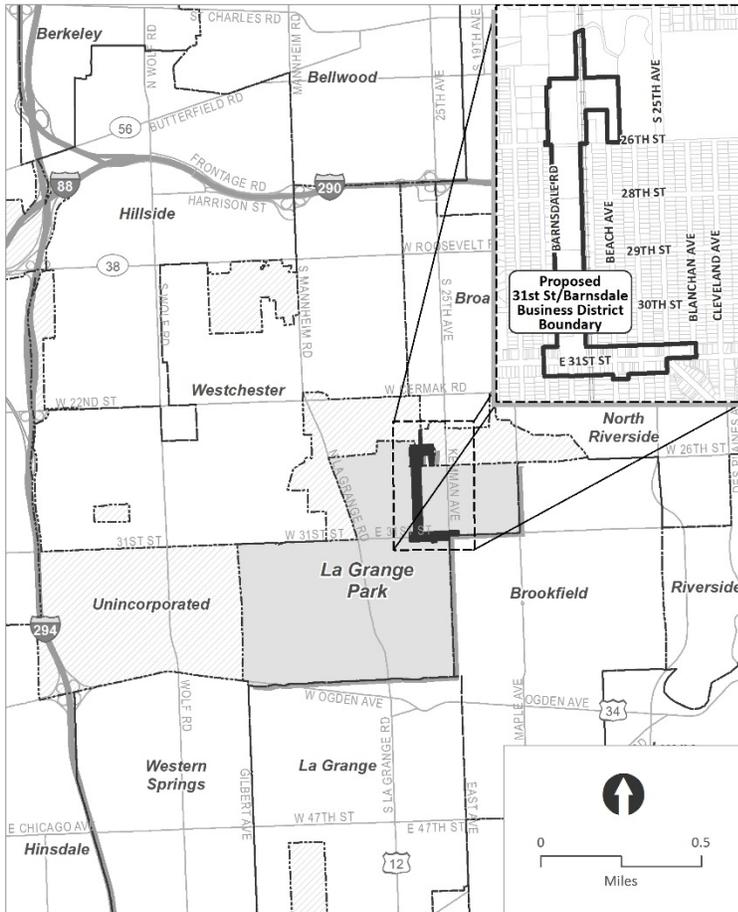


VILLAGE OF LA GRANGE PARK, IL

31st Street/Barnsdale Business District Eligibility Study and Business District Plan

January 19, 2017



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Eligibility Study and Business District Plan

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1. Introduction

The Village of La Grange Park, Illinois (the “Village”) engaged *SB Friedman Development Advisors* (“*SB Friedman*”) to conduct an Eligibility Study and prepare a Business District Plan for the designation of a commercial area in the Village (“Study Area” or “District”) as a Business District under the provisions of the Illinois Business District Development and Redevelopment Law (65 ILCS 5/11-74.3-1 et seq., as amended) (the “Act”). This report (the “Plan” or “Business District Plan”) includes a description of the Study Area, detailed information on the eligibility factors and other findings necessary to designate the Study Area as a Business District, a description of the proposed redevelopment project, and the financial plan for the District.

The Village has determined that economic development, and, specifically, infrastructure improvements and redevelopment within the Study Area will reduce or remove blighting influences within the Study Area and enhance the welfare of the Village and its residents by encouraging economic growth within the District.

