

*cc: K. Nibel
P. Thomas*

-0-15-86-

ORDINANCE

AN ORDINANCE APPROVING THE TAX INCREMENT REDEVELOPMENT PLAN AND REDEVELOPMENT PROJECT, AS AMENDED.

WHEREAS, the City of Elmhurst, Illinois desires to implement tax increment financing pursuant to the Tax Increment Allocation Redevelopment Act, P.A. 79-1525, appearing as Sections 11-74.4-1 et seq., Chapter 24, as amended, S.H.A. (hereinafter referred to as the "Act") for the proposed Redevelopment Plan and Redevelopment Project within the municipal boundaries of the City of Elmhurst and within the Redevelopment Project Area described in Exhibit "A" of this ordinance, which area constitutes in the aggregate more than 1-1/2 acres;

WHEREAS, pursuant to Section 11-74.4-5 of the Act, the City Council caused a public hearing to be held relative to the Redevelopment Plan and Redevelopment Project described in Exhibit "B" of this ordinance, which Exhibit is made a part hereof, and a designation of a Redevelopment Project Area on July 10, 1986 at the Council Chambers, City Hall, City of Elmhurst.

WHEREAS, due notice in respect to such hearing was given pursuant to Sections 11-74.4-5 and 11-74.4-6 of the Act, said notice being given to taxing districts by certified mail on June 6, 1986, by publication on June 18, 1986 and July 2, 1986; and by certified mail to taxpayers on June 20, 1986;

WHEREAS, certain changes have been made in the Redevelopment Plan and Redevelopment Project which do not alter the exterior boundaries, or substantially affect the land uses established in the plan, or substantially change the nature of the Redevelopment Project, and these changes are set forth in Exhibit "B-1" of the ordinance, which Exhibit is made a part hereof;

WHEREAS, the notice referred by the Act has been given to the taxing districts by certified mail on June 6, 1986 and by publication on June 18, 1986;

WHEREAS, the Redevelopment Plan and Redevelopment Project as amended set forth the conditions in the proposed Redevelopment Project Area qualifying the area as a "conservation area" and the City Council has reviewed testimony concerning said conditions presented at the public hearing and is generally informed of the conditions causing the proposed Redevelopment Project Area to qualify as a conservation area as said term "conservation area" is used in the Act;

WHEREAS, the City Council has reviewed the conditions pertaining to lack of private investment in the proposed Redevelopment Project Area to determine whether private development would take place in the proposed Redevelopment Project Area as a whole without the adoption of the proposed Redevelopment Plan;

WHEREAS, it is the intent of the City to utilize tax increment derived from Illinois statutes known as the Municipal Retailers' Occupation Tax Act, the Municipal Service Occupation Tax Act, the Retailers' Occupation Tax Act, the Use Tax Act, the Service Use Tax Act and the Service Occupation Tax Act, and the proposed Redevelopment Project Area would not reasonably be developed without the use of such incremental revenues and such revenues will be exclusively utilized for the development of the Redevelopment Project Area;

WHEREAS, the City Council has reviewed the conditions pertaining to real property in the proposed Redevelopment Project Area to determine whether contiguous parcels of real property and improvements thereon in the proposed Redevelopment Project Area would be substantially benefited by the proposed Redevelopment Project improvements;

NOW, THEREFORE, IT IS HEREBY ORDAINED, BY THE CITY COUNCIL OF THE CITY OF ELMHURST, ILLINOIS, THAT:

1. The City Council of Elmhurst hereby makes the following findings:

a. The area constituting the proposed downtown Redevelopment Project Area of the City of Elmhurst, Illinois is described as set forth in the attached Exhibit "A".

b. There exist conditions which cause the area proposed to be designated as a Redevelopment Project Area

to be classified as a "conservation area" as defined in Section 11-74.4-3(a) of the Act.

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

d. The Redevelopment Project Area would not reasonably be developed without the tax increment derived from the Municipal Retailers' Occupation Tax Act, the Municipal Service Occupation Tax Act, the Retailers' Occupation Tax Act, the Service Use Tax Act and the Service Occupation Tax Act and the increment from such revenues will be exclusively utilized for the development of the Redevelopment Project Area.

e. The Redevelopment Plan and Redevelopment Project, as amended, conform to the Comprehensive Plan for the development of the municipality as a whole.

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

g. The estimated date for final completion of the Redevelopment Project is May 1, 2009.

h. The estimated date for retirement of obligations incurred to finance Redevelopment Project costs is not later than May 1, 2009.

2. The Redevelopment Plan and Redevelopment Project which were the subject matter of the hearing held July 10, 1986, as subsequently amended, is hereby adopted and approved. A copy of the Redevelopment Plan and Redevelopment Project, as revised, marked Exhibit "B" and Exhibit "B-1" is attached hereto and made a part of this ordinance.

3. This ordinance shall be in full force and effect upon its passage by the City Council of the City of Elmhurst, Illinois and APPROVED by the Mayor thereof this 23rd day of October, 1986.

PASSED THIS 20th DAY OF Oct. - APPROVED:  MAYOR

19 86 AYES: 13 NAYS: 0

ATTEST: Alice Doyle, CITY CLERK
Alice Doyle

By: Dorothy L. Schmidtke
Dorothy L. Schmidtke
Deputy City Clerk

STATE OF ILLINOIS)
COUNTY OF DU PAGE) SS

I, ALICE DOYLE, HEREBY CERTIFY that I am the duly elected, qualified and acting City Clerk of the City of Elmhurst, DuPage County, Illinois, a Municipal corporation, and the keeper of its seal and records.

I HEREBY FURTHER CERTIFY that the attached document is a true and correct copy of Ordinance 0-15-86 entitled TAX INCREMENT REDEVELOPMENT PLAN AND REDEVELOPMENT PROJECT

now on file in my office at 119 Schiller Street, Elmhurst, Illinois.

I HEREBY FURTHER CERTIFY that said Ordinance was passed by the City Council of said City of Elmhurst on the 20th day of OCTOBER, 1986, and that the vote of said City Council on the question of passage of said ordinance was taken by ayes and nays and fully recorded in the minutes of the proceedings of said City Council, and that the result of said vote so taken was as follows:

Ayes: 13 Nays: 0

I FURTHER CERTIFY that the original, of which the attached is a true copy, is entrusted to my care for safekeeping, and that I am the true and lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Elmhurst aforesaid, at said City, in the County and State aforesaid, this 21st day of OCTOBER, 19 86.

Alice Doyle
Alice Doyle, City Clerk
by *Dorothy L. Schmidtke*
Dorothy L. Schmidtke
Deputy City Clerk

BOUNDARY DESCRIPTION

That part of Sections 1 and 2, T39N, R11E, described as follows: Commencing at the intersection of the center line of the right-of-way of North Avenue, and the west alley right-of-way (row) line of Block 13 in the Town of Elmhurst subdivision, in the northeast quarter of Section 2, and running east along said center line to the east alley row line extended of Block 1 in the Fairview addition in the northwest quarter of Section 1, thence southerly to the north row line of Third Street, thence easterly to the east row line of Illinois Street, thence southerly to the north row line of Elmhurst Avenue, thence easterly to the east row line extended of Haven Road, thence southerly along said line to the south row line of Park Avenue, thence southeasterly along said line to the east property line of Lot 18, Block 1, in 180 E. Park Avenue Condominium subdivision, thence southerly along said line to the south property line of said lot, thence westerly along said line extended to the east row line of Arlington Avenue, thence southerly along said row line to the south row line of Marion Street, thence westerly to the east property line extended of Lot 3, of County Clerk's Assessment Division in the southwest quarter of Section 1, thence northerly along said line to the north line of said lot, thence westerly along said line to the east row line of Kenilworth Avenue, thence southerly to the south row line of Marion Street, thence westerly along said line extended to the intersection of the south row line of Robert T. Palmer Drive, thence following said line to the south property line of Lot 9, of the County Clerk's Assessment Division in the southwest quarter of Section 1, thence southerly along east row line of York Road, to the intersection of said east row line and the extension of a line that is parallel to and 66 feet north of the Arthur Street north row line, thence westerly along the said line extended to a line that is parallel to the west row line of York Road and 192.67 feet west of said row line, thence northerly to the north line of Lot 6, in Block 6, in Summit addition in the southeast quarter of Section 2, thence westerly 193.83 feet, thence northerly 64 feet, thence westerly to the west row line of Cottage Hill Avenue, thence northerly to the south row line of Virginia Street, thence westerly to the west row line of Prospect Avenue, thence northerly to the south row line of Park Avenue, thence north easterly to the intersection of the west row line of Maple Avenue and the north row line of First Avenue, thence northerly along the west row line of Maple Avenue to the intersection of the west row line of Maple Avenue and the extended south property line of Lot 16, of Block 2, in Struckmann's resubdivision in the north-east quarter of Section 2, thence easterly along said extended line to the west row line of Larch Avenue, thence northerly along west row line of Larch Avenue to the intersection of the west row line of Larch Avenue and the extended south property line of Lot 43, of Block 1, in the Town of Elmhurst subdivision in the northeast quarter of Section 2, thence easterly along said line to the east property line of said lot, thence northerly along said line extended to the south row line of Second Street, thence westerly along said line to the west row line of Larch Avenue, thence northerly to the north row line of Third Street, thence easterly to the west alley row line of Block 13 in the Town of Elmhurst subdivision in the northeast quarter of Section 2, thence northerly along said line to the place of beginning in the Township of York, in DuPage County, Illinois.

CITY OF ELMHURST
CENTRAL BUSINESS DISTRICT TAX INCREMENT
REDEVELOPMENT PLAN AND PROJECT

MAY 1986

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I INTRODUCTION

The City of Elmhurst is a suburban community, with a population of approximately 44,276, located in northeast DuPage County. Elmhurst is at the crossroads of the nation's transportation networks, which provide excellent access via rail, Interstate, and air systems.

The community's heritage dates back to its first settlers in 1836. In the mid and late 1800's, Elmhurst grew with a significant influx of German immigrants. They brought with them many ethnic traditions and ideas which have become symbolic of the community's character.

