EXTENSION OF THE NORTH LINE OF OUTLOT 1 IN RIDGEPORT LOGISTICS CENTER - PHASE 1, ACCORDING TO THE PLAT THEREOF RECORDED MAY 2, 2014 AS DOCUMENT NO. R2014-036484; THENCE WESTERLY, ON SAID EASTERLY EXTENSION, AND ON THE NORTH LINE OF SAID OUTLOT 1, AND THE WESTERLY EXTENSION THEREOF, TO THE EASTERLY LINE OF OUTLOT C IN RIDGEPORT LOGISTICS CENTER - PHASE 5, ACCORDING TO THE PLAT THEREOF RECORDED MAY 2, 2016 AS DOCUMENT NO. R2016-031727; THENCE NORTHERLY ON SAID EASTERLY LINE, TO THE NORTH LINE OF SAID OUTLOT C; THENCE WEST, ON SAID NORTH LINE, TO THE EAST LINE OF OUTLOT B IN SAID RIDGEPORT LOGISTICS CENTER - PHASE 5; THENCE NORTH, ON SAID EAST LINE, TO THE NORTHEAST CORNER OF SAID OUTLOT B; THENCE THE FOLLOWING 3 COURSES AND DISTANCES ALONG THE NORTHERLY LINE OF SAID OUTLOT B: SOUTH



89 DEGREES 12 MINUTES 52 SECONDS WEST, 411.52 FEET; SOUTH 01 DEGREE 32 MINUTES 52 SECONDS WEST, 98.20 FEET; NORTH 81 DEGREES 02 MINUTES 38 SECONDS WEST, 96.50 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF THE GULF, MOBILE AND OHIO RAILROAD COMPANY; THENCE SOUTHWESTERLY ON SAID SOUTHEASTERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE DESCRIBED PARCEL, THE FOLLOWING DESCRIBED PARCELS:

OUTLOT A, OUTLOT B, AND OUTLOT C, IN RIDGEPORT LOGISTICS CENTER - PHASE 5, BEING A SUBDIVISION OF PART OF THE NORTHEAST OF SECTION 17, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 2, 2016 AS DOCUMENT NO. R2016-031727, ALL IN WILL COUNTY, ILLINOIS.

ALSO EXCEPTING:

OUTLOT A AND OUTLOT B IN RIDGEPORT LOGISTICS CENTER - PHASE 6, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE NORTHWEST QUARTER, AND PART OF THE SOUTH HALF OF SECTION 16, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, 2017 AS DOCUMENT NO. R2017-021919, ALL IN WILL COUNTY, ILLINOIS. THAT PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 21; THENCE SOUTH 01 DEGREES 41 MINUTES 38 SECONDS EAST, ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, 50.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 87 DEGREES 52 MINUTES 18 SECONDS EAST, 1312.03 FEET; THENCE SOUTH 01 DEGREES 43 MINUTES 54 SECONDS EAST, 140.11 FEET; THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 1070.25 FEET; THENCE SOUTH 01 DEGREES 41 MINUTES 42 SECONDS EAST, 55.01 FEET; THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 241.99 FEET TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 01 DEGREES 41 MINUTES 38 SECONDS WEST, ALONG SAID WEST LINE, 165.08 FEET TO SAID POINT OF BEGINNING.

ALSO EXCEPTING:

THAT PART OF THE SOUTH HALF OF SECTION 20 AND THE NORTH HALF OF SECTION 21, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 33 NORTH, RANGE 9 EAST; THENCE NORTH 01 DEGREES 41 MINUTES, 38 SECONDS WEST, ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, 11.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 88 DEGREES 25 MINUTES 30 SECONDS EAST, 2832.42 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY AND SOUTHERLY 1231.13 FEET, ALONG THE ARC OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 775.00 FEET, AND CHORD BEARING OF SOUTH 46 DEGREES 03 MINUTES 59 SECONDS EAST, 1105.71 FEET TO A POINT OF TANGENCY; THENCE SOUTH 00 DEGREES 33 MINUTES 28 SECONDS EAST, 977.95 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 32 SECONDS EAST, 120.00 FEET;

