

---

---

**VILLAGE OF LAKE ZURICH, ILLINOIS  
TIF QUALIFICATION REPORT  
DOWNTOWN TIF #2  
REDEVELOPMENT PROJECT AREA**

---

---

A preliminary analysis to assess the likelihood that all or a portion of an area located in the Village of Lake Zurich 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 for: Village of Lake Zurich, Illinois**

**Prepared by: Kane, McKenna and Associates, Inc.**

---

---

November, 2014

**PROPOSED DOWNTOWN TIF #2  
REDEVELOPMENT PROJECT AREA  
TIF QUALIFICATION REPORT**

**TABLE OF CONTENTS**

<b><u>SECTION</u></b>	<b><u>TITLE</u></b>	<b><u>PAGE</u></b>
	Executive Summary	
I.	Background	1
II.	Qualification Criteria	3
III.	Evaluation Methodology	6
IV.	Qualification Findings for Proposed Study Area	7
V.	Summary of Findings; Overall Assessment of Qualification	12
Exhibit A	Boundary Map	
Exhibit B	Tax Parcel List	

## **EXECUTIVE SUMMARY**

Kane, McKenna and Associates, Inc. (KMA) has been retained by the Village of Lake Zurich, Illinois (the "Village") to conduct an analysis of the potential qualification and designation of certain property located in the Village, to be addressed herein as the proposed Redevelopment Project Area (the "Study Area") and included in the map attached as Exhibit A. Essentially the Study Area includes portions of the Village's Downtown TIF #2 area generally bordered by West Main Street on the west, Old Rand Road on the north, Route 22 on the south and various properties west of the Route 22 bypass on the east. 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 Village is pursuing a realignment of the Study Area designation as part of its ongoing review of the Downtown area, in order to assist in the revitalization of the property. By undertaking the designation, the Village will help strengthen the Study Area as a significant contributor to the Village's overall economic base.

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

- 1) *The proposed TIF District would meet the criteria for a "conservation area," as the term is defined under the TIF Act subject to the provision of additional documentation* – 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 Village planning and economic development resources to address certain issues, potential redevelopment activities are not likely to be economically feasible. This observation is also noted in the Sub Area 6: Downtown Area of the Village's Comprehensive Plan adopted in 2003.
- 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 Village. As part of the Village's planning efforts, several potential development sites are included in the Study Area. Such revenue, used in combination with other Village resources for redevelopment incentives or public improvements, would likely stimulate private investment and reinvestment in these sites and ultimately throughout the Study Area.
- 4) *Review of TIF designation* – To mitigate the existing conditions (thereby promoting the Study Area) and to leverage the Village's investment and redevelopment efforts, the Village had previously included portions of the east side area in the Downtown TIF District, but the economic downturn has necessitated revisiting the undeveloped phases of the initial plan in order to implement the remainder of projects.

## **I. BACKGROUND**

---

### **Current Land Use**

The Study Area is generally bordered by West Main Street on the west, Old Rand Road on the north, Route 22 on the south and various properties west of the Route 22 bypass on the east. Most of the uses within this area are retail/commercial, institutional, parking, and some single family residential as well as some second floor residential.

Downtown Lake Zurich continues to be an important area for the community – both symbolically and from a community and economic development standpoint. The location of Village Hall, the Lake, and other retail/commercial uses are important assets of the Downtown.

Several goals and objectives are included in the Village's Downtown Subarea Plan:

#### **Subarea Goals**

The vision for Downtown Lake Zurich includes the following important components:

- Provide a balance of retail opportunities that meet the needs of Village residents;
- Promote a unified design concept with strong retail orientation for commercial areas that will ensure a distinct feel for the Village;
- Ensure commercial/retail developments are easily and safely accessible to pedestrians and non-motor forms of transportation; and
- Limit the establishment of incompatible non-retail uses within shopping areas designed and suited to accommodate retail users.