In 1985, Elmhurst was honored as an "Illinois Certified City". This award places the community in an elite category of cities in the State of Illinois which provides a sound economic base to support commercial growth and development.

The community is preparing to celebrate its 150th anniversary in 1986. Elmhurst is marking this sesquicentennial year by looking to its future, especially in regard to the Central Business District (CBD).

Historically, Downtown Elmhurst has served as an important center of businesses, and shopping for both Elmhurst residents and those living in the broader suburban Cook County and DuPage County areas. Retailing and provision of services continue to be the dominant downtown economic activities, with both neighborhood-serving convenience stores and those serving broader regional markets represented.

Currently, the community sponsors a service of music concerts, parades, sidewalk sales, and festivals to support businesses in the CBD. These activities are successful, generate activity and interest in the downtown area.

In recent years however, Downtown Elmhurst has become a structurally aging community.¹ Factors contributing to this condition are:

- 1) Lack of an aesthetically attractive and appealing environment to support the downtown businesses;
- 2) Lack of full utilization of City owned properties to complement existing business activities;
- 3) Lack of marketing the CBD as a viable location with a sound economic base;
- 4) Lack of retail stores which complement the community's personality, and create an attractive and competitive market;
- 5) Lack of open space, focal points, and pedestrian linkages which would form a network connecting all areas of the CBD.
- 6) Existence of factors which would qualify the Redevelopment Area as a "conservation area" meeting the standards of Tax Increment Financing.

II GENERAL GOALS

The Elmhurst City Council is committed to a long-term public and private revitalization of its community. The Council members have identified six major goals that are essential for downtown development and planning. A list of the goals is as follows:

- A) Create an attractive and interesting place;
- B) Develop focal points for the entire Downtown, emphasizing recreation and leisure activities;
- C) Create an attractive blend of retail, residential, restaurants, and office spaces;
- D) Develop an attractive architectural design while maintaining the traditional aesthetics of the community;
- E) Provide adequate and accessible parking with good traffic flow;
- F) Ensure that all property in the CBD complies with fire and building safety codes.

¹DuPage County, Illinois, Development Department, Planning Division, Elmhurst Economic Development Downtown Urban Design Program (May, 1984), Barton Aschman Associates, Inc., of Evanston, Illinois, (March, 1980)

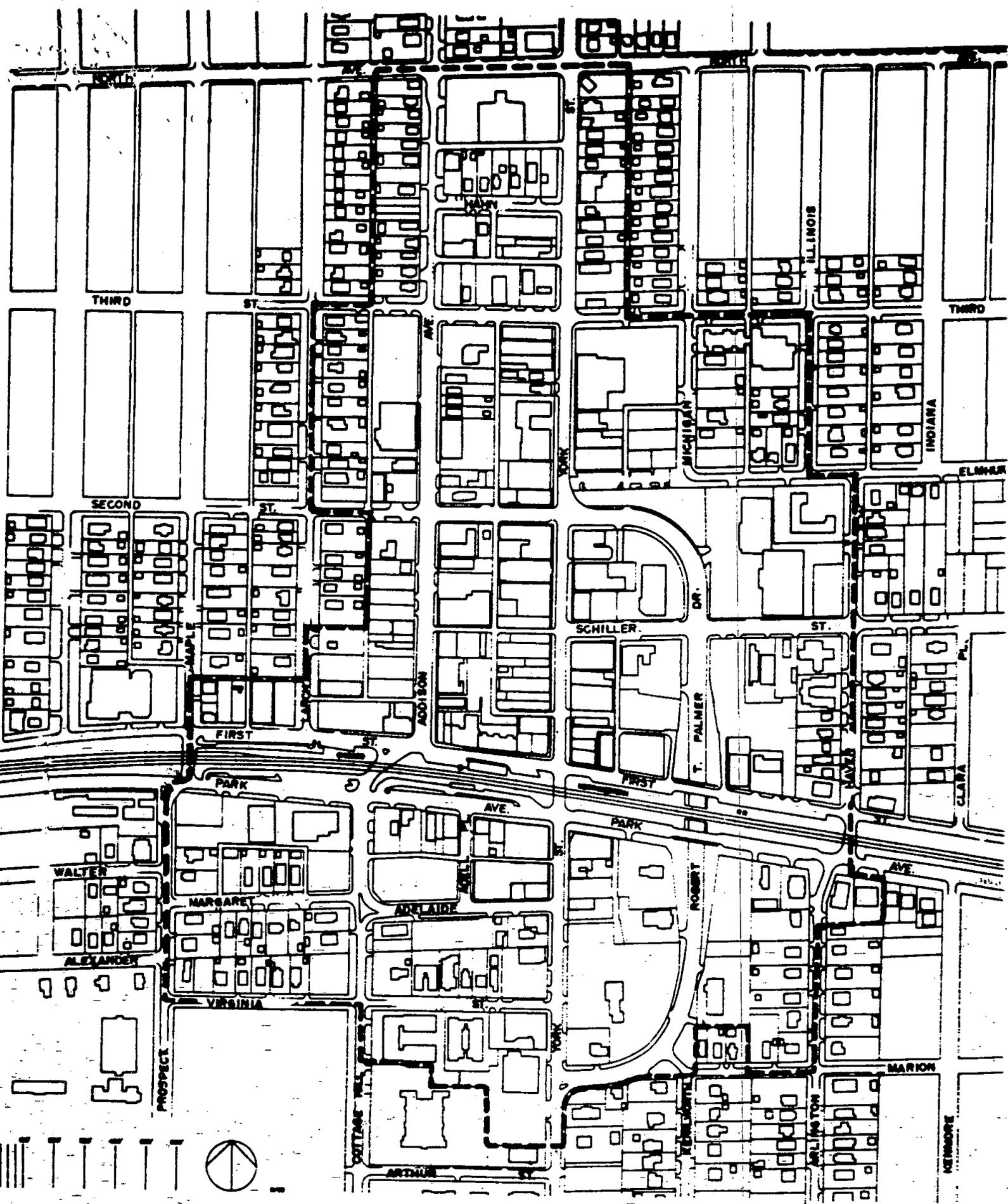
III TAX INCREMENT FINANCING REDEVELOPMENT (TIF)

After a conservation area is designated as a Redevelopment Project Area, and Tax Increment Financing is adopted pursuant to the Real Property Tax Increment Allocation Redevelopment Act (the "ACT"), all taxing districts will continue to receive the real estate tax revenue they received prior to redevelopment. The new real estate tax revenue generated by the application of tax rates to the increase in assessed values is described as tax increment revenue. New state legislation enables the City to obtain sales tax increment generated by business in the Redevelopment Project Area. As soon as redevelopment project costs are paid, the surplus revenue will be distributed to the state and other taxing districts which have real property in the Redevelopment Project Area. All taxing districts are therefore, the beneficiaries of the redevelopment. The increase in the downtown tax base also helps to minimize the real property tax burden on the homeowners in the neighborhoods.

As a preliminary step, the City Council adopted a resolution supporting Tax Increment Financing. A Redevelopment Project Area is to be established which designates blocks to be included. The boundaries were identified to include areas which would be impacted and benefited by redevelopment of the CBD. Blocks were included as part of the Tax Increment District if:

- 1) The Blocks were directly impacted by potential redevelopment;
- 2) Or Blocks identified could potentially support more development;
- 3) Blocks in the Tax Increment Financing District were included because the underlying zoning is conducive to potential redevelopment;
- 4) The blocks encompass the entire CBD and form a cohesive inter-dependent unit without isolating a particular area.

Boundaries of the Redevelopment Project Area are shown on Map 1.



**CENTRAL BUSINESS DISTRICT
REDEVELOPMENT PROJECT AREA**

MAP I

BOUNDARY DESCRIPTION

That part of Sections 1 and 2, T39N, R11E, described as follows: Commencing at the intersection of the center line of the right-of-way of North Avenue, and the west alley right-of-way (row) line of Block 13 in the Town of Elmhurst subdivision, in the northeast quarter of Section 2, and running east along said center line to the east alley row line extended of Block 1 in the Fairview addition in the northwest quarter of Section 1, thence southerly to the north row line of Third Street, thence easterly to the east row line of Illinois Street, thence southerly to the north row line of Elmhurst Avenue, thence easterly to the east row line extended of Haven Road, thence southerly along said line to the south row line of Park Avenue, thence southeasterly along said line to the east property line of Lot 18, Block 1, in 180 E. Park Avenue Condominium subdivision, thence southerly along said line to the south property line of said lot, thence westerly along said line extended to the east row line of Arlington Avenue, thence southerly along said row line to the south row line of Marion Street, thence westerly to the east property line extended of Lot 3, of County Clerk's Assessment Division in the southwest quarter of Section 1, thence northerly along said line to the north line of said lot, thence westerly along said line to the east row line of Kenilworth Avenue, thence southerly to the south row line of Marion Street, thence westerly along said line extended to the intersection of the south row line of Robert T. Palmer Drive, thence following said line to the south property line of Lot 9, of the County Clerk's Assessment Division in the southwest quarter of Section 1, thence southerly along east row line of York Road, to the intersection of said east row line and the extension of a line that is parallel to and 66 feet north of the Arthur Street north row line, thence westerly along the said line extended to a line that is parallel to the west row line of York Road and 192.67 feet west of said row line, thence northerly to the north line of Lot 6, in Block 6, in Summit addition in the southeast quarter of Section 2, thence westerly 193.83 feet, thence northerly 64 feet, thence westerly to the west row line of Cottage Hill Avenue, thence northerly to the south row line of Virginia Street, thence westerly to the west row line of Prospect Avenue, thence northerly to the south row line of Park Avenue, thence north easterly to the intersection of the west row line of Maple Avenue and the north row line of First Avenue, thence northerly along the west row line of Maple Avenue to the intersection of the west row line of Maple Avenue and the extended south property line of Lot 16, of Block 2, in Struckmann's resubdivision in the north east quarter of Section 2, thence easterly along said extended line to the west row line of Larch Avenue, thence northerly along west row line of Larch Avenue to the intersection of the west row line of Larch Avenue and the extended south property line of Lot 43, of Block 1, in the Town of Elmhurst subdivision in the northeast quarter of Section 2, thence easterly along said line to the east property line of said lot, thence northerly along said line extended to the south row line of Second Street, thence westerly along said

line to the west row line of Larch Avenue, thence northerly to the north row line of Third Street, thence easterly to the west alley row line of Block 13 in the Town of Elmhurst subdivision in the northeast quarter of Section 2, thence northerly along said line to the place of beginning in the Township of York, in DuPage County, Illinois.

