

DRAFT dated August 17, 2006

SECOND AMENDMENT TO VILLAGE OF LOMBARD DOWNTOWN TIF

REDEVELOPMENT PROJECT AREA REDEVELOPMENT PLAN AND PROJECT

Prepared Jointly By:

**Village of Lombard
and
Kane, McKenna and Associates, Inc.**

Original Redevelopment Plan and Project:

First Amendment to Redevelopment Plan and Project:

Second Amendment to Redevelopment Plan and Project:

February 2, 1989

June 6, 2002

August 17, 2006

5. Ensure a compatible pattern of future land uses within transitional areas between Downtown and adjoining land use areas.
6. Maintain, and extend as appropriate, key Downtown appearance improvements, including the public right-of-way streetscape.
7. Ensure that new development and redevelopment of private properties is in scale and designed complementary to existing development.
8. Discourage residential uses on the first floor in the core of the Central Business District.

Many of the objectives set forth in the Comprehensive Plan have been achieved or are in the process of being completed. However, the development and improvement of the downtown will always be an ongoing process. In a Community Forum held on November 5, 2005, citizens and leaders from various community groups and agencies identified issues for the community to consider. Many of these issues relate to the downtown, as follows:

Downtown

1. Develop short- and long-range plans for the future direction of Lombard's downtown.
2. Preserve Lombard's history as a part of downtown development.
3. Examine downtown parking availability and uses.
4. Examine the results of downtown development efforts in terms of time, money, and effort.
5. Consider linking the conference center and Yorktown to the downtown.

DuPage Theatre

1. Bring closure to the DuPage Theatre issue.
2. All of the community should resolve the issue of the DuPage Theatre.

Library

1. Expand and relocate the library.
2. Make the library a part of downtown redevelopment.
3. Library expansion and a new community center should be considered together.

Recreation

1. Provide a youth/coffee house and other places for teens to go.
2. Promote arts and culture in the community.

B) Subsection B, entitled “Redevelopment Activities”, is amended as follows:

Delete Section V.B.1.e. (p. 14) and replace with:

“e. The provision of public recreation areas and cultural facilities.”

Add after Section V.B.1.h. (p. 14):

“i. The provision of artwork on and along public ways”

Add after Section V.B.4. (p. 16):

“5. Organization and Promotion

The Village of Lombard will provide assistance to property owner, business owners, and organizations within the Redevelopment Project Area to enhance the downtown as a whole, support the Redevelopment Plan and Project, and to serve the needs of Lombard residents. Appropriate forms of assistance may include, but are not limited to:

- a. Forgivable Loans to encourage new or expanded restaurants within the Project Area to create more activity and generate pedestrian traffic.
- b. Grants to attract targeted retail businesses and assisting existing businesses that best complement the Lombard Downtown retail mix and help strengthen existing retail clusters within the Project Area.
- c. Grants to encourage the renovation and build-out of interiors within vacant storefront and upper-story spaces.
- d. Grants to assist with the advertising and promotion of individual businesses and organizations as well as activities and events throughout the Project Area.
- e. Financial and ideological support for non profit organizations dedicated to the creation and sustainment of the Project Area as a flourishing downtown business district.”

2. Property assembly costs, including, but not limited to, acquisition of land and other property, real or personal, or rights or interest therein, demolition of buildings, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to, parking lots and other concrete or asphalt barriers, and the clearing and grading of land;
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures and leasehold improvements; and the costs of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment;
4. Costs of the construction of public works or improvements, and redevelopment project costs shall not include the cost of constructing a new municipal public building principally used to provide offices, storage space, or conference facilities or vehicle storage, maintenance, or repair for administrative, public safety, or public works personnel and that is not intended to replace an existing public building as provided under paragraph (3) of subsection (q) of Section 11-74.4-3 unless either (i) the construction of the new municipal building implements a redevelopment project that was included in a redevelopment plan that was adopted by the municipality prior to the effective date of this amendatory Act of the 91st General Assembly or (ii) the municipality makes a reasonable determination the redevelopment plan, supported by information that provided that basis for that determination, that the new municipal building is required to meet an increase in the need for public safety purposes anticipated to result from the implementation of the redevelopment plan;
5. Costs of job training and retraining projects including the costs of "welfare to work" programs implemented by businesses located within the redevelopment project area;
6. Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued pursuant to the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto;
7. To the extent the municipality by written agreement accepts and approves the same, all or a portion of a taxing district's capital (and additional student tuition) costs resulting from the redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the redevelopment plan and project;

11. Unless explicitly stated herein the costs of construction of new privately owned buildings shall not be an eligible redevelopment project cost.
12. None of the redevelopment project costs enumerated in this subsection shall be eligible redevelopment projects if those costs would provide direct financial support to a retail entity initiating operations in the redevelopment project area while terminating operations at another Illinois location within 10 miles of the redevelopment project area but outside the boundaries of the redevelopment project area municipality. For purposes of this paragraph, termination means a closing of a retail operation that is directly related to the opening of the same operation or like retail entity owned or operated by more than 50% of the original ownership in a redevelopment project area, but it does not mean closing an operation for reasons beyond the control of the retail entity, as documented by the retail entity, subject to a reasonable finding by the municipality that the current location contained inadequate space, has become economically obsolete, or was no longer a viable location for the retailer or serviceman.
13. The Village may, pursuant to the TIF Act, provide school tuition reimbursement costs.

Estimated costs are shown in Exhibit C, as amended. Adjustments to these cost items may be made without amendment to the Redevelopment Plan and Project.”

- E) Subsection F, entitled”, “Sources of Funds to Pay Redevelopment Project Costs” is amended by adding the following to the end thereof:

“Any surplus Special Tax Allocation Funds, to the extent any surplus exists, will be proportionately shared, based on the appropriate tax rates for a given year, with the various taxing districts, including the Village, after all TIF eligible costs either expended or incurred as an obligation by the Village have been duly accounted for through administration of the Special Tax Allocation Fund established by the Village as provided by the Act. The exception to this provision will be to the extent that the Village utilizes TIF funding to assist in the redevelopment of residential units. In such cases, the Village will provide for the cost incurred by eligible school districts in the manner prescribed by 65 ILCS Section 5/11-74.4.3(q)(7.5) of the Act.

The Village may also provide for the allocation of incremental taxes between contiguous Redevelopment Project Areas for the payment of TIF eligible costs, as provided for in the Act. As such, incremental taxes from the Village’s Downtown TIF District may be used to pay redevelopment project costs in any contiguous TIF District.