#### **Subarea Objectives**

The following goals can help achieve the vision for Downtown:

- Seek to build pedestrian character via revision of ordinances and codes;
- Implement a required “Build to” line instead of front setback line approach. This will require buildings to address the street and will therefore make the area more pedestrian friendly;
- Allow and require where feasible wider sidewalk standards;
- Require primary building entrances be oriented toward a public street;

- Support continued capital improvements throughout the Downtown area, including streetscape improvements and facade improvements;
- Consider building beyond three (3) stories that include ground floor retail uses and upper floor residential uses;
- Seek to develop guidelines that increase the availability of parking through the requirement of shared parking lots among developments;
- Establish development guidelines for the Downtown and Illinois Route 22 bypass area discouraging strip-type, automobile oriented development styles and maintains the primary focus of activity in the Downtown;
- Promote more energy efficient site designs and layouts for developments potentially utilizing higher densities in developments to encourage more pedestrian traffic;
- Integrate the Public/Quasi-Public space goals and objectives with the aesthetic aspects of the Downtown.

Source: Village of Lake Zurich Comprehensive Plan, 2003

Overall, the area faces a number of potential redevelopment impediments as described in Section IV of this report. Additionally, while the area has certain beneficial locational assets, the current state of the local and national economy, characteristics of parcel sizes, existing uses, and redevelopment challenges associated with older buildings contribute to constraints related to redevelopment.

The Village 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 Village staff, starting in September, 2014 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 determine that the Study Area could qualify for TIF designation.

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**

---

With the assistance of Village 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 or vacant 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**

---

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 overcrowding and obsolescence. Additionally, KMA reviewed the following data: 2007-2013 tax information from Lake County, Ela Township Assessor, tax maps, aerial photos, site data, local history (including discussions with Village staff), and an evaluation of area-wide factors that have affected the area's development (e.g., obsolescence, deleterious land-use and layout, 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 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**

Based upon KMA's preliminary 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 preliminary qualification of the proposed Study Area as a conservation area under the TIF Act – to be supplemented by additional data, if the Village decides to proceed with the designation. 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>
13	3	<p>6</p> <ul style="list-style-type: none"><li>• Declining EAV</li><li>• Excessive Coverage</li><li>• Obsolescence</li><li>• Deleterious Layout</li><li>• Deterioration</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 90 of 105 structures (85.7%) were 35 years in age or older based upon Township Assessor data. Secondly, KMA reviewed the 13 aforementioned criteria needed to qualify the area as a conservation area, determining that 6 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 four (4) of the last five (5) years and has lagged behind the CPI for four (4) of the last five (5) (refer to chart below) and has grown at a rate less than the balance of the Village EAV for four (4) of the last five (5) years. Therefore, a finding of declining or lagging EAV is made pursuant to the TIF Act.

**Exhibit 2**  
**EAV Trends for Proposed Study Area**

	2013	2012	2011	2010	2009	2008
Total EAV for TIF District	8,550,934	9,006,367	9,106,170	9,995,050	10,634,524	10,475,451
EAV Change (%)	-5.06%	-1.10%	-8.89%	-6.01%	1.25%	
Village-wide EAV (Excluding TIF)	748,341,095	783,509,886	830,756,962	862,126,394	887,399,731	875,082,461
Village EAV Change (%)	-4.49%	-5.60%	-3.64%	-2.85%	1.41%	
CPI	2.10%	3.20%	1.60%	-0.40%	3.80%	

Source: Lake County Clerk, Ela Township Assessor, and U.S. Bureau of Labor Statistics

2. Excessive Coverage. Excessive land coverage can be defined as an over-intensive use of property and the crowding of buildings and accessory facilities onto a site. 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 or 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 services.

Certain buildings located along both the north and south side of Old Rand Road and West Main Street are located close together and exhibit lack of off-street parking as well as limited set-backs. The age of the buildings and the construction materials used are also of concern in the event of fire.

The majority of structures have greater land coverage than would be suitable or acceptable for today's development standards. There exists a very high proportion of the zero lot line parcels more common in the decades prior to construction of modern shopping areas and residential subdivisions. This condition is manifested most significantly in the lack of on-site parking facilities for many of the commercial structures. The lack of on-site parking acts as a detriment to encouraging private sector redevelopment efforts.

Merchants and service providers operating in many of the structures are reliant on restricted on-street parking, or off-street facilities to serve the needs of patrons. This puts them at a competitive disadvantage with their counterparts located in non-downtown locations.

Redevelopment is hindered by the preponderance of structures on several blocks that are adjoined to each other. A related problem is the overcrowding of structures on parcels too small for multiple buildings and uses. The result is that any effort for expansion to create on-site parking for more efficient business operation is discouraged due to the costs of acquisition and/or demolition that make redevelopment economically infeasible for the private sector alone. This factor compounds the problem of deleterious layout/land use and obsolescence found throughout the area. The general lack of land area reduces the viability of economic re-use of those sites with virtually no room for additional on-site facilities or parking.