IV CONSERVATION AREA CONDITIONS EXISTING IN THE REDEVELOPMENT PROJECT AREA

Based on surveys, inspections, and analysis of the area and based on official building records of the City, Blocks 1 thru 25 would qualify as a "conservation area" as defined by the Act.

Blocks 1 thru 25 are characterized by the presence of eight factors rendering the area eligible as "conservation area". A list of the characteristics present in these blocks is as follows:

- 1) A majority of the structures are over 35 years in age
- 2) Deterioration
- 3) Presence of structures below minimum building code
- 4) Excessive land coverage
- 5) Deleterious land use or lay-out area
- 6) Dilapidation
- 7) Depreciation of physical maintenance
- 8) Lack of community planning.

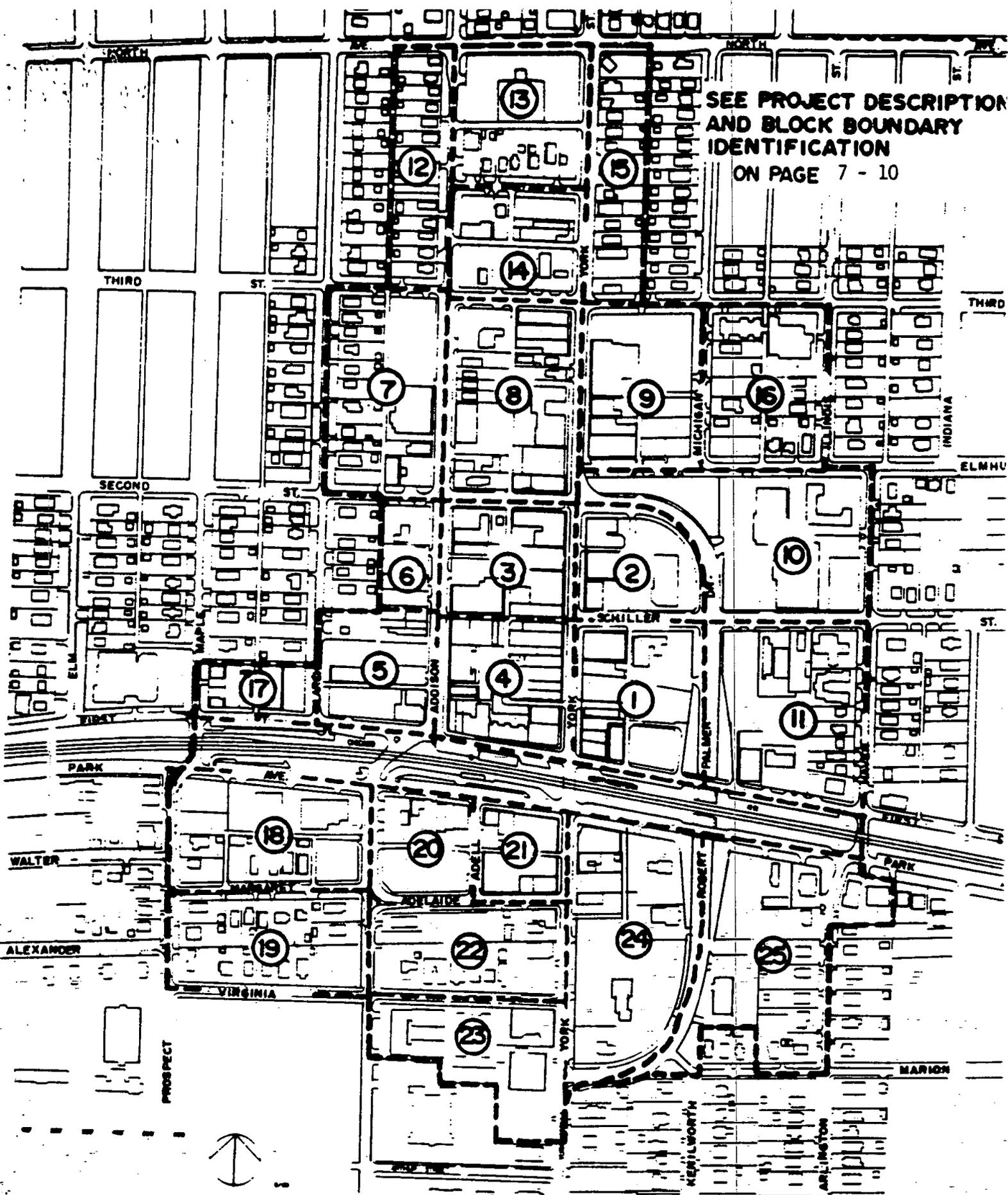
BLOCK BOUNDARIES

- Block 1 Bound by Schiller Street, Palmer Drive, First Street, and York Road.
- Block 2 Bound by Schiller Street, Second Street, York Road, and Palmer Drive.
- Block 3 Bound by Second Street, York Road, Addison Avenue, and the centerline of Schiller Street extended.
- Block 4 Bound by the centerline of Schiller Street extended, York Road, First Street, and Addison Avenue.
- Block 5 Bound by the centerline of Schiller Street extended, Addison Avenue, First Street, Larch Avenue, and the CBD project boundaries.
- Block 6 Bound by the centerline of Schiller Street, and the CBD project boundary.
- Block 7 Bound by Third Street, Addison Avenue, Second Street, and Larch Avenue.
- Block 8 Bound by Third Street, York Road, Second Street, and Addison Avenue.
- Block 9 Bound by Third Street, Michigan Avenue, York Road, and the centerline of Elmhurst Street extended.
- Block 10 Bound by Haven Road, Schiller Street, Palmer Drive, and Elmhurst Street.
- Block 11 Bound by Schiller Street, Haven Road, First Street, and Palmer Drive.
- Block 12 Bound by North Avenue, Addison Avenue, Third Street, and the CBD project boundary.
- Block 13 Bound by North Avenue, York Road, Addison Avenue, and Hahn Street.
- Block 14 Bound by Hahn Street, York Road, Third Street, and Addison Avenue.
- Block 15 Bound by North Avenue, Third Street, York Road, and the CBD project boundary.

- Block 16 Bound by Third Street, Illinois Street, Elmhurst Street, and Michigan Avenue.
- Block 17 Bound by Larch Avenue, First Street, Maple Avenue, and the CBD project boundary.
- Block 18 Bound by Park Avenue, Cottage Hill Avenue, Margaret Place, and Prospect Avenue.
- Block 19 Bound by Margaret Place, Cottage Hill Avenue, Virginia Street, and Prospect Avenue.
- Block 20 Bound by Park Avenue, Adell Place, Adelaide Street, and Cottage Hill Avenue.
- Block 21 Bound by Park Avenue, York Road, Adelaide Street, and Adell Place.
- Block 22 Bound by Adelaide Street, York Road, Virginia Street, and Cottage Hill Avenue.
- Block 23 Bound by Virginia Street, York Road, Cottage Hill Avenue and the CBD project boundary.
- Block 24 Bound by Park Avenue, Palmer Drive, and York Road.
- Block 25 Bound by Palmer Drive, Park Avenue, and the CBD project boundary.

A map identifying Blocks within the boundaries of the Redevelopment Project Area are shown on Map 2.

SEE PROJECT DESCRIPTION
AND BLOCK BOUNDARY
IDENTIFICATION
ON PAGE 7 - 10



**CENTRAL BUSINESS DISTRICT
REDEVELOPMENT PROJECT AREA**

MAP 2

V REDEVELOPMENT PLAN AND PROJECT OBJECTIVES

The City of Elmhurst proposes to accomplish the redevelopment goals and objectives through public financing methods including, but not limited to Tax Increment Financing. The City may accomplish these goals and objectives from other methods by:

- 1) having land that is currently owned by the City available for development;
- 2) assisting developers in acquiring additional property for contiguous land development;
- 3) assisting in the relocation of businesses that are displaced by the acquisition of property;
- 4) providing public improvements which include: Parking/Traffic, Identity/Atmosphere and Upkeep/Aesthetics. These may be reviewed in Appendix A.
- 5) entering into redevelopment agreements for the rehabilitation or construction of improvements in accordance with this project.

A. Criteria For Redevelopment

The following controls and criteria shall apply to all areas in the Redevelopment Project. For specifics of the Public Improvements see Appendix A.

Focal Points

Focal points which are attractive in themselves will serve as pedestrian gathering places and are of prime importance.

Open Spaces

Outdoor plazas should be provided. Enclosed atria are also encouraged, especially at nodes where pedestrian routes meet or cross; and indoor spaces which are hospitable are particularly desirable. Schiller Platz may be an example of the focal points and open spaces. This particular improvement is intended to be implemented in the first year.

Pedestrian Movement

Direct and contiguous pedestrian linkage should form a network connecting all uses in the redevelopment area. All pedestrian linkages must be aesthetically attractive and compatible within the framework of downtown design.

Parking

Parking is imperative for support and success of a Mixed Use Development. Parking should be convenient, accessible and compatible with the new Mixed Use development and existing businesses. See Appendix A for specific details.

Traffic Patterns and Movements

Traffic flow must complement Mixed Use access to all uses in the Redevelopment Project Area and be in harmony with the public improvements. For details see Appendix A.

Linkage

Linkages should create an impression of a unified shopping district instead of many different shopping areas. They should be developed to create continuity and consistency to unite all areas of the CBD.