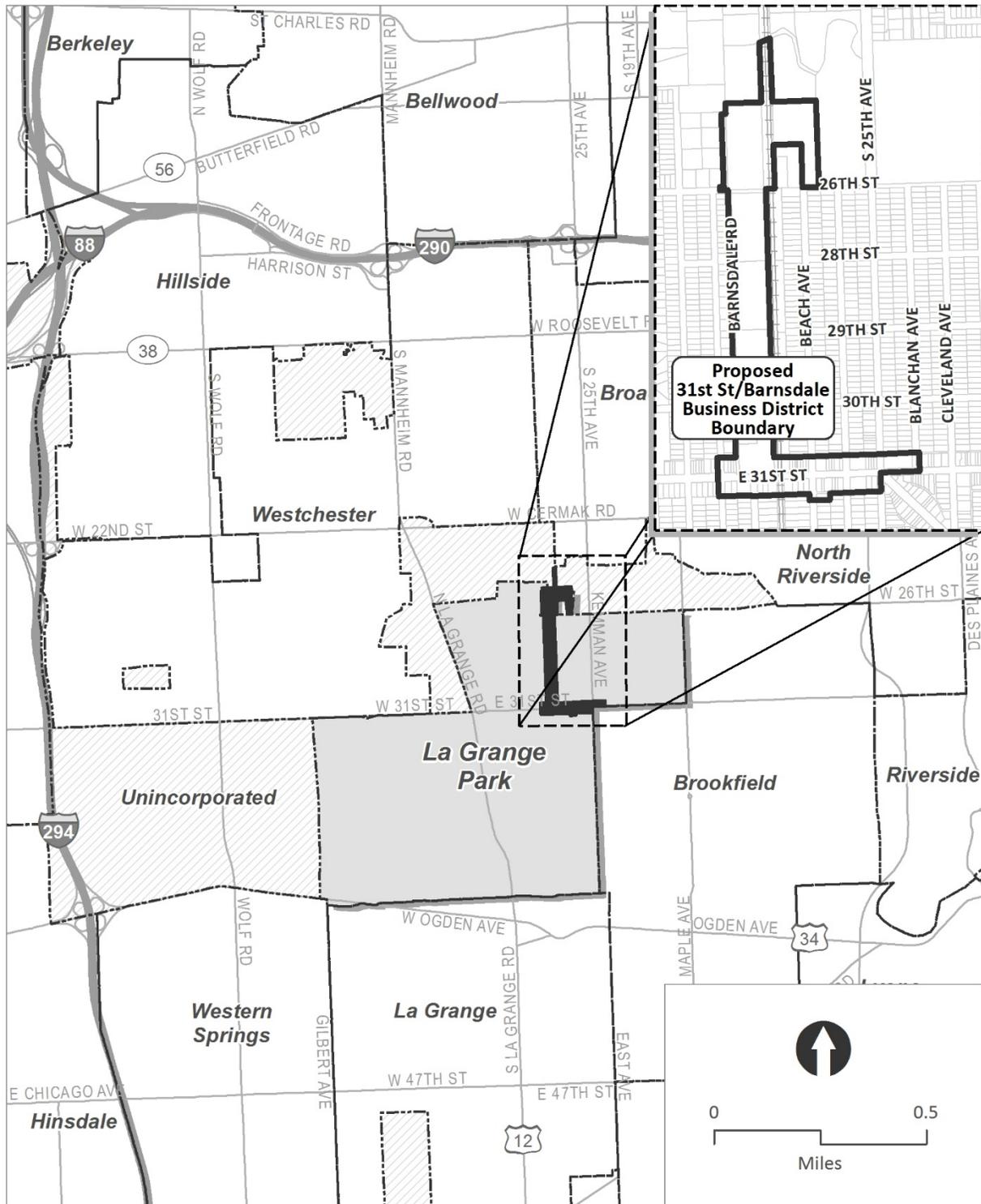
The Study Area

The Study Area for the proposed 31st Street/Barnsdale Business District is located along East 31st Street between Homestead Road and Blanchan Avenue, along Barnsdale Road from East 31st Street to north of 26th Street, and along 26th Street from Barnsdale Road east across the Indiana Harbor Belt (IHB) railroad tracks. East 31st Street is one of the primary east/west arterial streets in the Village and is predominantly commercial throughout the Study Area. Barnsdale Road runs north/south and primarily consists of industrial and institutional uses. The small segment of 26th Street in the Study Area contains vacant land and industrial uses. The Study Area is one of four primary commercial clusters within the Village.

The proposed 31st Street/Barnsdale Business District consists of 55 tax parcels, for which the eligibility analysis was conducted (as well as four tax-exempt railroad rights-of-way parcels excluded from the analysis). The Study Area contains thirty-eight commercial, industrial and institutional buildings and approximately 47.9 acres of land, of which approximately 31.8 acres are improved, 5.1 acres are vacant, and 11.0 acres are rights-of-way.

The general location of the Study Area is displayed in **Map 1** on the following page, with the full District boundary presented in **Map 2** on page 3. The legal description of the proposed 31st Street/Barnsdale Business District and a list of PINs in the District are included in **Appendix 1** and **2**.

Map 1: Community Context



Source: Cook County, Esri, SB Friedman, Village of La Grange Park

2. Eligibility Factors and Other Required Findings

The Study Area boundary includes a commercial area that suffers from a defective and inadequate street layout as well as deteriorated site improvements and buildings. These factors are hindering the economic potential of the 31st Street/Barnsdale Business District. In order to enhance the economic viability of this commercial corridor, it is critical that the physical conditions of East 31st Street, Barnsdale Road and 26th Street be improved. Without buildings that meet modern business and development standards and improved infrastructure allowing for vehicular and pedestrian movement, the economic viability of the 31st Street/Barnsdale Business District will continue to be challenged. The Business District will benefit from a strategy that improves physical conditions and addresses inadequate infrastructure, allowing for economic growth and redevelopment.

The eligibility findings presented here cover events and conditions that exist and that were determined to support the designation of the 31st Street/Barnsdale Business District as a “blighted area” under the Act, at the completion of our research in December 2016 and not thereafter. These events or conditions include, without limitation, governmental actions and additional development.

This report summarizes the analysis and findings of the consultant’s work, which, unless otherwise noted, are solely the responsibility of *SB Friedman*. The Village is entitled to rely on the findings and conclusions of this Business District Plan in designating the 31st Street/Barnsdale Business District under the Act. *SB Friedman* has prepared this Business District Plan with the understanding that the Village would rely: (1) on the findings and conclusions of this Business District Plan in proceeding with the designation of the District and the adoption and implementation of this Business District Plan; and (2) on the fact that *SB Friedman* obtained the necessary information, including, without limitation, information relating to the equalized assessed value of parcels comprising the District, so that this Business District Plan will comply with the Act and that the Study Area can be designated a Business District in compliance with the Act.

Provisions of the Illinois Business District Development and Redevelopment Act

A proposed Business District in which a municipality seeks to impose taxes must meet the “blighted area” provision under the Act, in addition to satisfying several other findings and tests to qualify as a Business District. These eligibility criteria are summarized below.

“BLIGHTED AREA” DEFINITION

A study area can be considered a “blighted area” under the Act by the predominance of at least one of the following factors:

- Defective, Non-Existent or Inadequate Street Layout
- Unsanitary or Unsafe Conditions
- Deterioration of Site Improvements
- Improper Subdivision or Obsolete Platting
- Existence of Conditions which Endanger Life or Property by Fire or Other Causes

In addition, the presence of the factor(s) must have one of the following effects on the study area:

- Retard(s) the Provision of Housing Accommodations
- Constitute(s) an Economic or Social Liability
- Constitute(s) an Economic Underutilization of the Area
- Constitute(s) a Menace to the Public Health, Safety, Morals or Welfare

OTHER REQUIRED FINDINGS AND TESTS

In addition to the “blighted area” finding requirement for areas in which taxes will be imposed, the Act specifies four separate required findings and tests for designation, including:

1. **Lack of Growth and Development through Private Investment.** The Village is required to evaluate whether or not the study area has been subject to growth and private investment and must substantiate a finding of lack of such investment prior to establishing a Business District.
2. **“But For” the Business District, Study Area Would Not Be Redeveloped.** The Village must find that the study area would not reasonably be anticipated to be redeveloped without the adoption of the Business District.
3. **Contiguity of Parcels.** The boundaries of the Business District must contain contiguous parcels that are directly and substantially benefited by the proposed Business District Plan.
4. **Conformance to the Plans of the Village.** The Business District Plan must conform to the comprehensive plan of the Village.

Methodology Overview

SB Friedman conducted the following analyses to determine whether the Study Area qualifies as a “blighted area,” as defined by the Act:

- Parcel-by-parcel fieldwork documenting external property conditions and occupancy of commercial spaces;
- Analysis of historic trends in equalized assessed value (EAV) for the last six years (five year-to-year periods) for which data are available and final (2010-2015) from the Cook County Assessor’s Office;
- Review of building permit records (2011-2016);
- Review of GIS parcel shapefile data made available by Cook County;
- Review of traffic collision data for January 2016 through November 2016, provided by the La Grange Park Police Department;
- Review of current and prior comprehensive plans provided by the Village (from 1930, 1971, 1976, 1977, and the current plan from 2006).

All properties were examined for qualification factors consistent with the “blighted area” requirements of the Act. Based upon these criteria, *SB Friedman* concluded that the properties within the Study Area exhibit the necessary eligibility factors to qualify for Business District designation.