Given that there is the potential for new development, the Village may permit new residential development to occur within the RPA. As such, there could be an increased burden placed on the area's school districts. To the extent that such development does occur, and school age children result from new community arrivals, the elementary and high school taxing districts could potentially be affected. The Village has made allowances in this plan and project for revenue distributions to such taxing districts and will follow the guidelines provided by the Act to compensate the district at levels dictated by the precise increase in students. Additionally, should the Village achieve success in attracting private investment which does result in the demonstrated need for increased services from any other taxing district, the Village would consider declaring sufficient TIF related surpluses, which funds are neither expended or obligated for redevelopment activities, as provided by the Act, to assist such taxing districts in paying the costs for any increased services.

Though strategies will be encouraged to promote growth via private investment within the area, specific objectives are geared to stabilize the RPA's existing strengths and revitalize the RPA's redevelopment potential. Should the Village achieve success in attracting private investment which does result in the need for documented increased services from any taxing districts, the Village will consider the declaration of sufficient surplus funds (as long as those funds are not already obligated to the TIF), to assist affected taxing districts in paying the costs for the increased services.”

- 5) Exhibit A is deleted and replaced in its entirety with the following:
- 6) Exhibit C is deleted and replaced in its entirety with the following:

- (4) Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, and fixtures, and leasehold improvements; and the cost of replacing an existing public building if pursuant to the implementation of a Redevelopment Project, the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investments\$10,000,000
- (5) Costs of the construction of public works or improvements.....\$15,000,000
- (6) Financing costs, including, but not limited to, all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued hereunder including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto\$ 2,000,000
- (7) To the extent of the Village, by written agreement, accepts and approves the same, all or a portion of a taxing district's capital costs resulting from the Redevelopment Project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the Redevelopment Plan and project. In addition, if the project creates students for the primary and secondary education districts, the Village will reimburse the taxing districts according to the provisions of the Act.....\$1,000,000
- (8) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or State law or in order to satisfy subparagraph (7) of subsection (n) of Section 11-74.4-3 of the Act\$1,000,000
- (9) Payment in lieu of taxes.....\$ 5,000
- (10) Costs of job training, retaining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a Redevelopment Project Area; and (ii) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including, but

- 7) Exhibit D, entitled, “ Proposed Land Use”, is deleted and replaced by amended Exhibit D attached hereto and made part hereof.
- 8) Exhibit E, entitled, “Parking System Maps”, is deleted and replaced by amended Exhibit E attached hereto and made part hereof.
- 9) Exhibit F, entitled, “Downtown Lombard Improvement Plan”, is deleted and replaced by amended Exhibit F attached hereto and made part hereof.

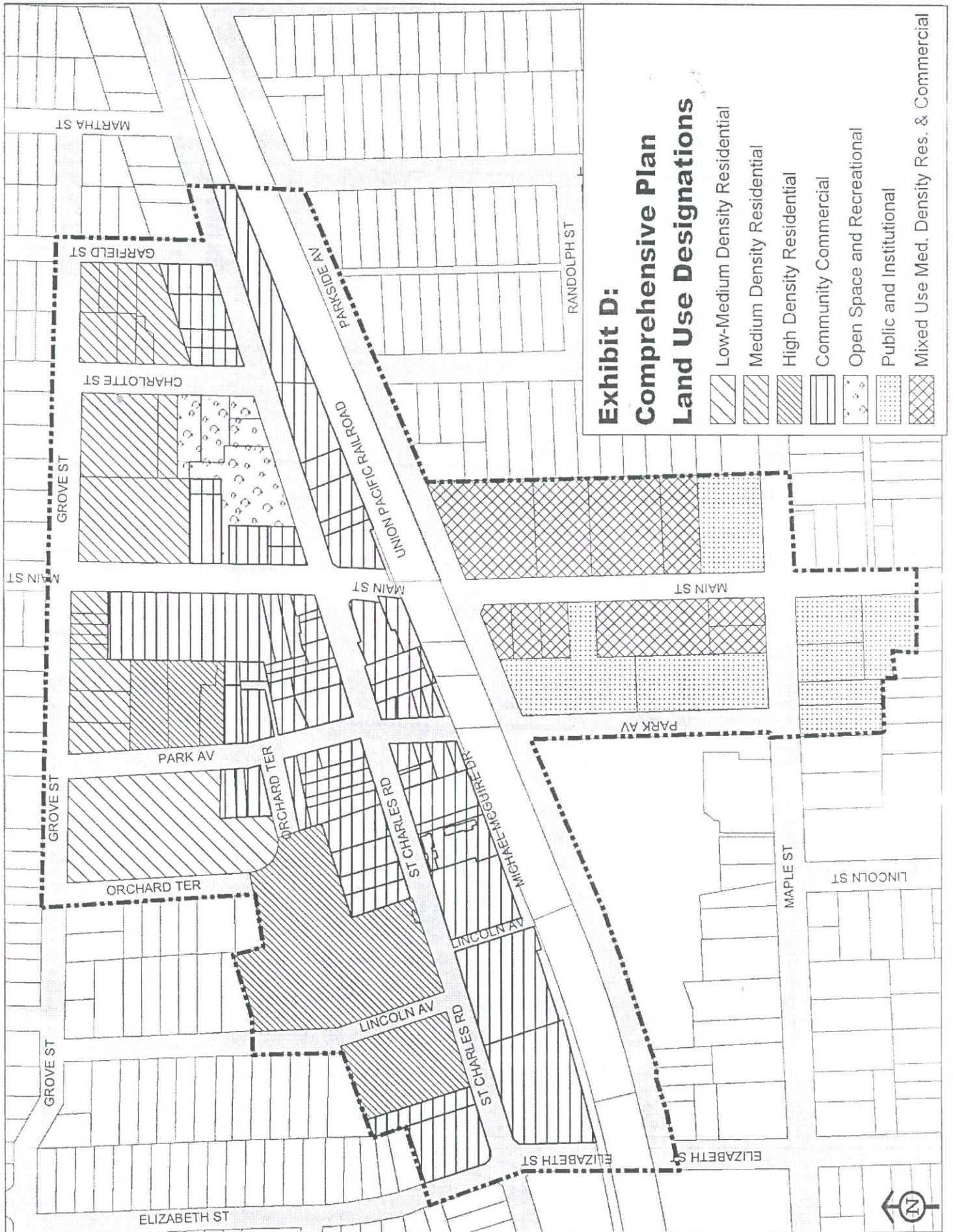


Exhibit F

Downtown TIF Projects

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101 W. St. Charles Road

PINS: 06-07-209-017

SIZE: 0.10 acres

EXISTING ZONING: B5

EXISTING USE: vacant restaurant space, Slick & BJ's, Action Cycles

REVELOPMENT COST TO TIF: \$500,000

PROJECT STATUS: This historic building constructed in 1908 could be renovated and returned to its original use as a hotel. Staff also has a concept for the reuse of the building as a restaurant. The former Café 101 restaurant is now up for sale.