Signs

Signage for the redevelopment area will be considered in accordance with the development. Signage will apply to both new and rehabilitation developments.

Exterior Facade Improvements

Treatment of existing exterior building facades should be consistent with the design features of redevelopment projects. Rehabilitation is encouraged and is an integral part of the redevelopment program.

Service

The intent is for service docks to be off-street and screened from the streets and service access shall not cross York Road. Specific service plans will be subject to review pending development proposal.

Building Setbacks

The relationships among building facades, first floor activities, focal points, open space and streetscape are important throughout the redevelopment area.

Security

Participants in the Redevelopment Project will be required to adopt ways to make this area a safe place to work, shop and live. Techniques to enhance security include the location and orientation of entrances, easy surveillance of enclosed public spaces within mixed-use structures, specialized lighting, and the provision of facilities and activities which will attract people from early morning until late evening.

B. Proposed Land Use Plan

The following land use provisions have been established for the Redevelopment Project Area. All of these uses are permitted in accordance with the Elmhurst Zoning Ordinances. It is the intent of the plan to encourage Mixed Use development. The following are the characteristics of the uses the City requires in the Redevelopment Plan. A list of the required uses follows:

Retail Uses

Retail Uses should be developed in order to make Downtown Elmhurst the community's preferred shopping destination. The retail mix should be more conducive to shopping by stressing quality over quantity in retail development. Both new retail development and adaptation of existing structures for retail reuse will be permitted.

Office Uses

New office space is permitted on all blocks in the Redevelopment Project Area. Office space will be permitted above retail development throughout the project area. Specific office development plans will be subject to review pending development proposals.

Restaurant And Entertainment Uses

Restaurant and Entertainment Uses are permitted throughout the Redevelopment Project Area. Several restaurants, with possible outdoor facilities and/or dinner-theatre, should emphasize places where people can meet.

Cultural And Civic Uses

Cultural Uses will be permitted throughout the Redevelopment Project Area and should complement the existing cultural facilities in the City. Possible relocation of municipal facilities can be combined with a civic center use and/or mixed use development. Related Retail Uses, such as restaurants, should be located among and in proximity to Cultural and Civic Uses.

Residential Uses

Residential Uses are encouraged in the Redevelopment Project Area except for frontage on York Road between First and Third Streets. All residential development should emphasize landscape greenery and open recreational spaces, in keeping with the present character of Elmhurst.

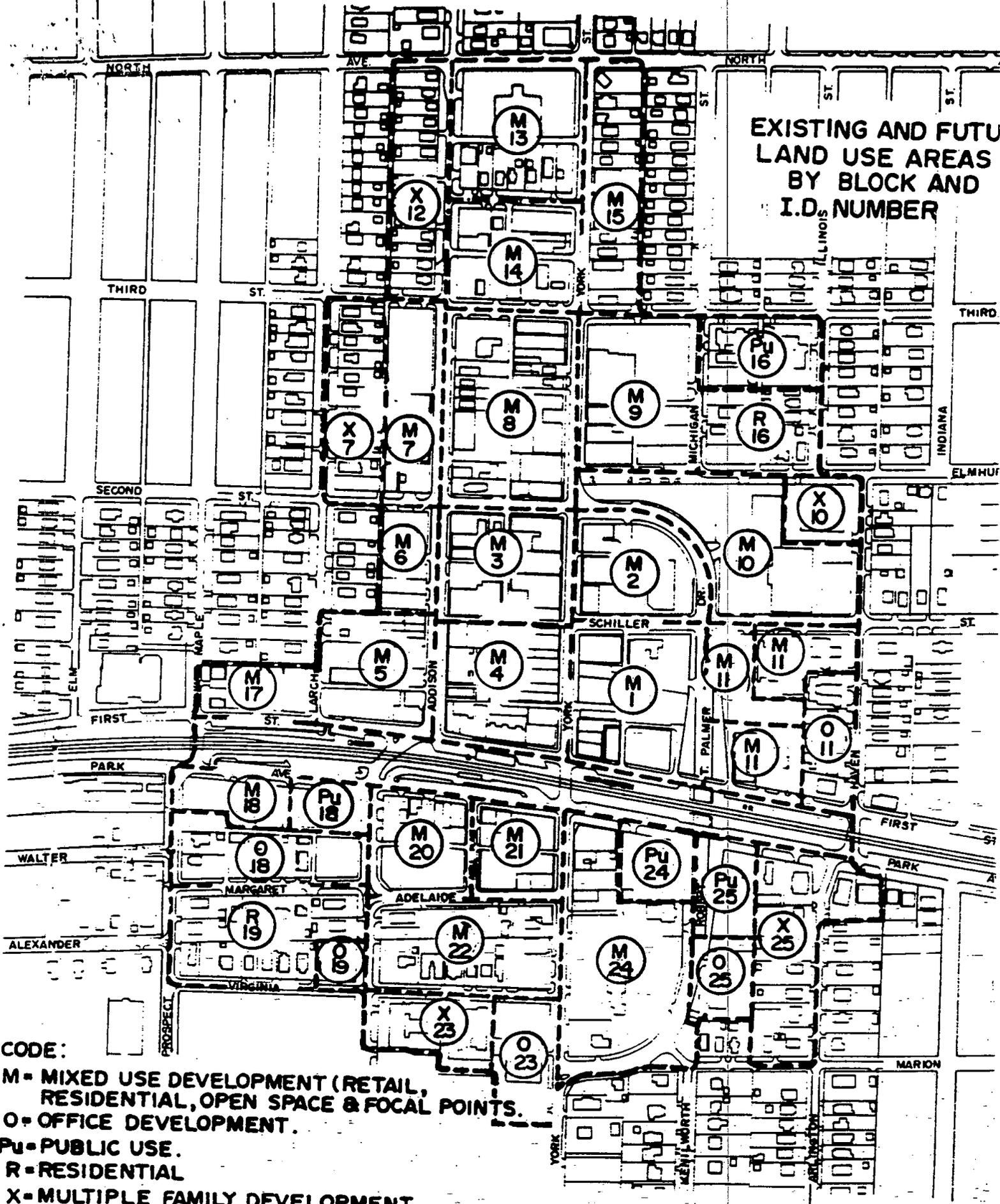
Parking Uses

Full realization of the economic development potential of Downtown Elmhurst is directly related to the provision of automobile parking that is conveniently located close to the downtown's activity centers. The intent is for parking uses to be off-street; specific plans will be subject to review pending development proposals. It is important, however, to provide the pedestrian linkages and amenities that allow and encourage patrons to combine their downtown trip into a one-step, multi-purpose trip, just as they would at a suburban shopping center. All Parking Uses must be developed in conjunction with the Elmhurst Zoning Ordinance and the Public Improvement Plan.

Existing and Intended Future Land Uses

Existing land uses are shown on Map 3. It is the City's intention that the same land uses will apply in the future, and thus Map 3 also indicates these future land uses.

**EXISTING AND FUTURE
LAND USE AREAS
BY BLOCK AND
I.D. NUMBER**



- CODE:**
- M** - MIXED USE DEVELOPMENT (RETAIL, RESIDENTIAL, OPEN SPACE & FOCAL POINTS).
 - O** - OFFICE DEVELOPMENT.
 - Pu** - PUBLIC USE.
 - R** - RESIDENTIAL
 - X** - MULTIPLE FAMILY DEVELOPMENT.

**CENTRAL BUSINESS DISTRICT
REDEVELOPMENT PROJECT AREA**

C. Specific Projects Proposed And Redevelopment Area

In anticipation of adoption of Tax Increment Financing, the first step of the Redevelopment Project was initiated in 1985, when the City issued \$3.5 million General Obligation Bond Anticipation Notes.

1. Areas of Emphasis for Development

Areas of Emphasis for Development include two sections of City owned property, one north, and the other south of Schiller Street, between First Avenue and Robert T. Palmer Drive. These sites should be developed with Mixed Use projects, including residential retail, restaurants and office spaces with an emphasis placed on open space and focal points. Development of these sites must include linkages to York Road, connecting the new Mixed Use developments with the CBD Core Area Plan. Proposals for these sites will be considered first.

A. Existing Uses

Municipal Building

The City will consider relocation of the Municipal Building on the north side of Schiller, either as part of a new Mixed Use development in its present location, or at another site in the Redevelopment Project area.

Police Station

The Police Station presently located on City owned property on the south side of Schiller Street is to be relocated. The City Council's intent is to relocate the facility in conjunction with the redevelopment plan. The development of the Police Station and Municipal Building should not be the major emphasis of a plan proposal.

B. New Development Parameters

Development parameters for the Areas of Emphasis for Development are to be within these approximate ranges:

Open Space For Public Use: approximately 20,000 sq. ft.

Retail Uses: 30,000 - 100,000 sq. ft.

Parking: 66 - 222 spaces

Office Uses: 10,000 - 50,000 sq. ft.

Parking: 40 - 200 spaces

Residential Uses: 150 - 250 units

Parking: 338 - 563 spaces

Municipal Building: 24,000 sq. ft.

Parking: 74 spaces

The anticipated starting date for construction in the areas of Emphasis for Development is 1987.