To arrive at this designation, *SB Friedman* calculated the number of eligibility factors present on a parcel-by-parcel basis, and analyzed the spatial distribution of the eligibility factors. When appropriate, the presence of eligibility factors was calculated on adjacent infrastructure and ancillary properties associated with the structures. The eligibility factors were correlated to buildings using aerial photographs, property files created from field observations, and record searches. The information was then graphically plotted on a parcel map of the Study Area to establish the distribution of eligibility factors, and to determine which factors were present to a major or minor extent and reasonably distributed throughout the Study Area.

Eligibility Findings

BLIGHTED AREA FINDING

Our research indicates the Study Area would qualify as a “blighted area” due to the predominance of two factors:

1. Defective, Non-Existent or Inadequate Street Layout
2. Deterioration of Site Improvements

SB Friedman found the street layout to be defective and inadequate area-wide across the Study Area, based on data from the La Grange Park Police Department and our fieldwork. In fieldwork, deterioration was also observed on a majority of structures and nearly all parcels throughout the Study Area. **Maps 3** and **4** on pages 8 and 9 display the distribution of the eligibility factors throughout the Study Area.

DEFECTIVE, NON-EXISTENT OR INADEQUATE STREET LAYOUT

SB Friedman conducted fieldwork, analyzed maps and obtained data from the Village to assess the street layout and transportation challenges within the Study Area.

- The segments of Barnsdale Road and 26th Street within the Study Area appear to be too narrow to service industrial truck traffic, traffic related to residential uses and the Community Park District Recreation Center, and pedestrians. Based on GIS analysis, it appears that the segments of Barnsdale Road and 26th Street rights-of-way within the Study Area are only 40 feet wide, much narrower than other streets in the area. Residential roads adjacent to the Study Area, such as Kemman Avenue and Blanchan Avenue, typically have rights-of-way of at least 80 feet, and East 31st Street, the main arterial through the Study Area, is 80 to 100 feet wide. The limited width of rights-of-way within the Study Area appear to be inadequate to handle the diverse vehicular traffic in the area.
- Along East 31st Street, the intersections with Beach Avenue and Newberry Avenue do not allow eastbound drivers to make left turns, hindering access to businesses. Drivers heading westbound on East 31st Street are also prohibited from turning left onto Barnsdale Road. It appears that the prohibition on turning left at these intersections is due to the IHB railroad tracks, which run perpendicular to East 31st Street between Barnsdale Road and Beach Avenue, and concerns of stacked cars backing-up onto the IHB railroad rights-of-way. Despite signs indicating no left turn,

vehicles were viewed illegally making left turns at these intersections, posing a danger of collisions within the Study Area.

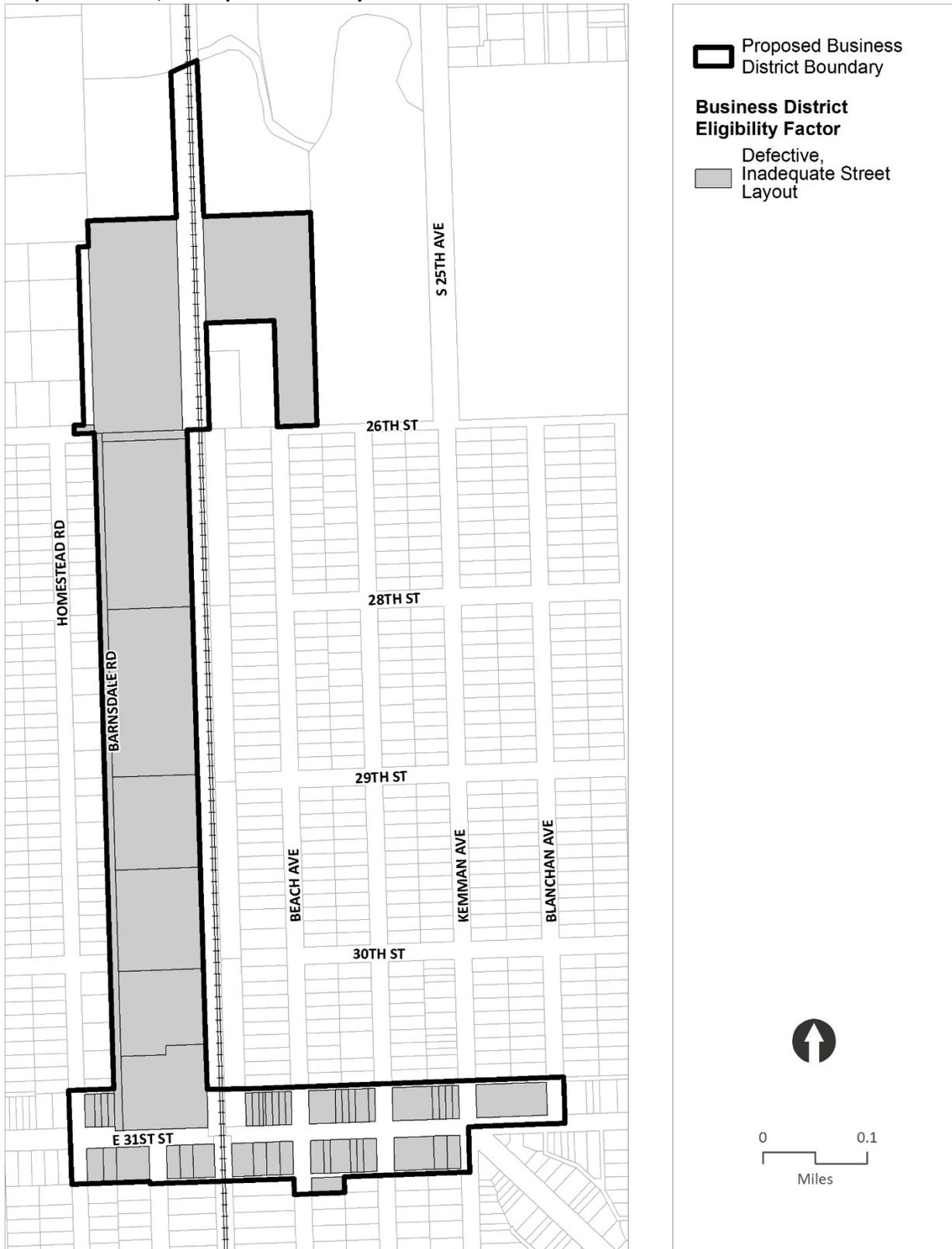
- *SB Friedman* observed loading and parking challenges along East 31st Street, where multiple businesses on the north side of the street rely on public alleys to reach their loading or parking facilities. Many of these alleys are narrow and deteriorated, making loading more challenging. On the south side of the street, multiple buildings have no alleys, creating difficulty with loading and vehicle circulation around the buildings and along East 31st Street. Furthermore, vehicles were observed cutting through alleys and side streets. Throughout the study area, there is limited on-street parking. Many businesses have parking that is only accessible from the alley – that issue combined with an inability to turn left, as previously discussed, results in circulation challenges which cause vehicles to circle back after initially passing their destination.
- In addition, vehicular crash data provided by the La Grange Park Police Department indicated that the second and third most hazardous intersections in the Village are located within the Study Area. During the period of January 1st, 2016 to November 20th, 2016, the intersection of Kemman Road and East 31st Street had 15 crashes, while the intersection of Beach Avenue and East 31st Street had 11 crashes. Both of these intersections are located just east of the IHB railroad tracks. While there may be numerous contributing factors, some of these collisions may be attributable to inadequate street layout related to the lack of a left turn lane and cars making illegal left turns.