3. Obsolescence. The Act states that obsolescence is the condition or process of falling into disuse or structures that have become ill-suited for their original use. Due to age of the structures and changes in both Village regulations and market conditions, obsolescence would be present. As stated above, 85.7% of the buildings are over 35 years old. Ninety (90) of the one-hundred five (105) structures were constructed in the mid - 20<sup>th</sup> Century – 1930 to 1970 – and exhibit characteristics associated with older market uses – including multiple stories, limited provisions for loading and unloading, in some cases deferred maintenance, and outmoded HVAC/utility systems. Many buildings have been converted from existing uses – single family to commercial along West Main and Old Rand Road and single use to multiple uses along East Main. As a result of such conversions on-site parking, loading accessibility, and overall building layout are less desirable in comparison to modern designed layouts.

Challenges related to the age and characteristics of existing building inventory, parking, and traffic circulation all impact existing or proposed uses within the Study Area.

Many commercial structures are two stories, older buildings including converted single family structures that are located along West Main. Preliminary examination of many of the structures indicates a number of significant cost upgrades are needed to the HVAC system, roof, eaves, gutters, siding and other building components.

4. Deleterious Layout. As noted in Section II, a municipality can make a finding of deleterious layout or land use when there exists either (a) incompatible land-use relationships, (b) buildings occupied by inappropriate mixed-uses or uses considered to be noxious, or (c) uses offensive or unsuitable for the surrounding area.

Off-street parking opportunities are not distributed evenly throughout the area. Many businesses lack their own off-street parking and rely on public parking facilities to help attract customers or clients. In some cases, that parking may not be adjacent or nearby the businesses.

To the extent that public off-street parking does exist in close proximity to businesses, in many cases that parking is situated in positions with limited visual access to potential patrons. Many stores or commercial uses have not been or cannot be re-oriented to where the customers enter within a few feet of where their vehicles may be parked. Parking in a shopping district must be (or perceived as) simple, trouble-free, and safe. In short, people want to park directly in front of where they want to shop or secure a service. Traditional downtown shopping areas typically cannot offer this as readily as today's modern retail and service malls and this tends to contribute to the problem of deleterious layout and land use.

The manner which the Village has been forced to create and transform open land for parking creates excessive coverage of parcels, as well as difficult access to and from what parking that is available.

Another determinant in the deleterious land use and layout relates to traffic patterns and conditions, including:

- Ability to manage traffic flow and volumes along West Main Street and ancillary streets.
- Improvements to parking related signage and circulation.
- Lack of buffering from commercial/retail areas to adjacent residential uses.

These issues contribute to the deleterious land use and layout condition.

Another issue contributing to deleterious land use and layout relates to inconsistent building setbacks and land uses.

There remains an ongoing issue with instances of single-family homes and residential multi-family uses within and on the periphery of the area which are located on sites in close proximity to commercial uses. In most situations, there is little buffer between such land uses.

5. 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 on the condition of surface improvements such as the alleys and parking lots. These surface improvements had multiple potholes, uneven pavement and cracks.

Building site improvement conditions were mixed: both the front and rear portions of commercial buildings along Main Street and Old Rand Road exhibited elements of deterioration. Most exhibited various conditions of deterioration including but not limited to siding erosion, broken windows, wrecked and ruined gutters, many of which evidenced plant growth which causes water damage to other parts of the structures. There were several instances of deterioration related to site improvements, including parking lots and driveways throughout the area. Street improvements along West Main are also in poor condition, and the pedestrian walks are narrow and difficult to maneuver. Many of them exhibit elements of deterioration.

6. Inadequate Utilities. This factor is defined to be present based on “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.”

The Village Engineer has provided written evidence of Inadequate Utilities within the RPA where they cite that much of the underground water utilities are at least 75 years of age. Materials used in that era were mainly cast iron and transite which become brittle and cause a variety of water quality issues. Additionally, the existing watermains are between 4 and 6 inches which is not adequate for capacity for domestic use with fire protection. The IEPA requires a minimum of 8 inch diameter for modern day construction of public watermains.

Furthermore, the development will require the relocation and redesign of water pipes. The redevelopment will also require upgrades to the water distribution systems.