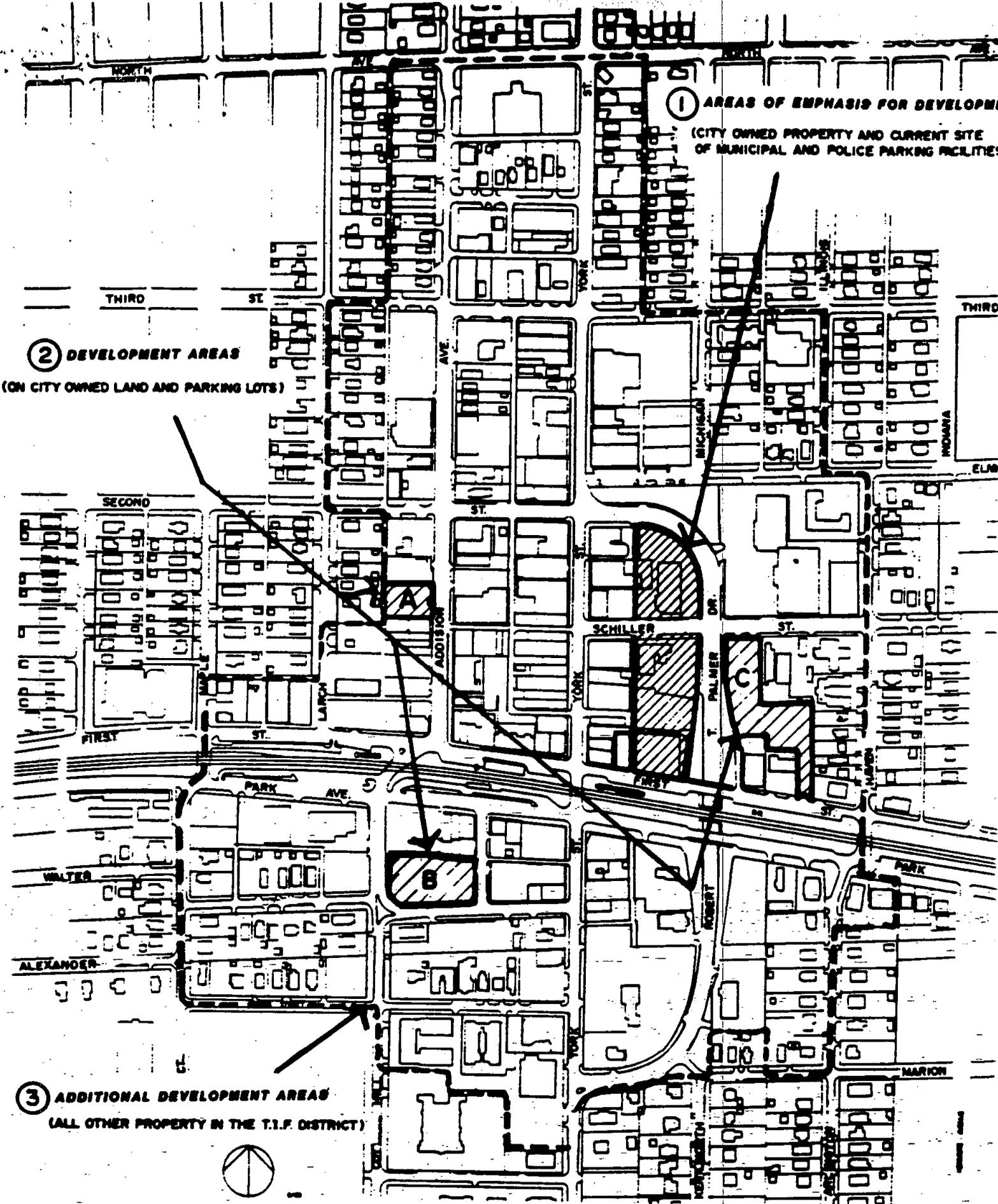
2. Development Areas on City-Owned Land

Land owned by the City and currently used as parking lots will be considered for Mixed Use development. Development parking shall be provided to support the proposed use. Areas A, B and C have been identified as development areas which could be considered for development.

3. Additional Development Areas

Land which could be acquired by the City or a developer for new Mixed Use development. Parking must be provided to support proposed plan. Land is currently owned by private property owners and will be located throughout the Redevelopment Project Area.

Map 4 shows these three development areas.



① **AREAS OF EMPHASIS FOR DEVELOPMENT**
 (CITY OWNED PROPERTY AND CURRENT SITE OF MUNICIPAL AND POLICE PARKING FACILITIES)

② **DEVELOPMENT AREAS**
 (ON CITY OWNED LAND AND PARKING LOTS)

③ **ADDITIONAL DEVELOPMENT AREAS**
 (ALL OTHER PROPERTY IN THE T.I.P. DISTRICT)

**CENTRAL BUSINESS DISTRICT
 REDEVELOPMENT PROJECT AREA**

MAP 4

VI ESTIMATED REDEVELOPMENT PROJECT COSTS

The City of Elmhurst's Redevelopment Project costs mean and include the sum-total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to the Areas of Emphasis for Development and the Redevelopment Plan. Estimated development project costs for the additional redevelopment areas will be determined upon submittal of said plans.

A list of development items for the Areas of Emphasis for Development may include, without limitation, the following:

1. Cost of studies and surveys, plans and specifications, professional services; including but not limited to architectural, engineering, legal, marketing, financial, planning, and special services;
2. Property assembly costs, including but not limited to acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land to the extent the City determines that costs shall be paid by the City in accordance with State and Federal laws;
3. Relocation costs to the extent that the City determines that relocation costs shall be paid or that the City is required to make payment of relocation costs by Federal or State laws;
4. 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 obligation issued under the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 18 months thereafter and including reasonable reserves related thereto; and
5. All or a portion of a taxing district's capital costs resulting from the Redevelopment Project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Project, to the extent the municipality, by written agreement, accepts and approves such costs;
6. In addition to capitalized interest, there shall also be included in the cost of financing the ordinary and accustomed reasonable charges and out-of-pocket disbursements associated with the issuance of obligations;

7. Construction costs for public works and streetscape improvements.

The Redevelopment Project Area would not reasonably be developed without the use of the incremental revenues provided by the Act, as provided by Section 8(a), as amended, and as it may be amended. The incremental revenues received by the Municipality from the State will be exclusively utilized for redevelopment of the Redevelopment Project Area.

A budget for the first phase of the first year for the Public Improvement is included in Appendix A. A budget for the overall development is set forth in Table I.

Costs are estimated and amounts shown in line items may be moved from line item to line item. Costs are estimated in 1986 dollars and may be increased by the rate of inflation reflected in the National Consumer Price Index.

TABLE I

REDEVELOPMENT PROJECT COSTS

The City of Elmhurst's Redevelopment Project costs include the sum total of all reasonable and necessary costs included, or estimated to be incurred, and any such costs incidental to the Area of Emphasis for Development and the Redevelopment Plan.

List of the City expenses is as follows:

<u>ITEM</u>	<u>PROJECTED COSTS</u>
<u>PUBLIC IMPROVEMENTS</u>	
Landscaping	
Signage	
Parking improvements	
Information Maps/Directories	
Lighting	
Streetscape	
Development of "Elmhurst Theme"	
Gateways	
(First year)	\$ 350,000
Through Completion	1,400,000
(Second through fifth year)	<hr/>
TOTAL	\$ 1,750,000
Costs of Support Services	650,000
Building and Exterior Facade	
Rehabilitation	500,000
Train Station Rehabilitation	350,000
Additional Street, Lighting and	
Streetscape Improvements	770,000
Land Acquisition and Relocation Program	3,050,000
Public Facilities	4,400,000
Parking, If Developed	
With Decks (10 Maximum)	4,800,000
 PROJECTED CITY REDEVELOPMENT COSTS	
Through the Life of the Plan	 <hr/> \$16,270,000

VII. SOURCES OF FUNDS TO PAY FOR REDEVELOPMENT PROJECT COSTS

Funds necessary to pay for redevelopment project costs and municipal obligations which have been issued to pay for such costs are to be derived principally from tax increment revenues and proceeds from municipal obligations which have as their revenue source tax increment revenue. To secure the issuance of these obligations, the City may permit the utilization of guarantees, deposits and other forms of security made available by private sector developers.

The tax increment revenue which will be used to fund tax increment obligations and redevelopment project costs shall be the incremental taxes attributable to the increase in the current equalized assessed value of each taxable lot, block, tract or parcel of real property in the Redevelopment Project Area, over and above the initial equalized assessed value of each such property in the Redevelopment Project Area, and Sales and Use Tax increments as permitted by the Act, or the Act as it may be amended from time to time. Other sources of funds which may be used to pay for redevelopment costs and obligations issued the proceeds of which are used to pay for such costs, are land disposition proceeds, municipal funds such as Sales Tax, the Capital Improvement Fund, Industrial Revenue Bonds, Parking Fund and General Obligation Bonds, plus State and Federal grants and other investment incomes.

VIII. ISSUANCE OF OBLIGATIONS TO PAY FOR REDEVELOPMENT

The City may issue obligations secured by the tax increment special tax allocation fund pursuant to Section 11-74.4-7 of the Act, and also pursuant to its Home Rule Powers under the Constitution of the State of Illinois.

Obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired not more than twenty-three years from the adoption of the ordinance approving the Redevelopment Project Area, such ultimate retirement date occurring not later than May 1, 2009. In any event, the final maturity date of any such obligations which are issued may not be later than twenty (20) years from their respective dates. One or more series of obligations may be sold at one or more times in order to implement this Redevelopment Plan. The amounts payable in any year as principal of and interest on all obligations issued by the City pursuant to the Redevelopment Plan and the Act shall not exceed the amounts available, or projected to be available, from tax increment revenues and from such bond sinking funds, capitalized interest funds, debt service reserve funds and other sources of funds as may be provided by ordinance.

Revenues shall be used for the scheduled and/or early retirement of obligations, and for reserves, sinking funds and redevelopment project costs, and, to the extent not used for such purposes, may be declared surplus and shall then become available for distribution annually to the State and taxing districts in the Redevelopment Project Area in the manner provided by the Act.

IX. LAST CURRENT ASSESSED VALUATION OF REAL PROPERTY IN THE REDEVELOPMENT PROJECT AREA

The last current equalized valuation of Real Property is estimated to be \$22,323,846 in the Redevelopment Project Area for 1985.

X. ANTICIPATED ASSESSED VALUATION

It is estimated that all anticipated redevelopment will be completed and assessed within ten to fifteen years. The estimated future equalized assessed valuation of Real Property in the Redevelopment Project Area is \$32,000,000.

XI TERMINATION OF THE REDEVELOPMENT PLAN

The estimated date for completion of the Redevelopment Plan is no later than May 1, 2009, and may be completed sooner, depending on the incremental tax yield. Actual development activities are anticipated to be completed within ten to twelve years, in four to eight phases.