134 W. St. Charles Road

PINS: 06-07-204-024

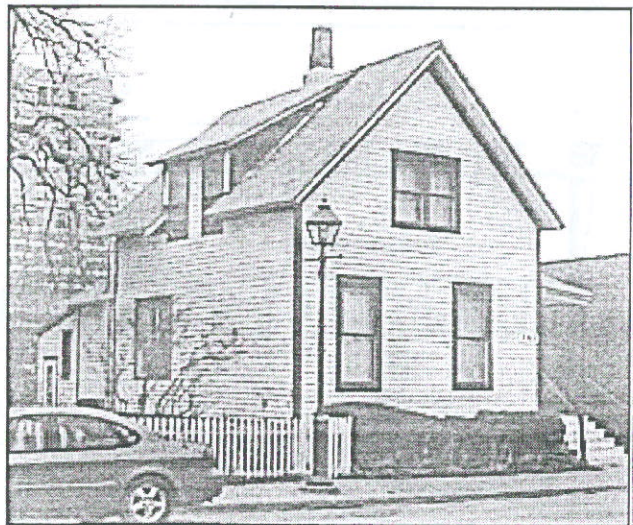
SIZE: 0.24 acres

EXISTING ZONING: B5

EXISTING USE: Legal non-conforming single family residence

REVELOPMENT COST TO TIF: \$300,000

PROJECT STATUS: This home could be redeveloped as a mixed use or commercial building. Other possibilities include razing the building for a park or other public open space.



14 W. St. Charles Road (Ken's TV)

PINS: 06-07-206-020

SIZE: 0.09 acres

EXISTING ZONING: B5

EXISTING USE: former TV repair store

REVELOPMENT COST TO TIF: \$25,000;

possible façade and/or restaurant grant

PROJECT STATUS: O'Neill's Pub has applied for a Downtown Restaurant Forgivable Loan and a Downtown Improvement and Renovation Grant for conversion of the Ken's TV space into a full-service restaurant/pub with outdoor dining. O'Neill's is receiving façade design assistance from Illinois Main Street.



DuPage Theater & South Lot (101 S. Main Street)

PINS: 06-08-111-031 and 033

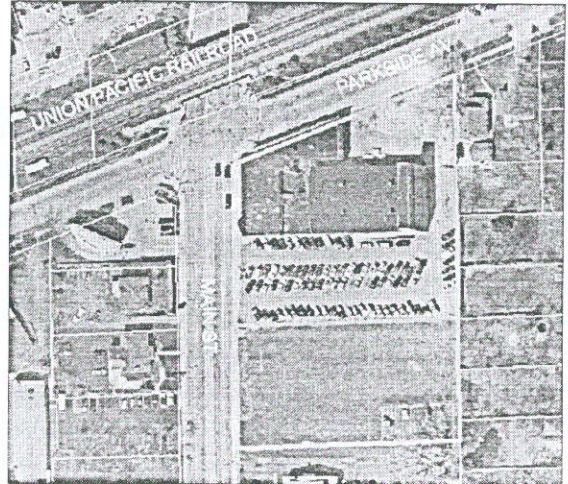
SIZE: 2.5 acres

EXISTING ZONING: B5PD

EXISTING USE: Vacant theater and retail building;
temporary commuter parking lot and vacant land

REVELOPMENT COST TO TIF: \$900,000

PROJECT STATUS: Possible redevelopment of
theatre into a performing arts center with retail uses.
A proposal to extend the Downtown TIF District is
now making its way through the Illinois legislature.



Grove Park Condos (27 W. Grove Street)

PINS: 06-07-206-001, -002

SIZE: 0.59 acres total

EXISTING ZONING: R6

EXISTING USE: Single-family homes
adapted for multiple dwelling units

REVELOPMENT COST TO TIF: none

PROJECT STATUS: Four-story building to
have parking on first floor and 18
condominiums on upper floors. Building
will meet all underlying Zoning Ordinance
requirements and has submitted for permits.



10 W. St. Charles Road (Former Dr. Doll's site)

PINS: 06-07-206-032

SIZE: 0.09 acres

EXISTING ZONING: B5

EXISTING USE: First floor retail; 2nd-floor apartment
REVELOPMENT COST TO TIF: n/a; should occur as
market-rate activity

PROJECT STATUS: Concept proposal for
redevelopment of site, including existing vacant lot east
of building. The Village should negotiate cross access for
pedestrians to Main Street from the Park Avenue public
parking lot.



Elmhurst Memorial Lombard Health Center

PINS: 06-07-213-011, 06-07-213-012, 06-07-213-014, 06-07-213-016

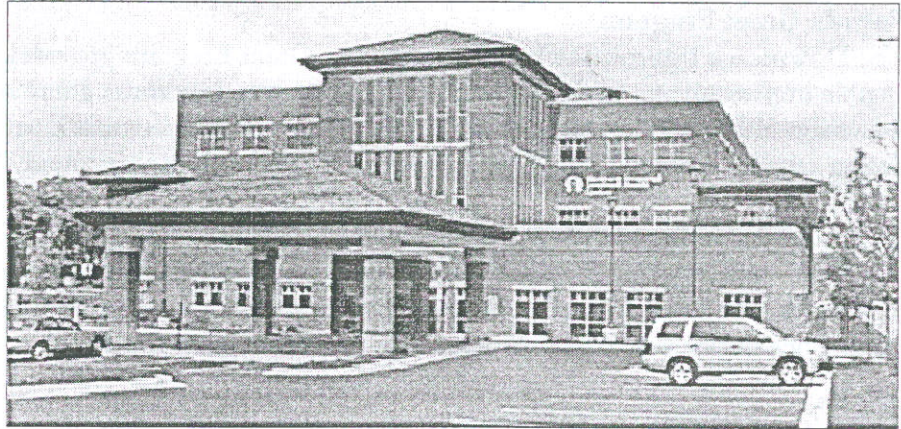
SIZE: 2.7 acres

EXISTING ZONING:
B5

EXISTING USE:

Outpatient health clinic

PROJECT STATUS: As part of PC 03-33, Mid-City



Beauty Supply and the Lombard Masonic Building were demolished and replaced with a three-story, 50,000-sq. ft. medical office and urgent care facility. This development also led to the construction of the new 113-space Hammerchmidt commuter parking lot at 115 E. St. Charles Road.