The sanitary sewer was installed in the 1920s and 1930s. The system is antiquated and does not meet current day requirements. The storm sewers are mostly original to the RDA – again, constructed in the 1920s and 1930s. The system requires repair and areas are under water on a consistent basis. At a minimum, certain areas of the system should be reconstructed and enlarged.

As iterated earlier in this report by KMA, many of the streets in the RPA are in need of resurfacing. The area is also in need of upgraded lighting that would ultimately increase pedestrian traffic.

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

---

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

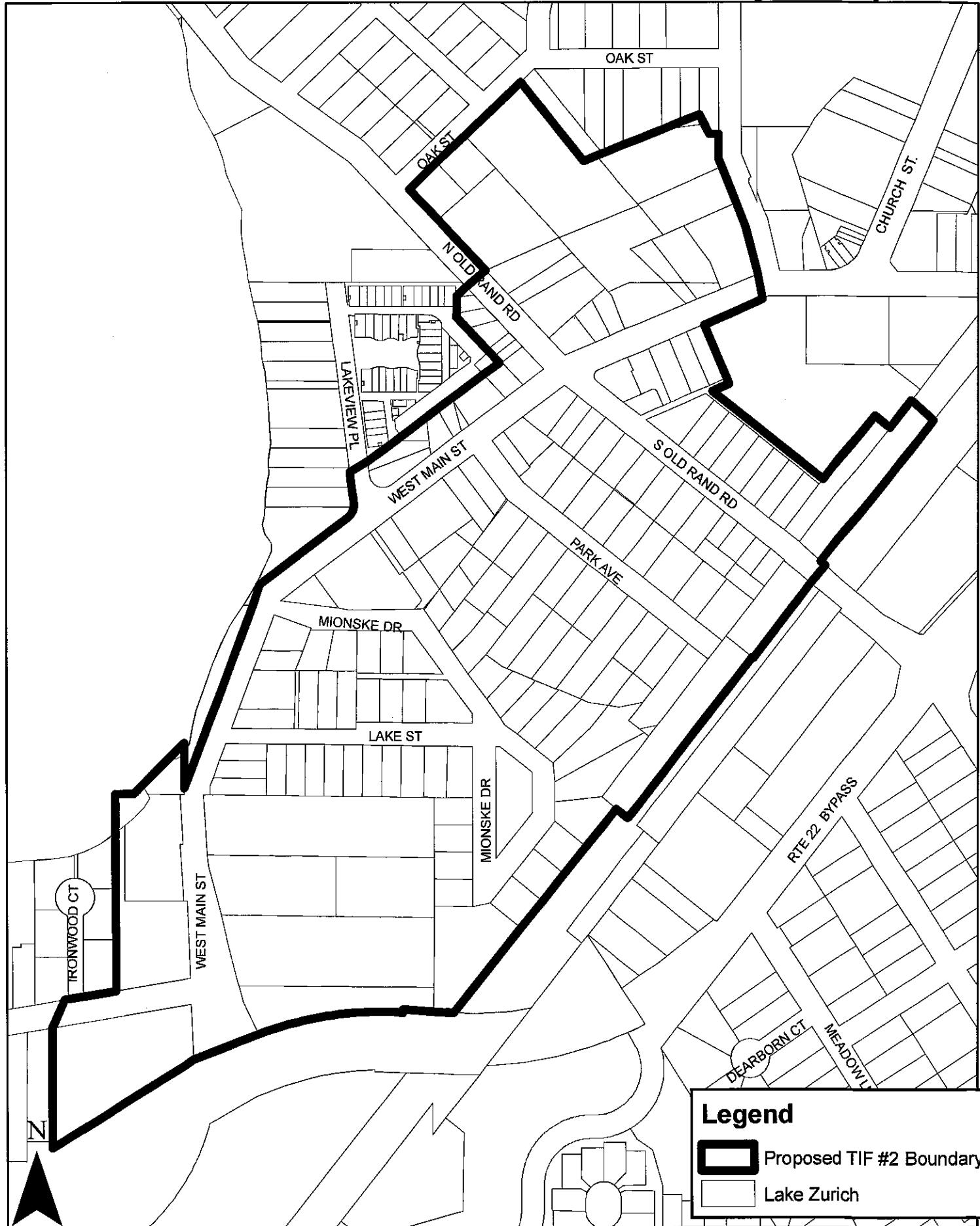
1. The area is contiguous and is greater than 1½ acres in size;
2. The proposed TIF District will qualify as a Conservation Area. Further, the Conservation Area factors found in the RPA are present to a meaningful extent and are reasonably distributed throughout the area. A more detailed analysis of 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 Village, has been impaired by the factors found present in the area; and
5. The area would not be subject to redevelopment without the investment of public funds, including property tax increments.