XII. AMENDMENT OF THE REDEVELOPMENT PLAN

The Redevelopment Plan and Project may be amended pursuant to the provisions of the Act, as amended.

APPENDIX A PUBLIC IMPROVEMENT PLAN

The following describes the process, strategy and scope for the initial public improvements component for the redevelopment Elmhurst Central Business District.

IMPROVEMENTS WILL FOCUS ON:

PARKING AND TRAFFIC
IDENTITY AND ATMOSPHERE
UPKEEP AND AESTHETICS

WE STARTED WITH PARKING AND TRAFFIC

SO, WE ASKED OURSELVES HOW IS PARKING A PROBLEM

not enough spaces?)
wrong location of spaces?) See Exhibit A for
who is using what spaces?) statistical and mapping
perception of no available spaces?) observations
ease of finding the spaces?)
appearances of the spaces?)

THEN WE LOOKED AT THE PARKING WE HAVE NOW

We looked at how many parking spaces exist now, where they are, and what pattern of use exists related to traffic and business. The first comparison was made with maps; the CBD of Elmhurst compared to Geneva, Homewood, Highland Park, Oak Brook, Hinsdale, and North Michigan Avenue.

We compared it to zoning and planning standards and other communities.

Elmhurst compared favorably.

AND WHERE THE EDGES OF DOWNTOWN ARE

The second comparison was made with statistics; comparing the number of people in a community to the number of cars within the CBD.

We saw that Elmhurst compared favorably in numbers, size and location of parking relative to the CBD.

Parking seemed to be an element that could identify and form the boundaries of the CBD.

ELMHURST CHARACTER

This character is affected by what side of the tracks the blocks are on. North of the tracks the open spaces are formed by the buildings of the blocks. South of the tracks the open land has the buildings placed on and within the landscape. We found the ways that the CBD of Elmhurst can be seen as having four parts:

- By reason of the circulation barriers of the tracks and the Palmer by-pass.
- By reason of the split between street names in quadrants established by York Road (north-south) with tracks (east west).
- By reason of the historical annexation growth pattern out from the center of the City.

WE SAW THAT PARKING CAN HELP ELMHURST'S CHARACTER

The opportunity exists to use parking to reinforce the character of Elmhurst.

The redevelopment plan was then reviewed to respond to the question of what will happen to existing parking during construction, and after construction. Each of the blocks indicated for development emphasis is city owned and presently provides parking; that parking has to be replaced.

So we looked to see where we could replace the parking, and at the same time implement the public improvement program, using parking as a foundation from which to build.

We saw that Elmhurst now has several types of parking settings:

1. On-street parking spaces
2. City owned surface parking lots
3. Privately owned surface parking lots

They are presently all used by three different groups of users - shoppers, employees and commuters.

Locations of replacement parking for the redevelopment sites can be identified by:

1. A location concept for the different users.
2. A perception concept to facilitate the use of the lots for the unique needs of each user.
3. A physical image concept to form the foundation and identity for the CBD.

The selection and placement took into consideration the need to fulfill the following goals:

1. Form edges to the CBD and surrounded residents uses or connections to the institutional uses.

2. Create a cohesive built form and use pattern between and within the CBD.
3. Create gateways into the CBD.
4. Provide transfer points between vehicle and pedestrian movement.
5. Provide settings for small scale public places and privately owned and operated businesses.
6. Provide a setting for the theme which strengthens Elmhurst's character.
7. Strengthen the theme of Elmhurst's interconnected blocks of shopping and services.

THEREFORE WE PROPOSE THIS STRATEGY

We propose a public improvement plan formed by a step by step implementation of the following:

1. Parking provided in settings for the particular users.
 - a. Parking for the redevelopment blocks provided per the zoning ordinances; Indicated with red, for use of those uses within block.
 - b. Parking within existing blocks enhanced and improved, Indicated with blue, for use by shoppers.
 - c. Replacement parking provided with decks over existing public and/or private lots; Indicated with green, for use by employees and commuters.
 - d. On street parking, Indicated by yellow, for use by shoppers.
2. Parking would be enhanced with small scale stores at street edge, or around the public space with the deck.
3. Landscaped focal points within each parking setting.
4. Define a network of principal pedestrian paths into and from each different parking setting. The paths will be distinctive by consistently utilizing various elements such as paving, landscaping, signage, light and furnishings.
5. Create clear, distinct vehicle routes to parking use.
6. Provide gateways into CBD.
7. Establish an "outer marker" to identify the CBD and Elmhurst.

SCORE OF PUBLIC IMPROVEMENTS

A. STEP ONE - Work tasks to be completed and in place by September 1, 1986.

1. ENTRY INTO THE SCHILLER PLATZ

Provide at York Street and Schiller Street a public information element, to be designed to provide a focal point along York Street and entry into the Schiller alley and Schiller Platz.

2. GATEWAYS

Provide at York Street and Palmer Avenue, and York Street and Third Street, Gateway elements to mark the entry into the CBD. These will be distinctive, large scale, and stress to the driver on York Street the act of passing through, and entry into the Central Business District.

3. SCHILLER PLATZ

Provide for a beginning step to create a public focal place. This open space will be located in the parking lot and alley between York Street and Addison Avenue, between Schiller Street and First Street.

The work will consist of a general clean-up, establishing trash pick-up areas and service docks. The parking layout will be redesigned to create more parking spaces; provide space for outdoor benches and tables, and locate trees throughout the space. The exterior facades facing the space will be enhanced with a combination of actions that will include: maintenance, "theme" paintings, and the establishment of a focal wall featuring a large scale artist's map of Elmhurst.

The map will depict streets and stores, the "theme elements", the direction signage, the entry into Schiller Platz, and the Gateways into the Central Business District.

4. ADDISON AVENUE PARKING LOT

Develop a prototype parking lot to demonstrate the "Elmhurst Style" looking to stress the identity of the lot, its entry, and create a special public focus place specific to each.

The program will also entail signage, lighting and landscaping to demonstrate the distinctive quality of each, as well as the "Elmhurst Style".

5. THE CROSSING

Provide for a pedestrian crossing between the Addison Avenue parking lot and Schiller Platz. The purpose is to encourage linkage and pedestrian movement between the parking areas and shopping. The goal is to use consistent elements; such as the street crossing and the "theme" images to link together the dispersed parking lots of the Central Business District.

6. LANDSCAPE

Provide new plantings along the east side of York Street and the C&NW tracks.

Item One; the Schiller Platz entry could be developed individually as a first step to be completed by July 4, 1986, if you so choose.

B. STEP TWO - Work tasks to be completed and in place by Spring of 1987.

1. CROSSINGS

Provide for additional crossings at Park and First and Addison Streets, Park and First and York Streets, and York Street at the Schiller Platz entry.

2. SCHILLER PLATZ

Completion of Identity and landscape work not finished in Step A.

3. "THEME" IMAGES

Provide for a consistent treatment throughout the CBD. When combined with the gateways and Schiller Platz entry focus, they will set the tone and identity of the Elmhurst Central Business District.

4. ADDITIONAL PARKING LOTS

Provide for more "Elmhurst Style" lots at Prospect and Margaret, and Michigan and Elmhurst. These to be developed similar to the Addison Avenue parking lot, except that each will have its own specific characteristics.

5. DIRECTIONAL AND IDENTITY

Provide for the program and concept for a unified direction and information signage system. Define a First phase implementation program tied to the initial public improvements.

ON APRIL 8, 1986, THE CITY COUNCIL APPROVED A FIRST YEAR
IMPROVEMENT PROGRAM

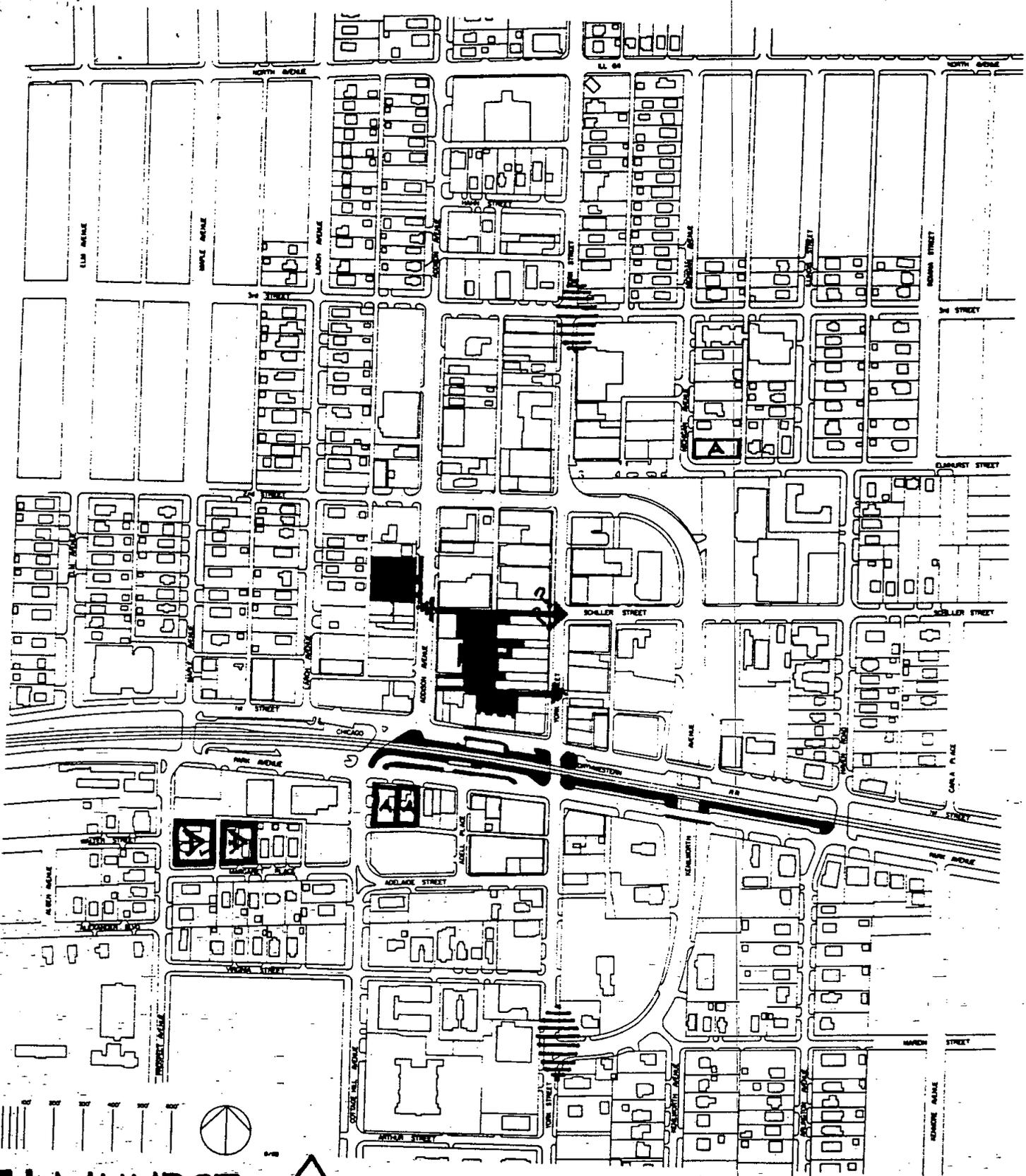
To spend \$280,000 for improvements budget according to the following scope line items to be adjusted as concept is further defined.