Praga Expansion (225-241 W. St. Charles Road)

PINS: 06-07-209-020

SIZE: 1.5 acres

EXISTING ZONING: B5

EXISTING USES: Lombard Chamber of Commerce, Praga Restaurant, Joseph Wanders DDS, Video by R & R Concepts, Kindercare Learning Center

PROJECT STATUS: This project would involve reallocating the tenant spaces within the 225-241 W. St. Charles building to allow Praga to expand its restaurant into the space currently occupied by the Lombard Chamber of Commerce. Renovation and relocation expenses will be assisted by the Downtown Restaurant Forgivable Loan Program.

Creating an Atmosphere

Outdoor Dining

A few downtown restaurants (including Praga, Amazing Graze, The Texan BBQ, and Café 101) offer outdoor dining in the spring and summer months. Additional outdoor dining establishments should be encouraged to make restaurants more visible and to promote an active, pedestrian-friendly atmosphere.

Village-Administered Programs

Downtown Relocation Grant Program

The Downtown Relocation Grant Program is intended to ensure that businesses are able to remain in the downtown in the event that the properties they currently occupy are redeveloped. Depending on the size of the business and its relocation costs, applicants that are impacted by a TIF redevelopment are eligible to receive a percentage of their eligible expenses for rent differentials, moving costs, and other related expenditures. Businesses occupying up to 1,000 square feet may receive up to \$8,960, while larger businesses may be awarded up to \$14,560.

Downtown Restaurant Forgivable Loan Program

In an effort to encourage more restaurants in the Downtown, the Village has approved the Downtown Restaurant Forgivable Loan Program. The program provides forgivable loans of up to one-third (1/3) of the total costs associated with the project with a maximum loan amount of \$100,000. Funding is made available from the Village's Tax Increment Financing District fund.

A landlord or lessee may apply for the grant program. Eligible businesses must provide sit-down food service and earn at least 70% of their gross income from food and beverage sales. Recipients of the loan are required to maintain the property as a sit down restaurant for a period of ten years, at which time the loan is forgiven. A lien is placed on the subject property as a guarantee for the loan. Eligible expenses include: code required and life/safety improvements; floor, wall, and ceiling repairs; upgrading/retrofitting mechanical systems; demolition work/space reconfiguration; installation of permanent fixtures; finishing work (i.e. painting, floor coverings), and soft costs (i.e. permits, floor plans). The program does not cover costs associated with trade fixtures or equipment specific to the business.

Downtown Retail Business Grant Program

The purpose of the Downtown Retail Business Grant Program is to increase the economic viability of Downtown Lombard by attracting targeted retail businesses and assisting existing businesses in the Downtown. The program offers a 50% matching grant for eligible expenditures associated with helping the start-up of new businesses or the expansion of existing businesses in the Downtown.

Targeted businesses include: clothing stores, produce market, CD/music stores, design/decoration/furniture, electronics, home improvement, specialty foods, crafts/toys/hobbies, custom jewelry, kitchen/home accessories, children's products, entertainment venues (which complement restaurants in the downtown), specialty retail, computer store, shoe store, and art shops/galleries. Resale stores and service businesses are not eligible for the Program. Other types of stores may be eligible, subject to review by the Economic and Community Development Committee.

Newspaper Boxes

To remove visual clutter and present a better image, newspaper boxes (like those outside the Grove Restaurant) should be placed in desirable locations throughout the downtown to discourage the placement of stand-alone boxes. An additional set of boxes has been installed at the northwest corner of Park Avenue & St. Charles Road, with potential future locations at Elmhurst Memorial Hospital Lombard Health Center and the DuPage Theater.



Cruise Nights

Since 1999, the Village has sponsored Cruise Nights on Saturday evenings during the summer. This popular event features dozens of classic cars and live entertainment. A highlight of the 2005 season was the performance of American English, one of the world's best-known Beatles cover bands. The 2006 season begins on June 3.



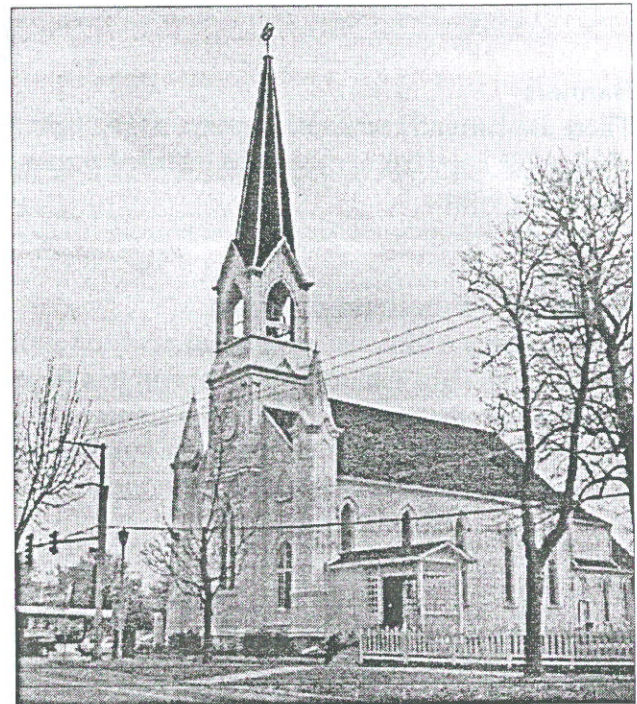
French Market

The French Market opened in 2002 between the Park West and Parkview Pointe buildings, offering an assortment of vendors every Saturday morning from May until October. The French Market is now operating in a larger, more visible location on East St. Charles Road at the new Hammerschmidt parking lot.



Maple St. Chapel

The Main Street Chapel Preservation Society runs and maintains the historic Main Street Chapel, which is one of only two Lombard buildings on the National Register of Historic Places. Although the Society currently hosts weddings and several annual concert series, this significant landmark could be better tied in to downtown events. A recent church addition west of the chapel now provides bathrooms that can be utilized by chapel visitors.