THENCE NORTH 00 DEGREES 33 MINUTES 28 SECONDS WEST, 977.95 FEET TO A POINT OF CURVATURE; THENCE NORTHERLY AND NORTHWESTERLY, 1421.76 FEET, ALONG THE ARC OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 895.00 FEET, AND CHORD BEARING OF NORTH 46 DEGREES 03 MINUTES 59 SECONDS WEST, 1276.91 FEET, TO A POINT OF TANGENCY; THENCE SOUTH 88 DEGREES 25 MINUTES 30 SECONDS WEST, 1562.88 FEET; THENCE NORTH 48 DEGREES 27 MINUTES 26 SECONDS WEST, 109.73 FEET; THENCE SOUTH 88 DEGREES 25 MINUTES 30 SECONDS WEST, 1189.85 FEET TO THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE SOUTH 01 DEGREES 41 MINUTES 38 SECONDS EAST, 195.00 FEET TO SAID POINT OF BEGINNING.

ALSO EXCEPTING:

THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 28, TOWNSHIP 33 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING DESCRIBED TRACT: COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 28 AS THE PLACE OF BEGINNING; THENCE DUE NORTH 20 RODS; THENCE DUE EAST 80 RODS; THENCE DUE SOUTH 20 RODS AND THENCE DUE WEST 80 RODS TO THE PLACE OF BEGINNING.

**ATTACHMENT F**

**List of Parcels (PINs) Located within the Further Amended Project  
Area**



## List of Parcels (PINs) Located within the Further Amended Project Area

317161010010000	317175020050000	317211000300000	<b>split</b>
317161010020000	317175020060000	317211000310000	<b>split</b>
317161010030000	317175020070000	317211000320000	<b>split</b>
317161010040000	<b>317202000120000</b>	317211000340000	<b>part</b>
317161030030000	<b>317202000130000</b>	317211000350000	<b>part</b>
317161030040000	<b>317202000140000</b>	317211000360000	
317161030050000	<b>317202000150000</b>	317212000020000	<b>split</b>
317162010010000	<b>317202000160000</b>	317212000050000	<b>part</b>
317163000100000	<b>317202000170000</b>	317212000070000	<b>part</b>
<b>317163000060000</b>	<b>317202000180000</b>	317212000090000	<b>part</b>
317163010010000	<b>317202000190000</b>	317212000100000	<b>part</b>
317163020010000	<b>317202000200000</b>	317212000110000	<b>split</b>
317163030010010	<b>317202000210000</b>	317212000150000	<b>split</b>
317163030010020	<b>317202010010000</b>	317213000070000	<b>part</b>
317163030040000	<b>317202010020000</b>	317213000120000	<b>part</b>
317164000130000	317211000060000	317213000130000	<b>split</b>
317164010010000	317211000070000	317213000140000	<b>split</b>
317164020010000	317211000110000	317213000160000	<b>split</b>
317172000170000	317211000120000	317213000190000	<b>split</b>
317172000180000	317211000180000	317213000200000	<b>split</b>
317172010040010	317211000200000	317213000210000	<b>split</b>
317172010040020	317211000220000	317213000220000	<b>split</b>
317172010050000	317211000230000	317213000240000	<b>split</b>
317172010060000	317211000240000	317213000250000	
317174000040000	317211000250000	317213000260000	<b>split</b>
317174000140000	317211000270000	317213000270000	<b>split</b>
317174000150000	317211000280000	317214000010000	<b>split</b>
317174010010000	317211000290000	317281000050010	<b>split</b>

Note: PINs in **bold italics text** indicate parcels, or portions thereof, **added to the Ridgeport TIF (TIF2)** per the 2021 Plan Amendment. "**Part**" means that a portion of the parcel was added and the balance of the parcel remains outside the Ridgeport TIF. "**Split**" means a parcel already in the Ridgeport TIF and a portion thereof was removed from Ridgeport TIF.