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

**Exhibit A**

**Boundary Map**

# Downtown TIF #2 Boundary Map



**Exhibit B**  
**Tax Parcel List**

VILLAGE OF LAKE ZURICH  
DOWNTOWN TIF #2

PIN LIST

PIN LIST	
14-17-300-008	14-20-100-063
14-17-300-010	14-20-100-068
14-17-300-011	14-20-100-070
14-17-300-012	14-20-101-027
14-17-300-015	14-20-101-035
14-17-300-016	14-20-101-043
14-17-300-017	14-20-101-044
14-17-310-013	14-20-101-045
14-17-310-014	14-20-101-046
14-17-310-015	14-20-101-047
14-17-400-015	14-20-101-048
14-17-401-003	14-20-101-049
14-17-401-005	14-20-101-050
14-20-100-005	14-20-101-051
14-20-100-007	14-20-101-052
14-20-100-008	14-20-102-004
14-20-100-009	14-20-102-007-8000
14-20-100-010	14-20-102-007-8001
14-20-100-011	14-20-102-008
14-20-100-012	14-20-102-009
14-20-100-017	14-20-102-010
14-20-100-018	14-20-103-001
14-20-100-019	14-20-103-002
14-20-100-024	14-20-103-003
14-20-100-026	14-20-103-004
14-20-100-028	14-20-103-005
14-20-100-043	14-20-103-009
14-20-100-044	14-20-103-010
14-20-100-053	14-20-103-011
14-20-100-059	14-20-103-012
14-20-100-062	14-20-103-013
14-20-100-063	14-20-103-014
14-20-100-068	14-20-103-015
14-20-100-070	14-20-103-016
14-20-101-027	14-20-103-017
14-20-101-035	14-20-103-020
14-20-101-043	14-20-103-021
14-20-101-044	14-20-103-022
14-20-101-045	14-20-103-023
14-20-101-046	14-20-104-001
14-20-101-047	14-20-104-002
14-20-101-048	14-20-104-003
14-20-101-049	14-20-104-004
14-20-101-050	14-20-104-005
14-20-101-051	14-20-104-006
14-20-101-052	14-20-104-007
14-20-102-004	14-20-104-008
14-20-102-007-8000	14-20-104-009
14-20-102-007-8001	14-20-104-011
14-20-102-008	14-20-104-012
14-20-102-009	14-20-104-013
14-20-102-010	14-20-104-015
14-20-103-001	14-20-104-016
14-20-103-002	14-20-104-017
14-20-103-003	14-20-104-018
14-20-103-004	14-20-104-019
14-20-103-005	14-20-104-022
14-20-103-009	14-20-104-023
14-20-103-010	14-20-104-024
14-20-103-011	14-20-104-026
14-20-103-012	14-20-104-027
14-20-103-013	14-20-104-029
14-20-104-030	14-20-104-067
14-20-104-033	14-20-104-068
14-20-104-034	14-20-104-069
14-20-104-035	14-20-104-070
14-20-104-036	14-20-105-001
14-20-104-037	14-20-105-002
14-20-104-039	14-20-105-003
14-20-104-040	14-20-105-004
14-20-104-041	14-20-105-005
14-20-104-042	14-20-105-006
14-20-104-043	14-20-105-007
14-20-104-044	14-20-105-008
14-20-104-045	14-20-105-009
14-20-104-046	14-20-105-010
14-20-104-047	14-20-105-011
14-20-104-048	14-20-105-012
14-20-104-049	14-20-105-013
14-20-104-050	14-20-105-014
14-20-104-051	14-20-105-015
14-20-104-052	14-20-105-016
14-20-104-053	14-20-105-017
14-20-104-054	14-20-112-001
14-20-104-055	14-20-200-001
14-20-104-056	14-20-200-017
14-20-104-057	14-20-200-025
14-20-104-058	14-20-201-001
14-20-104-059	14-20-201-002
14-20-104-060	14-20-201-003
14-20-104-062	14-20-201-004
14-20-104-065	14-20-201-005
14-20-104-066	14-20-201-006