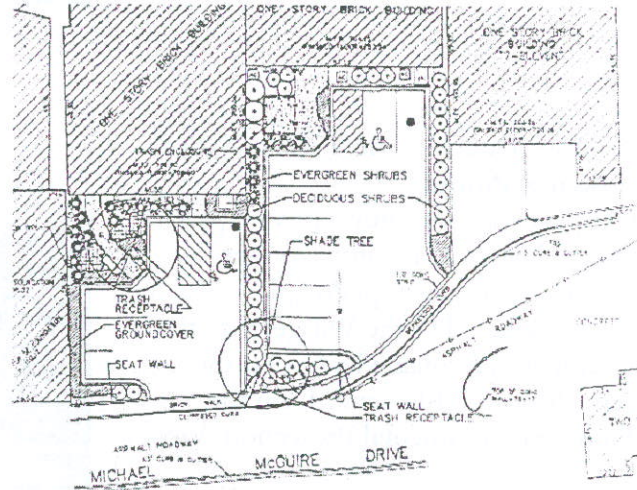
Transportation Enhancements

Parking

The roughly 782 public parking spaces in the core downtown area are shared by business patrons, residents, business owners, commuters, and library patrons. The Village is constantly working to improve the parking situation by providing additional parking spaces (such as the new 108-space Hammerschmidt commuter parking lot) and better enforcement of existing regulations.

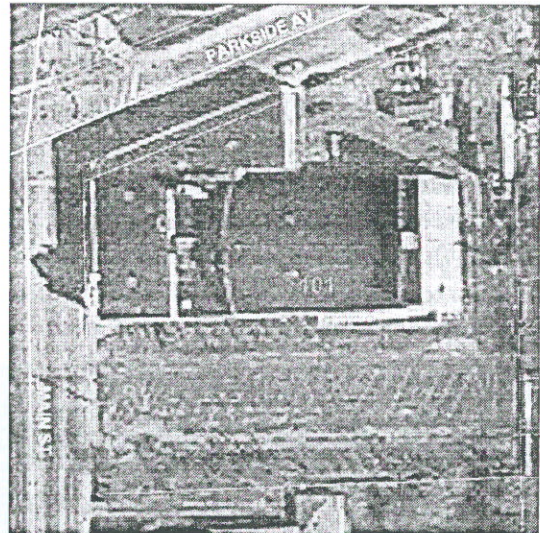
15-19 W. St. Charles Parking Lot

This project involves work to the parking area behind Sweet Street and Ts N Taps. The Village has approved a 50% reimbursement for the improvement of this existing parking lot, for a reimbursement of \$25,000 of the total \$50,000 project cost.



DuPage Theater Commuter Parking

This lot contains 91 commuter parking spaces. Metra could pay for the construction of a new lot, which would encumber the property and impact redevelopment opportunities.



TCF Bank (23 N. Main Street)

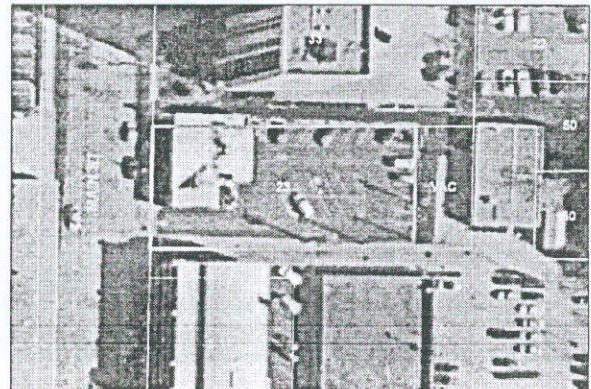
PIN: 06-08-100-007

EXISTING ZONING: B5

EXISTING USE: Vacant bank building

REVELOPMENT COST TO TIF: none

PROPOSED USE: TCF Bank has put the property up for sale. The building could be razed for a surface parking lot connecting to the adjacent customer and commuter lots.



Orchard Terrace Customer Parking

PINS: 06-07-204-028 to -031

EXISTING ZONING: B5

EXISTING USE: Private parking

REVELOPMENT COST TO TIF: Land acquisition at 4-5 per SF; construction cost of \$3,000 per space

PROPOSED USE: This parking area is comprised of four parcels of land that serve the businesses at 106-112 W. St. Charles Road. The Village has purchased the rear portion of the parking lot immediately adjacent to Orchard Terrace. Construction of new on-street parking spaces is scheduled for fall 2006. The Village would like to acquire the remainder of the lot so that it can be reconfigured with a more efficient parking design. Property owners would retain parking rights for their establishments, but the rest of the spaces would be made available for downtown customer parking.



West Suburban Bank (100 S. Main Street)

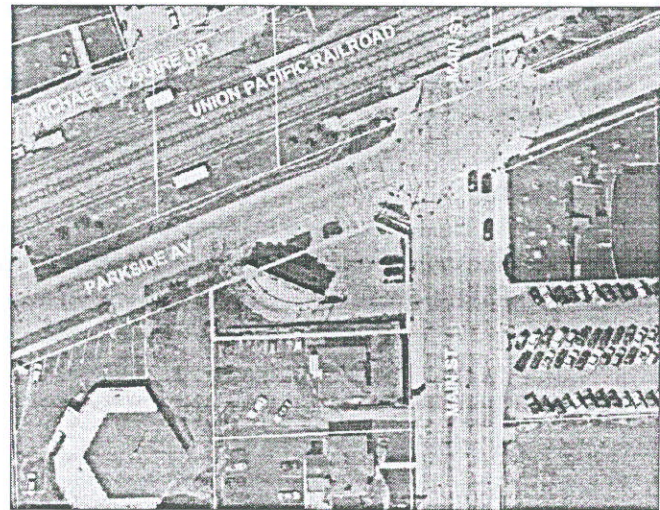
PIN: 06-07-213-015

EXISTING ZONING: B5

EXISTING USE: Bank w/ drive-through

REVELOPMENT COST TO TIF: none

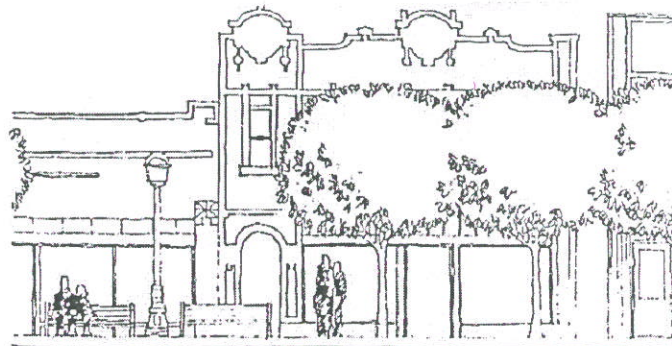
PROPOSED USE: West Suburban Bank has demolished its building at Main/ Parkside. The vacant lot could be temporarily used as a location for public parking.