While *SB Friedman* is not a transportation engineering firm, the insufficient capacity and inadequate street width of several streets within the Study Area, such as Barnsdale Road and 26th Street, do not appear to meet current roadway standards. They are inadequate for the commercial and industrial uses present in the Study Area. In addition, the lack of a turn lane on East 31st Street hinders access to businesses in the District, as described above. These factors all contribute to traffic delays and collisions. These defects and inadequacies in street layout are present throughout the Study Area.

DETERIORATION

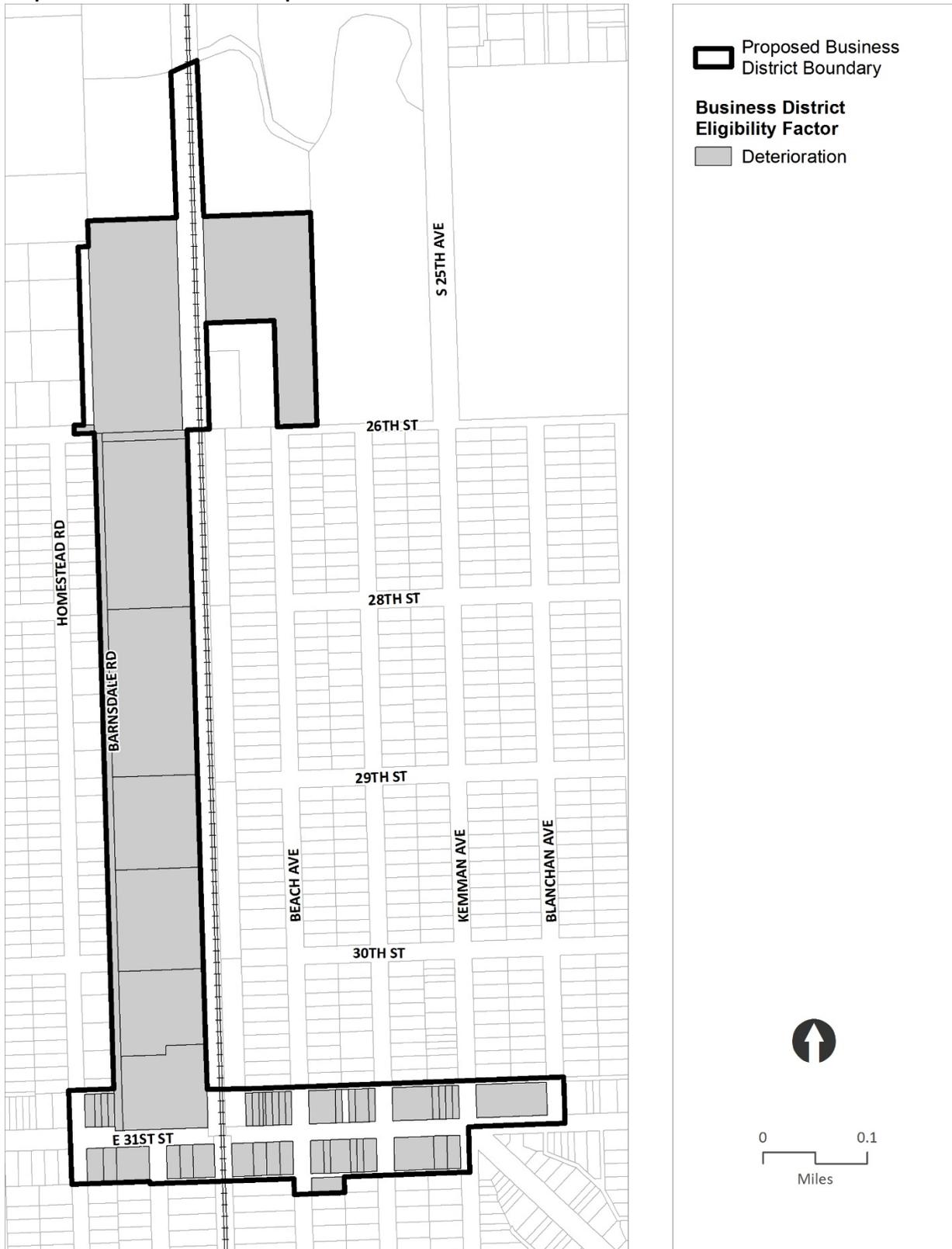
Of the 55 tax parcels in the Study Area (excluding railroad rights-of-way), physical deterioration was observed on 54 parcels (98%). The most common form of deterioration was on surface improvements, including parking and alleys. Catalogued deterioration included cracks in surface improvements, alligating of pavement, crumbling curbs, and weeds protruding through sidewalks. Building deterioration included stairstepping in brick, missing tuck-pointing, cracked foundations, deterioration of roof shingles, and leaking gutters. Deterioration of buildings and surface improvements can make it appear as though the Study Area lacks investment and can make it harder to attract new businesses or consumers. This factor was found to be meaningfully present and reasonably distributed throughout the Study Area.

Map 3: Defective, Inadequate Street Layout



Source: Cook County, Esri, SB Friedman, Village of La Grange Park

Map 4: Deterioration of Site Improvements



Source: Cook County, Esri, SB Friedman, Village of La Grange Park

Findings Regarding Effect of Blighting Factors on Study Area

It appears that the blighting factors have one effect on the Study Area:

1. Constitutes an Economic Underutilization of the Area

ECONOMIC UNDERUTILIZATION OF THE AREA

Based on an analysis of Cook County assessment data, the equalized assessed value (EAV) of the properties in the Study Area has declined in four of the past five year-to-year periods. The Study Area has grown more slowly or declined more quickly than properties in the balance of the Village for three of the last five year-to-year periods, and less than the consumer price index for the Chicago-Gary-Kenosha area in five of the past five periods. As shown in **Table 1** below, all three of these trends indicate a lack of growth in the Study Area.