<u>A. PUBLIC IMPROVEMENTS, STEP ONE, FALL, 1986</u>	
1. <u>ENTRY TO THE SCHILLER PLATZ PATHS</u> Identity along York Street and Addison	\$ 15,000
2. <u>GATEWAYS</u> York Street/Palmer and York Street/Third to mark the entry into the CBD	5,000
3. <u>SCHILLER PLATZ</u> The beginning	
a. Clean up define trash and delivery	
b. Do something to walls	
c. The map	
d. Re-order the cars	
e. Plant trees	
f. Signs	30,000
4. <u>ADDISON STREET PARKING LOT "Elmhurst Style"</u> Develop prototype, looking to stress identity of lot, entry to lot and create a special public focus place, signs, lights and landscape.	29,000
5. <u>THE CROSSING</u> Connect the entry signal of the Addison Street parking to the entry signal of the Schiller Platz. Encourage pedestrian movement.	5,000
6. <u>LANDSCAPE</u> East side of York Street and the C&NW tracks	15,000
<u>B. PUBLIC IMPROVEMENTS, STEP TWO, SPRING, 1987</u>	
1. <u>CROSSINGS</u> At Park/First and Addison At Park/First and York Street On York Street, for Schiller Platz	5,000
2. <u>SCHILLER PLATZ</u> Completion of identity and landscape	20,000

3. <u>"THEME"</u>	
Utilized at the gateways, as well as at consistent points throughout the CBD, to mark and define the CBD	30,000
4. <u>ADDITIONAL PARKING LOTS "Elmhurst Style"</u>	
At Prospect and Margaret	
At Michigan and Elmhurst	84,000
5. <u>DIRECTIONAL AND IDENTITY</u>	
Signage system program	42,000
TOTAL	\$280,000

C. Land acquisition will continue under a separate budget to support the redevelopment plan, and provide for future phases of the redevelopment and improvement plan.

START A CENTRAL POINT



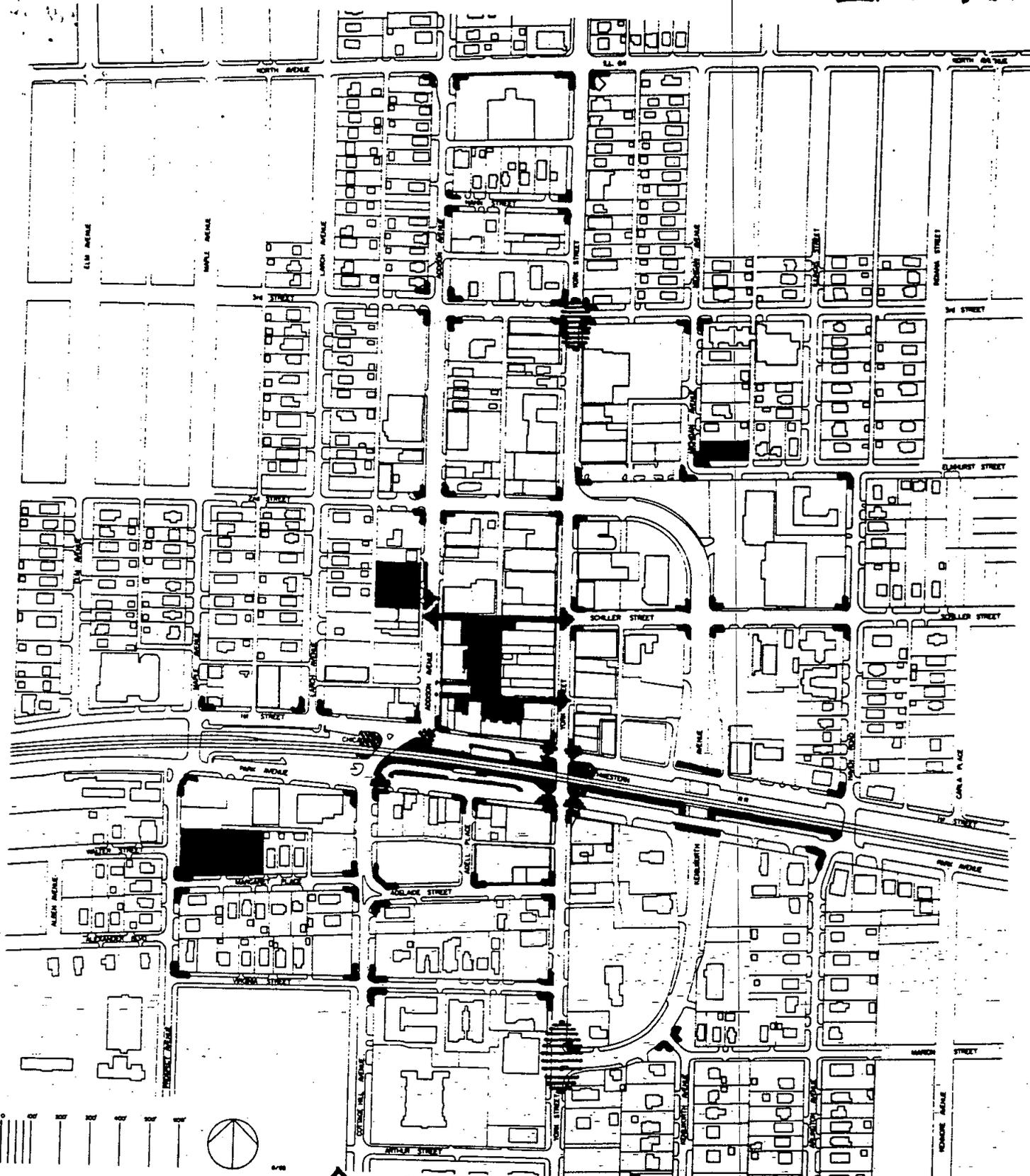
ELMHURST
THE BEGINNING



- A. THE START OF SCHILLER ALLEY w/ PARKING.
- B. THE START OF SURFACE PARKING "ELMHURST STYLE"
- C. CROSSINGS
- D. TRACKSIDE LANDSCAPE + PARKING.
- E. GATEWAY.
- ?? - A FIRST, FIRST MOVE w/ A "THEME" IMAGE