Street Improvements

S. Main Streetscape

Public Works has nearly finished the installation of streetscape improvements along South Main Street from Parkside to Maple. This work mirrors the improvements previously installed along St. Charles Road, and uses approximately \$365,000 to \$388,000 of TIF money.



Appendix A – Zoning Designations

Appendix B – KLOA Traffic Study

MEMORANDUM

To: William T. Lichter, Village Manager
From: Wes Anderson, P.E., Director of Public Works
David Hulseberg, AICP, Director of Community Development
Date: December 22, 2004
Subject: Downtown Traffic Improvement Study

This memorandum reviews measures to improve Traffic in the W. St. Charles Corridor (Crescent to Main).

Background:

Pursuant to a request from former Trustee DeStephano and the 2002 Strategic Plan, staff and KLOA Traffic Consultants conducted a traffic study to determine what improvements could be made in the downtown. The traffic study analyzed vehicular and pedestrian movement at various times of the day. This data was then computer modeled. The modeling and recommendations of the study were presented to the Village's management team on June 10, 2004 and then to the Traffic and Safety Committee on July 8, 2004.

Specifically, the W. St Charles (Elizabeth to Main) traffic pattern was analyzed to determine what signalization and other improvements could be made to improve traffic flow through the Downtown area. The study was conducted in summer 2004.

Study Results:

- During the morning rush hour eastbound traffic on St Charles backs up from Main Street to the north leg of Lincoln Ave. This backup is the result of a lack of synchronization between Park Ave and Main Street lights, and the spacing between the two lights.
- During the evening rush hour, westbound traffic backs up from Park Avenue to Main Street. This backup is the again the result of the lack of synchronization and the spacing between the two lights. Additionally this causes westbound turning traffic from Main Street to back up beyond the turn lane storage area.
- Park Ave intersection during the weekday evening rush hour has a level of service rating of D. This is the lowest acceptable grade for peak hour traffic conditions in an urban environment. (Best level of service is "A", lowest level of service is "F") All other intersections in that area have a level of service of at least C.
- Northbound Elizabeth traffic backs up onto the railroad tracks when drivers do not manage space properly. The firm conducting the study observed this problem.
- Westbound St. Charles Road in the vicinity of Walgreen's is two lanes.

LOMBARD DOWNTOWN TAX INCREMENT AREA
REDEVELOPMENT PLAN AND PROJECT

I. INTRODUCTION

Approximately eight years ago in a major planning effort towards downtown revitalization, the Village of Lombard, with cooperation and input from local merchants and property owners, began an in-depth analysis of Lombard's downtown area. The impetus for this analysis stemmed from the continuing decline of quality merchants and marketing that the downtown area has experienced over the last twenty years. Shortly thereafter, a small group of local business persons incorporated as Downtown Lombard Unlimited, their purpose being to formulate a realistic downtown redevelopment plan and to continue with project implementation.

Downtown Lombard Unlimited, with input and financial assistance from the Village, engaged the firm of Trkla, Pettigrew, Allen and Payne to professionally guide the formulation of a redevelopment plan. That plan, designated as the "Preferred Concept Plan", was incorporated by ordinance into the Village's Comprehensive Plan in 1980.

The Plan confirmed the community feeling that the Village's traditional downtown area had begun to decline in the mid-60's. Unfortunately, the Plan did not foresee an end to this trend if the area was left unattended. The Plan emphasized the need for a joint public/private effort to stabilize and rebuild a once viable community shopping area.

The Preferred Concept Plan identified several blighting conditions contributing to the decline in the downtown area. These conditions included a concentration of deficient and obsolescent structures, a fragmentation and lack of coordination of both vehicular movement and parking distribution, a high overall vacancy rate, a lack of strong business generating anchors, a severe fragmentation of land-use patterns, and a loss of identity as a viable business location.

Since the Trkla, Pettigrew, Allen and Payne study was completed approximately seven years ago, these blighting conditions have continued to develop and have become more pronounced. For example, during the past seven years, an established business, Bradley's Drugs, with a fifty-year history, has closed its doors. These conditions are described in greater detail in this Redevelopment Plan and Project which is prepared pursuant to the "Tax Increment Allocation Act (the "Act").

In March 1988, the Village Board approved the Downtown Lombard Improvement Plan which had been developed by Planning Resources Inc., under contract with the Village. The purpose of the Downtown Lombard Improvement Plan was to present a diversity of proposals which, if implemented, would improve the economic viability of downtown, establish a strong civic identity and stimulate community pride. This plan emphasizes urban design aspects as guidelines for upgrading the streetscapes in downtown Lombard. Suggestions for viable land uses, parking and circulation, as well as marketing and merchandising, are also included. In essence, an overall framework is developed which will guide public and private investment decisions so that the cumulative effect will be the evolution of a more attractive, functional, socially enlivened and economically successful downtown.

There is a multi-family development currently under construction within the proposed Tax Increment Financing District. However, this development would not have occurred but for the stated commitment by the Village of Lombard for the downtown area. Inasmuch as this property was owned and marketed by the Village of Lombard for development, and inasmuch as one aspect of this marketing was the Village's commitment and intent to complete improvements within the area as generally described in the Preferred Concept Plan and the Downtown Lombard Improvement Plan, which was ongoing at that time, this development is occurring in anticipation of said improvements. Indeed, the ultimate success of this development is inextricably tied to the general improvement and success of downtown Lombard. Unless downtown can become a functioning, attractive, and marketable area, this quality of development will be unable to succeed.

Although there has been investment in one part of the Redevelopment Project Area, the Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan.