Table 1: Growth of Equalized Assessed Value in Study Area and Balance of La Grange Park

	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015
Study Area Growth (%)	-14.7%	-11.8%	-6.1%	1.2%	-3.5%
Decline in Study Area EAV	YES	YES	YES	NO	YES
Balance of Village (Less Study Area) Growth (%)	-23.1%	-6.1%	-5.9%	0.6%	-2.9%
Growth Less than Village EAV	NO	YES	YES	NO	YES
Change in CPI (%)	3.6%	2.3%	1.9%	1.4%	-1.8%
Growth Less than CPI	YES	YES	YES	YES	YES

Source: Bureau of Labor Statistics, Cook County Assessor, *SB Friedman*

The lack of growth and recent declines in property value suggest that transportation deficiencies and deterioration are affecting the economic potential of the area, reducing the appeal of the commercial corridor for both businesses and consumers. These existing challenges hinder the ability of the district to attract new commerce, investment or development. Therefore, the defects and inadequacies of the street layout and the deterioration of structures and surfaces constitute an *economic underutilization of the area*.

Other Required Findings and Tests

In addition to the “blighted area” finding, the Act specifies four separate required findings and tests for designation. Our research, as described below, indicates that the Study Area will satisfy these requirements.

LACK OF GROWTH AND DEVELOPMENT THROUGH PRIVATE INVESTMENT

The Village is required to evaluate whether or not the Study Area has been subject to growth and private investment and must substantiate a finding of lack of such investment prior to establishing a Business District.

Based on an analysis of Cook County assessment data, the equalized assessed value (EAV) of the properties in the Study Area has declined in four of the past five year-to-year periods. The Study Area has grown more slowly or declined more quickly than properties in the balance of the Village for three of the last five year-to-year periods, and less than the consumer price index for the Chicago-Gary-Kenosha area in five of the past five periods. As shown in **Table 1** on the previous page, all three of these trends indicate a lack of growth in the Study Area.

Limited private investment has occurred in the Study Area over the last five years. One key indicator of private investment is construction-related permit activity. According to the Village of La Grange Park, there have been no new construction permits during the last five years between 2011 and 2016, though eight properties within the Study Area were issued renovation/remodel and/or alteration/addition permits. Despite renovation or maintenance of certain properties, overall EAV has declined over the five-year period. Thus, the Study Area has not been subject to growth and private investment.

“BUT FOR” BUSINESS DISTRICT, STUDY AREA WOULD NOT BE REDEVELOPED

The Village is required to find that, but for the designation of the Business District, it is unlikely that significant investment would occur in the proposed 31st Street/Barnsdale Business District.

Without the support of public resources, the redevelopment objectives for the Study Area would most likely not be realized. The area-wide improvements and development assistance resources needed to upgrade infrastructure, rehabilitate properties, and support redevelopment are extensive and costly, and the private market, on its own, has shown little ability to absorb all such costs. The Village has limited capacity to fund capital improvements of the sort that appear necessary to remove blighting factors.

Given the lack of growth and recent declines in property value, the lack of new private investment, the considerable deficiencies in street layout, and the existing building and surface deterioration, it appears unlikely that private investment would occur in the Study Area without creation of the Business District. Accordingly, but for the designation of a Business District, projects which would contribute substantially to area-wide redevelopment and economic growth, are unlikely to occur.

CONTIGUITY OF PARCELS

No Business District can be designated unless a plan is approved prior to the designation of the district; and the district can only include those contiguous parcels that are to be directly and substantially benefited by the proposed Business District.

All parcels in the Study Area are contiguous, and are expected to directly and substantially benefit from the Business District Plan.

CONFORMANCE TO THE PLANS OF THE VILLAGE

The Business District Plan must conform to the Village's comprehensive plan and other Village strategic plans, or include land uses that have been approved by the Village.

Based on a review of the 2006 Comprehensive Plan, the Business District Plan for the proposed 31st Street/Barnsdale Business District conforms to and proposes predominant land uses that are consistent with the Village's Comprehensive Plan.

3. Redevelopment Plan and Project

Redevelopment Needs of Business District

The economic potential of the 31st Street/Barnsdale Business District is currently hampered by defective and inadequate street layout and deterioration of site improvements. Investment in buildings and improvements in streets and intersections in the Study Area are necessary to increase the economic viability within and adjacent to the 31st Street/Barnsdale Business District. The existing conditions of the Study Area suggest four (4) major redevelopment needs for the 31st Street/Barnsdale Business District:

1. Infrastructure and capital improvements;
2. Rehabilitation of existing buildings;
3. Site preparation; and
4. Resources for new commercial development.

This Redevelopment Plan identifies tools for the Village to support the improvement of the Study Area through provision of necessary infrastructure improvements and support of other public and private improvements to best serve the interests of the Village, local business owners and residents.

The public and private improvements outlined in this Redevelopment Plan will create an environment conducive to economic growth and development within the 31st Street/Barnsdale Business District and the Village overall. The goals and objectives discussed below have been developed to address these needs and facilitate the sustainable redevelopment of the District.

Goals and Objectives

The overall goal of this Redevelopment Plan is to reduce or eliminate conditions that qualify the Study Area as a blighted area under the Act and to provide the direction and mechanisms necessary to create a vibrant commercial district that will strengthen the economic base and enhance the quality of life of the Study Area and Village as a whole.

Five (5) objectives support the overall goal of area-wide revitalization of the 31st Street/Barnsdale Business District. These objectives include:

1. Enhance the Village's tax base by encouraging investment and redevelopment within the District;
2. Improve the flow of traffic to, from and within the District;
3. Foster the replacement, repair, construction and/or improvement of the public infrastructure where needed;
4. Increase safety of vehicles and pedestrians moving through the District; and
5. Promote private investment within the Village.

Redevelopment Project

The proposed Redevelopment Project is intended to ameliorate defective and inadequate street conditions and deterioration of site improvements so as to promote economic growth in the 31st Street/Barnsdale Business District and the Village overall. Street improvements along Barnsdale Road, 26th Street and public alleys, and intersection improvements along East 31st Street in the Study Area will increase traffic flow and access, decrease the danger associated with intersections along East 31st Street, and increase the economic viability of businesses within and adjacent to the 31st Street/Barnsdale Business District. The anticipated components of the Redevelopment Project are as follows:

- Support improvements to public and private property, including improvements to existing structures within the Study Area;
- Facilitate and encourage development of vacant or underutilized properties within the Study Area; and
- Improve public and private vehicular access to, within and from the Study Area.