CAPA
9 APR 86

STEP ONE - SHOWS ONE OF EACH

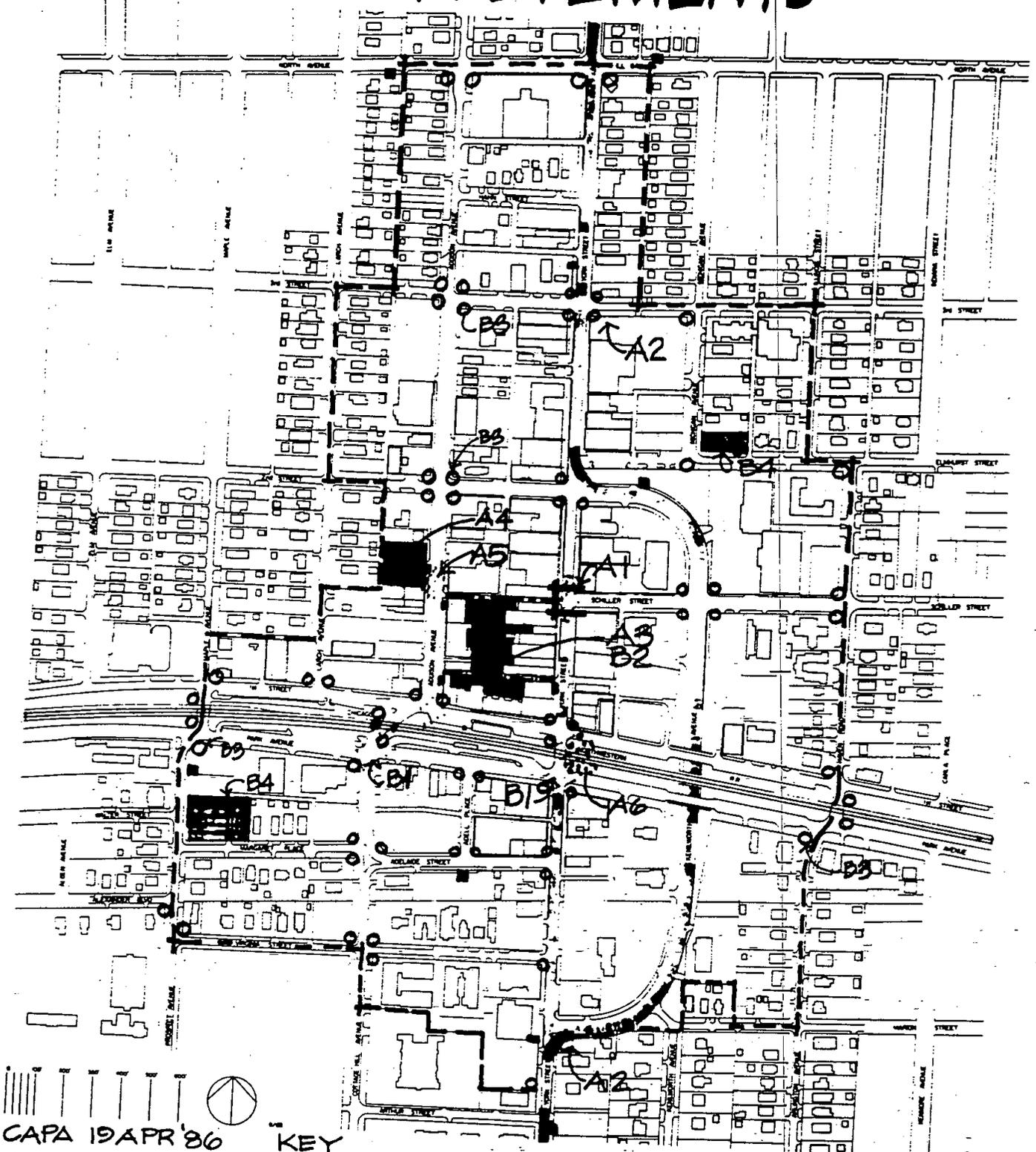


ELMHURST 2
THE FIRST YEAR

- A. STEP 1 SCHILLER ALLEY & LOT.
- B. STEP 1 CITY SURFACE PARKING AREA
- C. CROSSINGS
- D. TRACKSIDE LANDSCAPE OR PARKING.
- E. GATEWAYS
- F. "THEME" MARK THE CBD.

CAPA
3 APR 86

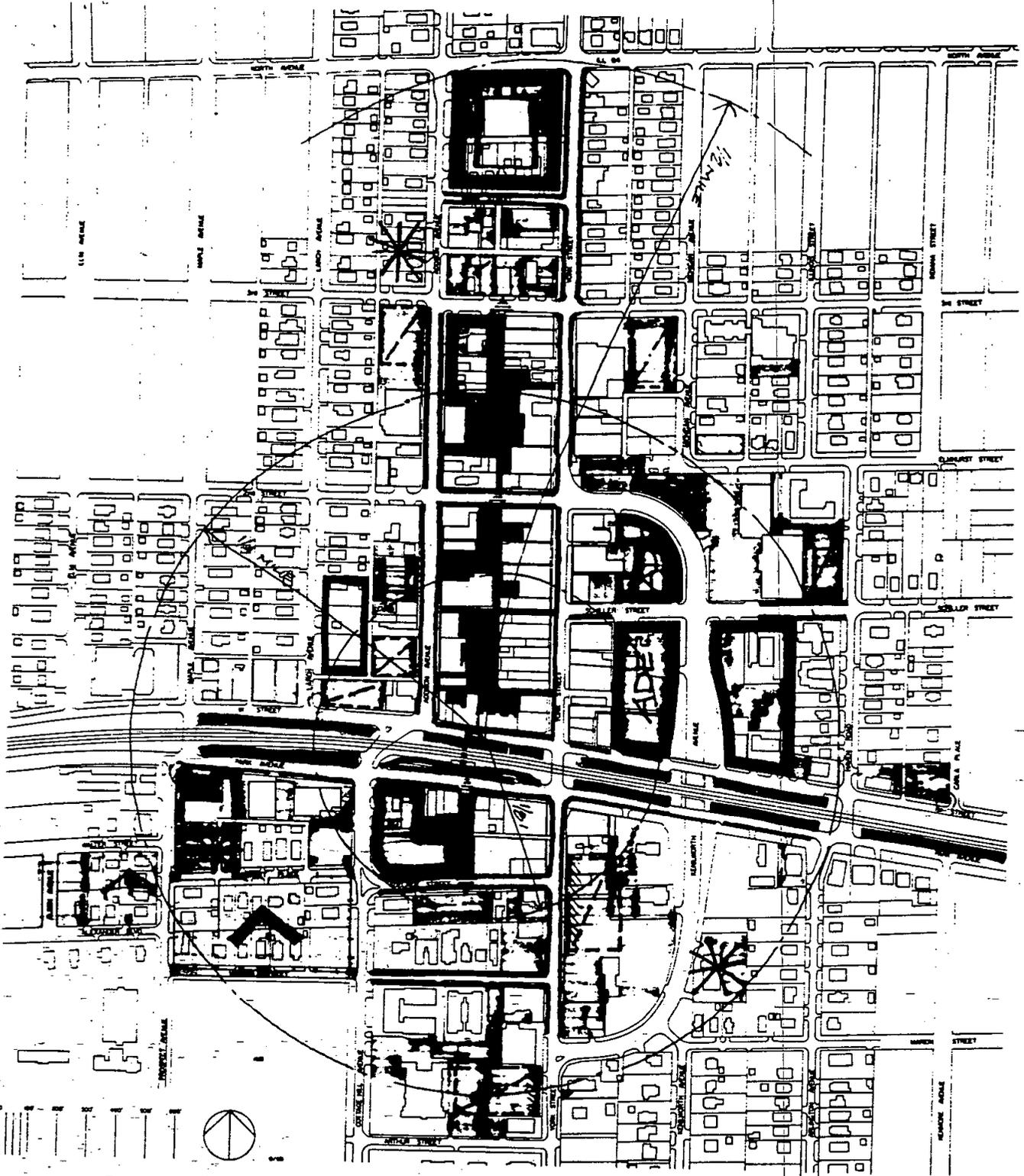
SCOPE OF PHASE ONE PUBLIC IMPROVEMENTS



CAPA 19 APR '86

- KEY**
- A.1 ENTRY/FOCAL
 - A.2 GATEWAYS
 - A.3 SCHILLER B.2 PLATZ
 - A.4 PARKING
 - B.4 ELMHURST STYLE
 - A5, B1 CROSSINGS
 - A6 LANDSCAPE
 - "OB" THEME IMAGES
 - B5 SIGNAGE
 - DECISION POINTS
 - PARKING

MAKE PARKING THE FOUNDATION



ELMHURST PARKING SETTINGS

CAPA
3 APR 1980

- PUBLIC FOCUS - COURTYARDS AS PARKING**
SEQUENCE OF STEPS FOR REDEVELOPMENT/IMPROVEMENT
- CITY PARKING "ELMHURST STYLE"**
STEP 1 ACQUIRE LAND STEP 2 SURFACE PARKING IMPROVEMENT STEP 3 PAVEMENT
- PRIVATE PARKING**
TIES IN TO PUBLIC IMPROVEMENT DUE TO LOCATION IN CBD.
- SEVERAL DEGREES OF IMPROVEMENT**
- AREAS OF DEVELOPMENT EMPHATIC ADE**
- PRIVATE PARKING**
- STREET PARKING**
- POLICE STATION POTENTIAL SITE**
- INSTITUTIONAL OR MUNICIPAL DEVELOPMENT**

This Plan was prepared by the City of Elmhurst
with assistance from professional consultants,
Keck, Mahin and Cate, Chicago Associates Planners
and Architects.

Substitute Language for Article VI, Pages 20, 21 & 22A
of the Redevelopment Plan & Project

VI. ESTIMATED REDEVELOPMENT PROJECT COSTS

The City of Elmhurst's Redevelopment Project costs mean and include the sum-total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to the Areas of Emphasis for Development and the Redevelopment Plan. Estimated development project costs for the additional redevelopment areas will be determined upon submittal of said plans.

A list of development items for the Areas of Emphasis for Development may include, without limitation, the following:

1. Cost of studies and 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, marketing, financial planning or other services provided however, that no charges for professional services may be based on a percentage of the tax increment collected;
2. Property assembly costs, including but not limited to acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land to the extent the City determines that costs shall be paid by the City in accordance with State and Federal laws;
3. Relocation costs to the extent that the City determines that relocation costs shall be paid or that the City is required to make payment of relocation costs by Federal or State laws;
4. 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 obligation issued under the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 18 months thereafter and including reasonable reserves related thereto; and
5. All or a portion of a taxing district's capital costs resulting from the Redevelopment Project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Project, to the extent the municipality, by written agreement, accepts and approves such costs;

Copies To All
Elected Officials

6. In addition to capitalized interest, there shall also be included in the cost of financing the ordinary and accustomed reasonable charges and out-of-pocket disbursements associated with the issuance of obligations;
7. Construction costs for public works and streetscape improvements.
8. 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 tax allocation fund established pursuant to this Act; and
 - 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 insufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
 - d. the total of such interest payments incurred pursuant to this Act may not exceed 30% of the total redevelopment project costs excluding any property assembly costs and any relocation costs incurred pursuant to this Act.

The Redevelopment Project Area would not reasonably be developed without the use of the incremental revenues provided by the Act, as provided by Section 8(a), as amended, and as it may be amended. The incremental revenues received by the Municipality from the State will be exclusively utilized for redevelopment of the Redevelopment Project Area.

A budget for the first phase of the first year for the Public Improvement is included in Appendix A. A budget for the overall development is set forth in Table I.

Costs are estimated and amounts shown in line items may be moved from line item to line item. Costs are estimated in 1986 dollars and may be increased by the rate of inflation reflected in the National Consumer Price Index.

ADDENDUM TO TABLE I

Support services include but are not limited to 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 additional engineering, legal, marketing, financial and planning services.

Subject to the limitations of the Act, in lieu of the issuance of obligations for public facilities and parking, to the extent not issued, the City may pay interest cost incurred by a redeveloper related to the construction of such facilities. Such payments may include the amounts set forth in Table I for public facilities and parking and the interest which the City would have paid for debt service on the obligations had the City issued such obligations.