As an outgrowth of the Downtown Lombard Improvement Plan, a newly formed Downtown Property Owners Committee and Village Downtown Redevelopment Committee have been working closely together in order to stimulate greater interest in downtown revitalization. These groups have both recommended the establishment of a Tax Increment Financing District.

right-of-way of St. Charles Road (approximately 390 feet); then moving easterly along the north right-of-way of St. Charles Road to a point that is the intersection of the north right-of-way of St. Charles Road and the extended west right-of-way of Martha Street as extended from the south side of St. Charles Road (approximately 115 feet); then moving southerly along the west right-of-way of Martha Street, across the Chicago and Northwestern Railroad right-of-way, to the southwest corner of the intersection of Martha Street and Parkside Avenue (approximately 220 feet); then moving southwesterly along the south right-of-way line of Parkside Avenue to a point that is 277.2 feet southwest of the southwest intersection of Charlotte Street and Parkside Avenue, said point being the northwest corner of Lot 1 in Vandercock's Resubdivision (approximately 820 feet); then moving southerly along the common, mid-block property line to the south right-of-way line of Maple Street (approximately 950 feet); then moving westerly along the south right-of-way of Maple Street to the east right-of-way of Main Street (approximately 255 feet); then moving southerly along the east right-of-way of Main Street to a point that is 90.9 feet north of the north right-of-way of Ash Street (approximately 330 feet); then moving westerly along a line parallel and 90.9 feet north of the north right-of-way of Ash Street to a point that is the southwest corner of Lot 4, block 27 in the Plat of the Original Town of Lombard (approximately 221 feet); then moving northerly along the west line of said lot 4 to the northwest corner of said Lot 4 (approximately 75.9 feet); then moving westerly along the south line of Lot 3, block 27, Plat of the Original Town of Lombard to the southwest corner of said Lot 3 (approximately 70.38 feet); then moving northerly along the west line of said Lot 3 to its intersection with the south line of Lot 1 in the resubdivision of Lot 6, block 27 of the Original Town of Lombard (approximately 30 feet); then moving westerly along the south side of Lots 1 and 2 in said Resubdivision to the west side of said Lot 2 (approximately 148.5 feet); then moving northerly along the west side of said Lot 2 to the south right-of-way of Maple Street (approximately 213.1 feet); then moving northerly across Maple Street to the northwest intersection of Maple Street and Park Avenue (80 feet); then moving northerly along the west right-of-way line of Park Avenue to the south right-of-way line of Parkside Avenue (approximately 620 feet); then moving southwesterly along the south right-of-way of Parkside Avenue to its intersection with the west right-of-way of Elizabeth Street (approximately 1,120 feet); then moving northerly along the west right-of-way of Elizabeth Street to a point

viable convenience shopping and service area through the improvement of the Village's presently under-utilized and ill-developed downtown area.

In March 1988, the Village Board of Trustees approved the Downtown Lombard Improvement Plan which presented a diversity of proposals for improving the economic viability of downtown, establishing a strong civic identity and stimulating economic pride.

The goals and objectives of the Village's program for downtown development and planning are as follows:

GOALS

Village-Wide General Commercial Goals

1. To develop a range of viable shopping districts.
2. To develop commercial areas which complement the residential areas of the Village.
3. To expand the business community by developing additional income-producing uses to generate revenues in excess of the cost of public services.

Village-Wide Specific Commercial Goals

1. To promote a distinct functional and symbolic identity for the downtown area which emphasizes its special role within the Lombard community.
2. To develop an overall system of land uses arranged in a compact, compatible, and orderly manner to reinforce and enhance the functions of the downtown area.
3. To develop a balanced transportation system which provides for safe and convenient access to and circulation within the downtown area, and reinforces and supports surrounding land development patterns.
4. To promote an overall quality of environment which enhances the functions of the downtown area, and adds to the character and attractiveness of downtown living and shopping areas.

4. Improving the appearance of approach routes into downtown and of entranceway areas which signify arrival.
5. Ensuring that the pavements, furniture, and landscape plantings within and adjacent to all downtown streets, alleys, and pedestrianways are both functional and attractive.
6. Regulating the design and location of downtown signs and graphics to ensure efficient communication and to improve the overall appearance of the area.
7. Utilizing lighting systems to articulate the functions of various streets and activity areas, and to accent features of special importance.
8. Preserving and enhancing selected downtown buildings and other features which emphasize the historic and cultural heritage of the area.
9. Ensuring high standards of design in all new downtown building construction and remodeling.

Transportation Objectives

1. Providing direct and efficient access routes to the downtown area, especially from nearby employment and residential concentrations.
2. Establishing and maintaining a street classification system which defines the future traffic-carrying role of all streets within the downtown.
3. Reducing localized traffic congestion, particularly near the commuter railway station.
4. Correcting traffic operational problems which create high accident potential at certain locations.
5. Ensuring that all streets have acceptable roadway widths with surfaces in good repair in conformance with the adopted Transportation Study and in compliance with Village codes.
6. Improving and monitoring traffic signalization and control within and around downtown.

Village building records, a substantial majority of the 80 structures in the Downtown Lombard Redevelopment Project Area were constructed prior to 1953. Therefore, the statutory requirement that 50 per cent of the buildings in the area have an age of thirty-five years or more has been met. In addition, the presence of a combination of three or more of the following factors, rendering the area detrimental to the health, public safety, and welfare of the citizens of the Village qualifies it as a conservation area under the "Real Property Tax Increment Allocation Redevelopment Act" (hereinafter referred to as the "Act"):

A. Obsolescence

Approximately 90 per cent of the structures in the Redevelopment Project Area are in this category. These structures are characterized by conditions indicating the structure is incapable of efficient or economic use according to contemporary standards, as evidenced by:

1. Inefficient exterior configuration of the structure (including insufficient width; small size; irregular shape; random additions; or excessive ratio of upper-story floor space to outside wall area which interferes with the efficient use of the structure.)
2. Inflexible interior configuration of the structure including spacing of bearing walls, supporting columns and beams.
3. Inadequate mechanical equipment requiring replacement or extensive renovation.
4. Inadequate access for contemporary systems of delivery and service, including interior vertical systems.
5. Non-conforming structure (fire code and zoning).

B. Deterioration

At least 50 per cent of structures in the Redevelopment Project Area are in this category. These structures are characterized by deficiencies in one or more primary structural components or deficiencies in two or more secondary components.

- b. Excessive ratio of depth to width
- c. Insufficient access for vehicular service
- d. Inadequate area to provide off-street parking or loading
- e. Irregular shape
- f. Small size of parcel or fragmentation of ownership.

H. Depreciation of Physical Maintenance

A substantial majority of the structures are in this category, which is characterized by lack of sufficient maintenance of building components, but not to a degree of structural deficiency, or inadequate provision or upkeep of site features including landscaping, fences, sidewalks and other paved areas.

I. Lack of Community Planning

Excessive land coverage in business areas limits off-street parking for customers and employees. Insufficient parking discourages shoppers from patronizing existing retail establishments and present land coverage precludes adequate landscaping. Limited loading facilities have led to congested streets and poor traffic flow. Inadequate community planning at the time the area was originally developed has resulted in obstacles to redevelopment.