The Redevelopment Project is expected to affect each of the properties in the proposed Business District. The land use in the Study Area is anticipated to remain a mix of commercial, industrial, park/open space and institutional.

4. Financial Plan

Eligible Costs

Under the Act, eligible Business District Project Costs include all costs incurred by the municipality, other governmental entity or nongovernmental entity in the furtherance of the Business District Plan, and may include:

- Costs of studies, surveys, development of plans and specifications, implementation and administration of a Business District Plan, and personnel and professional service costs including architectural, engineering, legal, market, financial, planning, or other professional services, provided no charges for professional services may be based on a percentage of tax revenues received by the municipality;
- Property assembly costs, including but not limited to, acquisition of land and other real or personal property or rights or interests therein, and specifically including payments to developers or other nongovernmental persons as reimbursement for property assembly costs incurred by that developer or other nongovernmental person;
- Site preparation costs including but not limited to, clearance, demolition or removal of any existing buildings, structures, fixtures, utilities, and improvements, and clearing and grading of land;
- Costs of installation, repair, construction, reconstruction, extension, or relocation of public streets, public utilities, and other public site improvements within or without the Business District which are essential to the preparation of the Business District for use in accordance with the Business District Plan, and specifically including payments to developers or other nongovernmental persons as reimbursement for site preparation costs incurred by the developer or nongovernmental person;
- Costs of renovation, rehabilitation, reconstruction, relocation, repair or remodeling of any existing buildings, improvements and fixtures within the Business District, and specifically including payments to developers or other nongovernmental persons as reimbursement for costs incurred by such developer or nongovernmental person;
- Costs of installation or construction within the Business District of buildings, structures, works, streets, improvements, equipment, utilities, or fixtures, and specifically including payments to developers or other nongovernmental persons as reimbursements for such costs incurred by such developer or nongovernmental person;
- Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations, payment of any interest on any obligations issued under the Act that accrues during the estimated period of construction of any redevelopment project for which obligations are issued and for not exceeding 36 months thereafter, and any reasonable reserves related to the issuance of those obligations; and

- 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.

Anticipated Project Costs

The estimated eligible costs of this Redevelopment Plan are shown in **Table 2** below. The Total Business District Project Costs shown in **Table 2** provides an upper limit on expenditures that are to be funded using Business District revenues, exclusive of capitalized interest, issuance costs, interest, and other financing costs. Additional funding in the form of county, state and federal grants, private developer contributions and other outside sources may be pursued by the Village as a means of financing improvements and facilities that are of benefit to the general community.

Table 2. Total Business District Project Costs

Eligible Cost Categories [1]	Budget
Professional Services (including analysis, administration, studies, surveys, legal, marketing, etc.)	\$50,000
Property Assembly (including acquisition, reimbursement for developer assembly costs)	\$50,000
Site Preparation (including clearance, demolition, clearing & grading)	\$500,000
Public Works or Improvements (within or without BD, which are essential to Plan, including streets, utilities and other public site improvements)	\$1,000,000
Rehabilitation of Existing Buildings, Fixtures and Leasehold Improvements (including renovation, relocation, repair and remodeling)	\$700,000
Construction or Installation of Buildings, Improvements, Fixtures, Equipment or Utilities	\$600,000
Financing Costs (including expenses related to issuance, interest and reserves related to obligations)	\$50,000
Relocation Costs (to the extent municipality deems necessary)	\$50,000
TOTAL BUSINESS DISTRICT PROJECT COSTS [2] [3]	\$3,000,000

[1] Costs are shown in 2017 dollars and shall be adjusted from time to time to reflect changes in the cost of living, as measured by the U. S. Department of Labor's Consumer Price Index.

[2] Increases in estimated Total Business District Project Costs of more than 5%, after adjustment for inflation from the date this Redevelopment Plan is approved, are subject to the amendment procedures as provided under the Act.

[3] Adjustments may be made among line items in the budget without amendment, as provided under the Act.

Each individual Business District Project Cost will be re-evaluated in light of Business District goals as it is considered for public financing under the provisions of the Act. The totals of line items set forth in **Table 2** are not intended to place a limit on the described expenditures. Adjustments may be made in line items within the total, either increasing or decreasing line item costs because of changed redevelopment costs and needs. Within the Total Business District Project Costs limit, adjustments to the estimated line item costs in **Table 2** are expected and may be made by the Village without amendment to this Redevelopment Plan.

The Business District Project Costs described above are intended to further the goals outlined in this Plan, and will benefit the owner and tenants of commercial businesses in the 31st Street/Barnsdale Business District, as well as Village residents and patrons of local businesses.

Anticipated Sources of Funds to Pay Project Costs

As required by the Act, the Village shall establish and maintain a 31st Street/Barnsdale Business District Tax Allocation Fund (“the Fund”) to which Business District revenues generated through the Business District Retailers’ Occupation Tax and Business District Service Occupation Tax shall be deposited or credited. The Business District Taxes shall be administered as provided in the Act. Eligible Business District Project Costs are to be paid from these sources of revenue, as described below.

BUSINESS DISTRICT RETAILERS’ OCCUPATION TAX

A Business District Retailers’ Occupation Tax will be imposed upon persons engaged in the business of selling tangible personal property at retail (excluding property titled or registered with an agency of the State of Illinois government) in the District at a rate of 1% of the gross receipts from the sales made in the course of such business. The tax may not be imposed on food for human consumption that is to be consumed off the premises from which it is sold (other than alcoholic beverages, soft drinks, and food that has been prepared for immediate consumption), prescription and nonprescription medicines, drugs, medical appliances, modifications to a motor vehicle for the purposes of rendering it usable by a disabled person, and insulin, urine testing materials, syringes, and needles used by diabetics, for human use.

BUSINESS DISTRICT SERVICE OCCUPATION TAX

A Business District Service Occupation Tax will be imposed upon all persons in the District engaged in the business of making sales of service, who, as an incident to making those sales of service, transfer tangible personal property within the Business District, either in the form of tangible personal property or in the form of real estate as an incident to a sale of service. This tax will be imposed at a rate of 1% and may not be imposed on food for human consumption that is to be consumed off the premises from which it is sold (other than alcoholic beverages, soft drinks, and food that has been prepared for immediate consumption), prescription and nonprescription medicines, drugs, medical appliances, modifications to a motor vehicle for the purposes of rendering it usable by a disabled person, and insulin, urine testing materials, syringes, and needles used by diabetics, for human use.

OTHER SOURCES OF FUNDS

Other sources of funds that may be used to pay for development costs and associated obligations issued or incurred include land disposition proceeds, state and federal grants, investment income, private investor and financial institution funds, and other sources of funds and revenues as the municipality and developer from time to time may deem appropriate.

Issuance of Obligations

To finance Business District Project Costs, the Village may issue bonds or obligations secured by the anticipated Business District Retailers' Occupation Tax and Business District Service Occupation Tax generated within the 31st Street/Barnsdale Business District, or such other bonds or obligations as the Village may deem as appropriate.

All obligations issued by the Village pursuant to this Redevelopment Plan and the Act shall be retired in the manner provided in the ordinance authorizing issuance of such obligations, by the receipts of taxes from the 31st Street/Barnsdale Business District and by any other revenue designated or pledged by the Village. The final maturity date of any such obligations that are issued may not be later than 20 years from their respective dates of issue or the dissolution of the Business District, whichever is earlier.

In addition to paying Business District Project Costs, Business District revenues may be used for the scheduled and/or early retirement of obligations, as provided in the ordinance issuing such obligations. As provided in the Act, following payment or reimbursement for all Business District Project Costs, any surplus funds in the Fund will be deposited into the Village's general corporate fund.

5. Establishment and Term of District

Pursuant to the Act, the term of the 31st Street/Barnsdale Business District shall not exceed 23 years from the date the ordinance approving this Plan and designating the District is approved. The Business District Retailers' Occupation Tax and Business District Service Occupation Tax will be imposed for no longer than the term of the District.

6. Provisions for Amending Plan

This Plan may be amended pursuant to the provisions of the Act.

Appendix 1: Boundary Legal Description

1. THAT PART OF SECTIONS 27, 28 AND 33 IN TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, BOUNDED AND DESCRIBED AS FOLLOWS:
2. BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF 31ST STREET WITH THE CENTER LINE OF KENMAN AVENUE, BEING ALSO THE NORTHEAST CORNER OF SECTION 33 AFORESAID;
3. THENCE SOUTH ALONG SAID CENTER LINE OF KENMAN AVENUE, AND THE EAST LINE OF SECTION 33 AFORESAID TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF THE 16 FOOT WIDE ALLEY SOUTH OF 31ST STREET;
4. THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF THE 16 FOOT WIDE ALLEY SOUTH OF 31ST STREET TO THE NORTHEAST CORNER OF LOT 19 IN BLOCK 2 IN H.O. STONE AND COMPANY'S ADDITION TO LA GRANGE IN SECTION 33 AFORESAID;
5. THENCE SOUTH ALONG THE EAST LINE OF LOT 19 IN BLOCK 2 IN H.O. STONE AND COMPANY'S ADDITION TO LA GRANGE TO THE SOUTH LINE THEREOF;
6. THENCE WEST ALONG SAID SOUTH LINE OF LOT 19 IN BLOCK 2 IN H.O. STONE AND COMPANY'S ADDITION TO LA GRANGE AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF BEACH AVENUE;
7. THENCE NORTH ALONG SAID WEST LINE OF BEACH AVENUE TO THE SOUTH LINE OF THE 16 FOOT WIDE ALLEY SOUTH OF 31ST STREET;
8. THENCE WEST ALONG SAID SOUTH LINE OF THE 16 FOOT WIDE ALLEY SOUTH OF 31ST STREET AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF BARNSDALE ROAD;
9. THENCE NORTH ALONG SAID WEST LINE OF BARNSDALE ROAD TO THE CENTER LINE OF THE VACATED 16 FOOT WIDE ALLEY SOUTH OF 31ST STREET;
10. THENCE WEST ALONG SAID CENTER LINE OF THE VACATED 16 FOOT WIDE ALLEY SOUTH OF 31ST STREET TO THE EAST LINE OF LOT 3 IN BLOCK 13 IN LA GRANGE PARK HOMESITES, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER AND THAT PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER LYING EAST OF THE CENTER LINE OF 5TH AVENUE IN SECTION 33 AFORESAID;
11. THENCE NORTH ALONG SAID EAST LINE OF LOT 3 IN BLOCK 13 IN LA GRANGE PARK HOMESITES TO THE NORTH LINE THEREOF;
12. THENCE WEST ALONG SAID NORTH LINE OF LOT 3 IN BLOCK 13 IN LA GRANGE PARK HOMESITES AND THE WESTERLY EXTENSION THEREOF TO THE WEST LINE OF HOMESTEAD ROAD;
13. THENCE NORTH ALONG SAID WEST LINE OF HOMESTEAD ROAD TO THE WESTERLY EXTENSION OF THE CENTER LINE OF THE 16 FOOT WIDE ALLEY NORTH OF 31ST STREET;
14. THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE CENTER LINE OF THE 16 FOOT WIDE ALLEY NORTH OF 31ST STREET TO THE EAST LINE OF THE WEST HALF OF THE SOUTHEAST

QUARTER OF SECTION 28 AFORESAID;

15. THENCE NORTH ALONG SAID EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 28 TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 28 AFORESAID, BEING ALSO THE NORTH LINE OF 33 FOOT WIDE 26TH STREET;
16. THENCE WEST ALONG SAID SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 28, AND THE NORTH LINE OF 33 FOOT WIDE 26TH STREET, TO THE EAST LINE OF 66 FOOT WIDE 26TH STREET;
17. THENCE NORTH ALONG SAID EAST LINE OF 66 FOOT WIDE 26TH STREET TO THE SOUTH LINE OF LOT 8 IN FIELD CLUB ADDITION TO LAGRANGE PARK, A SUBDIVISION OF THE EAST 10 ACRES OF THE SOUTH 30 ACRES OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 28 AFORESAID;
18. THENCE EAST ALONG SAID SOUTH LINE OF LOT 8 IN FIELD CLUB ADDITION TO LAGRANGE PARK TO THE WEST LINE OF BARNSDALE ROAD;
19. THENCE NORTH ALONG SAID WEST LINE OF BARNSDALE ROAD TO THE NORTH LINE THEREOF;
20. THENCE EAST ALONG SAID NORTH LINE OF BARNSDALE ROAD TO THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 28 AFORESAID;
21. THENCE NORTH ALONG SAID WEST LINE OF THE EAST HALF OF THE NORTH EAST QUARTER OF SECTION 28 TO THE NORTH LINE OF THE SOUTH 800 FEET OF LOT 1 IN THE DIVISION OF THAT PART OF THE EAST ONE-HALF OF THE NORTHEAST QUARTER LYING SOUTH OF THE CENTER LINE OF SALT CREEK IN SECTION 28 AFORESAID;
22. THENCE EAST ALONG SAID NORTH LINE OF THE SOUTH 800 FEET OF LOT 1 IN THE DIVISION OF THAT PART OF THE EAST ONE-HALF OF THE NORTHEAST QUARTER LYING SOUTH OF THE CENTER LINE OF SALT CREEK TO A LINE WHICH IS 25 FEET WEST OF AND PARALLEL WITH THE ORIGINAL 75 FOOT RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD COMPANY;
23. THENCE NORTH ALONG SAID LINE WHICH IS 25 FEET WEST OF AND PARALLEL WITH THE ORIGINAL 75 FOOT RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD COMPANY TO THE CENTER LINE OF SALT CREEK;
24. THENCE NORTHEASTERLY ALONG SAID CENTER LINE OF SALT CREEK TO THE EAST LINE OF THE ORIGINAL 75 FOOT RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD COMPANY;
25. THENCE SOUTH ALONG SAID EAST LINE OF THE ORIGINAL 75 FOOT RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD COMPANY TO THE NORTH LINE OF THE SOUTH 800 FEET OF LOT 1 IN THE DIVISION OF THAT PART OF THE EAST ONE-HALF OF THE NORTHEAST QUARTER LYING SOUTH OF THE CENTER LINE OF SALT CREEK IN SECTION 28 AFORESAID;
26. THENCE EAST ALONG SAID NORTH LINE OF THE SOUTH 800 FEET OF LOT 1 IN THE DIVISION OF THAT PART OF THE EAST ONE-HALF OF THE NORTHEAST QUARTER LYING SOUTH OF THE CENTER LINE OF SALT CREEK IN SECTION 28 AFORESAID TO THE EAST LINE OF LOT 1 AFORESAID;

27. THENCE SOUTH ALONG SAID EAST LINE OF LOT 1 IN THE DIVISION OF THAT PART OF THE EAST ONE-HALF OF THE NORTHEAST QUARTER LYING SOUTH OF THE CENTER LINE OF SALT CREEK IN SECTION 28 AFORESAID TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 28;
28. THENCE WEST ALONG SAID SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 28 TO A POINT BEING 632 FEET WEST OF THE EAST LINE OF THEREOF, BEING ALSO THE CENTER LINE OF BEACH AVENUE EXTENDED NORTH;
29. THENCE NORTH ALONG SAID CENTER LINE OF BEACH AVENUE EXTENDED NORTH TO A LINE 400 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 28 AFORESAID;
30. THENCE WEST ALONG SAID LINE 400 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 28 TO THE EAST LINE OF THE ORIGINAL 75 FOOT RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD;
31. THENCE SOUTH ALONG SAID EAST LINE OF THE ORIGINAL 75 FOOT RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 28 AFORESAID;
32. THENCE WEST ALONG SAID SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 28 TO A LINE WHICH IS 25 FEET WEST OF AND PARALLEL WITH THE ORIGINAL 75 FOOT RIGHT OF WAY OF THE INDIANA HARBOR BELT RAILROAD COMPANY;
33. THENCE SOUTH ALONG SAID WEST LINE OF THE INDIANA HARBOR BELT RAILROAD RIGHT OF WAY TO THE WESTERLY EXTENSION OF THE NORTH LINE OF THE 16 FOOT WIDE ALLEY NORTH OF 31ST STREET;
34. THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE NORTH LINE OF THE 16 FOOT WIDE ALLEY NORTH OF 31ST STREET TO THE EAST LINE OF BLANCHAN AVENUE;
35. THENCE SOUTH ALONG SAID EAST LINE OF BLANCHAN AVENUE AND THE SOUTHERLY EXTENSION THEREOF TO THE CENTER LINE OF 31ST STREET, BEING ALSO THE NORTH LINE OF SECTION 33 AFORESAID;
36. THENCE WEST ALONG SAID CENTER LINE OF 31ST STREET AND THE NORTH LINE OF SECTION 33 TO ITS INTERSECTION WITH THE CENTER LINE OF KENMAN AVENUE, BEING ALSO THE NORTHEAST CORNER OF SECTION 33 AFORESAID, AND THE POINT OF BEGINNING;
37. IN COOK COUNTY, ILLINOIS.

Appendix 2: List of PINs in Business District

PINs in Business District
15-27-324-030-0000
15-28-204-008-0000
15-28-204-009-0000
15-28-212-011-0000
15-28-405-010-0000
15-28-405-013-0000
15-28-405-014-0000
15-28-405-015-0000
15-28-405-016-0000
15-28-405-017-0000
15-28-405-018-0000
15-28-405-019-0000
15-28-421-023-0000
15-28-421-024-0000
15-28-421-026-0000
15-28-421-027-0000
15-28-421-028-0000
15-28-421-029-0000
15-28-421-032-0000
15-28-421-033-0000
15-28-428-010-0000
15-28-428-011-0000
15-28-428-012-0000
15-28-428-013-0000
15-28-429-023-0000
15-28-429-024-0000
15-28-429-025-0000
15-28-429-028-0000
15-28-429-030-0000

15-28-429-032-1001
15-28-429-032-1002
15-28-429-032-1003
15-28-429-032-1004
15-28-430-034-0000
15-28-430-035-0000
15-28-430-036-0000
15-28-430-037-0000
15-28-430-041-0000
15-33-204-001-0000
15-33-204-002-0000
15-33-204-003-0000
15-33-205-001-0000
15-33-205-002-0000
15-33-205-003-0000
15-33-205-004-0000
15-33-205-005-0000
15-33-205-006-0000
15-33-205-007-0000
15-33-206-001-0000
15-33-206-002-0000
15-33-206-006-0000
15-33-206-007-0000
15-33-206-008-0000
15-33-206-009-0000
15-33-206-025-0000
15-33-207-004-0000
15-33-207-005-0000
15-33-207-025-0000

Railroad PINs in Business District
15-28-500-002-0000*
15-28-500-003-0000
15-28-405-006-0000*
15-33-500-001-0000*

* Only a portion of the PIN will be located within the Study Area

Source: Cook County