These facts are further substantiated with the complete background data compiled by Downtown Lombard Unlimited during the preparation of the Preferred Concept Plan and by Planning Resources Inc. in preparation of the Downtown Lombard Improvement Plan.

V. DOWNTOWN AREA REDEVELOPMENT

A. Redevelopment Plan and Project Objectives

The Village proposes to realize its goals and objectives of revitalizing and creating a compact, diversified and thriving downtown area in accordance

designed to enhance the integrity of downtown.

- c. The development of off-street parking facilities including structures.
- d. Improvements of public utilities, including the relocation underground of certain overhead electric, telephone, utility and cable TV lines.
- e. The provision of public recreation areas.
- f. The installation of sidewalk beautification improvements including, but not limited to, sidewalk pavers, street furniture, pedestrian lighting and similar items.
- g. The beautification, lighting and signage of public properties.
- h. The provision of landscaping for public ways.

Recommended public improvements are shown in Exhibit C. The Village may determine at a later date that certain listed improvements are no longer needed or appropriate and may remove them from the list, or may add new improvements to the list.

2. Acquisition and Clearance

In order to achieve successful plan implementation, property within the district may be considered for redevelopment. The Village of Lombard will encourage private redevelopment in accordance with the Plan. The Village of Lombard will contact the owners of various sites which may be considered for redevelopment to determine whether or not these owners will develop their property in accordance with the Plan. In the event the Village of Lombard acquires property, the property will be cleared of all improvements and either (1) sold or leased for private redevelopment, or (2) sold, leased, or dedicated for construction of public improvements or facilities. The Village, only upon concurrence by the Village Board of Trustees, may determine that to meet the renewal

may be provided with assistance payments and advisory services only after approval by the Village Board of Trustees.

C. Land Use Plan

The proposed land uses are described in the Existing Land Use Map, Exhibit D. The existing land uses are indicated by key in Figure 2 of Exhibit G.

All redevelopment projects shall be subject to the provisions of the Village of Lombard Zoning Ordinance and all other applicable ordinances, and may be amended from time to time.

D. Additional Controls and Design Criteria

The following design controls shall apply to redevelopment in the Redevelopment Project Area:

E. Additional Controls and Design Criteria

1. General

- a. Redevelopment shall complement existing surrounding activities in use, scale and quality of materials.
- b. Multi-purpose use of sites and visual and functional inter-relationships are encouraged so that the entire area may appear and function as an integrated whole.

2. Pedestrian and Open Space System

Design layout shall facilitate internal pedestrian circulation and movement between major traffic generators and nearby parking facilities as shown on Pedestrian and Open Space System, Exhibit F.

3. Massing of Buildings

Massing of buildings and related open spaces should create internal focal points and allow for future expansions where appropriate.

4. Parking

redevelopment project. Such costs may include, without limitation, the following:

1. Costs of studies and surveys, plans, specifications, implementation and administration of the Redevelopment Plan including, but not limited to, staff and professional service costs, architectural, engineering, legal, marketing, financial, planning and other 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;
3. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings and fixtures;
4. Costs of the construction of public works or improvements;
5. Financing costs, including, but not limited to, all necessary and incidental expenses related to the issuance of obligations which may include payment of interest on any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding thirty-six months thereafter and including reasonable reserves related thereto;
6. 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 Village, by written agreement, accepts and approves such costs;
7. Relocation costs to the extent that the Village determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law. Relocation costs shall not be paid unless found to be appropriate by the Village Board of Trustees;

The Village may issue obligations secured by the tax increment special tax allocation fund pursuant to Section 11.74.4-7 of the Act.

Prior to issuance of obligations, an independent financial consultant hired by the Village must have projected that estimated revenues, other than from the general fund, are anticipated to be adequate to cover debt service during the term of the obligations issuance. Under no circumstances shall the full faith and credit of the Village be used unless the above coverage and projection requirements are met.

Revenues not required for the retirement of obligations providing for reserves, sinking funds and redevelopment project costs may be declared surplus and become available for distribution annually to the taxing districts in the redevelopment area in the manner provided by statutes.

Obligations issued by the Village pursuant to this Plan and Act shall be retired not later than December 31, 2004. In any event, the final maturity date of any such obligations may not be later than December 31, 2004.

One or more issues of obligations may be sold at one or more times in order to implement this Plan, and as it may be amended in the future.

If such obligations are secured by the full faith and credit of the Village, the ordinance authorizing the obligations may provide for the levy and collection of a direct annual tax upon all taxable property within the Village sufficient to pay the principal and interest on the obligations as they mature. Such levy may be in addition to and exclusive of the maximum of all other taxes authorized to be levied by the Village, which levy, however, shall be abated to the extent that monies from other sources are available for payment of the obligations and the Village certifies the amount of said monies available to the County Clerk.

11. Most Recent Initial Equalized Assessed Valuation of Properties in the Downtown Redevelopment Project Area.

In order to maximize program efficiency to take advantage of previous and current redevelopment actions and with full consideration of availability of funds, an implementation strategy will be employed. However, with said strategy, it is essential to note that many projects included in the Redevelopment Plan are closely interrelated. Several will occur in the same geographic area, and must be closely coordinated. Some projects cannot be implemented until others are successfully completed as a prerequisite. Other groups of projects can be implemented most efficiently if they are undertaken at the same time. In addition, many individual projects consist of several different work items that also must be coordinated. Therefore, it is critical that work being done on one project complements, rather than conflicts with, what is being undertaken on another.

All projects proposed in this Plan cannot be accomplished at the same time. Priorities must be established and project implementation staged over a period of years in accordance with the availability of Tax Increment Revenue as a funding source. It is further recognized that this plan encourages redevelopment by private enterprise in accordance with the Downtown Lombard Improvement Plan, the Preferred Concept Plan and the Comprehensive Plan. Governmental intervention should be considered only if necessary and only if compliance is determined critical to the success of the Plan.

A preliminary plan of action is described below. While the importance of a total design study is recognized, it is not possible to have the study completed prior to Plan adoption due to time constraints. However, the study will be commissioned as soon as possible and will include construction specifications and detailed cost estimates of all public and public-related improvements.

The Village of Lombard's Redevelopment Project costs include the sum total of all reasonable and necessary costs incurred, or estimated to be incurred, and any such costs incidental to the Redevelopment Plan.

Exhibits C through F provide for the general scope of improvements associated with the Redevelopment Project.

A. Street, Water, Sewer and Other Utility Improvements

The Village may use its financial resources including tax increment revenues and bond proceeds and other revenue sources to make street, surface right-of-way,

APPENDIX

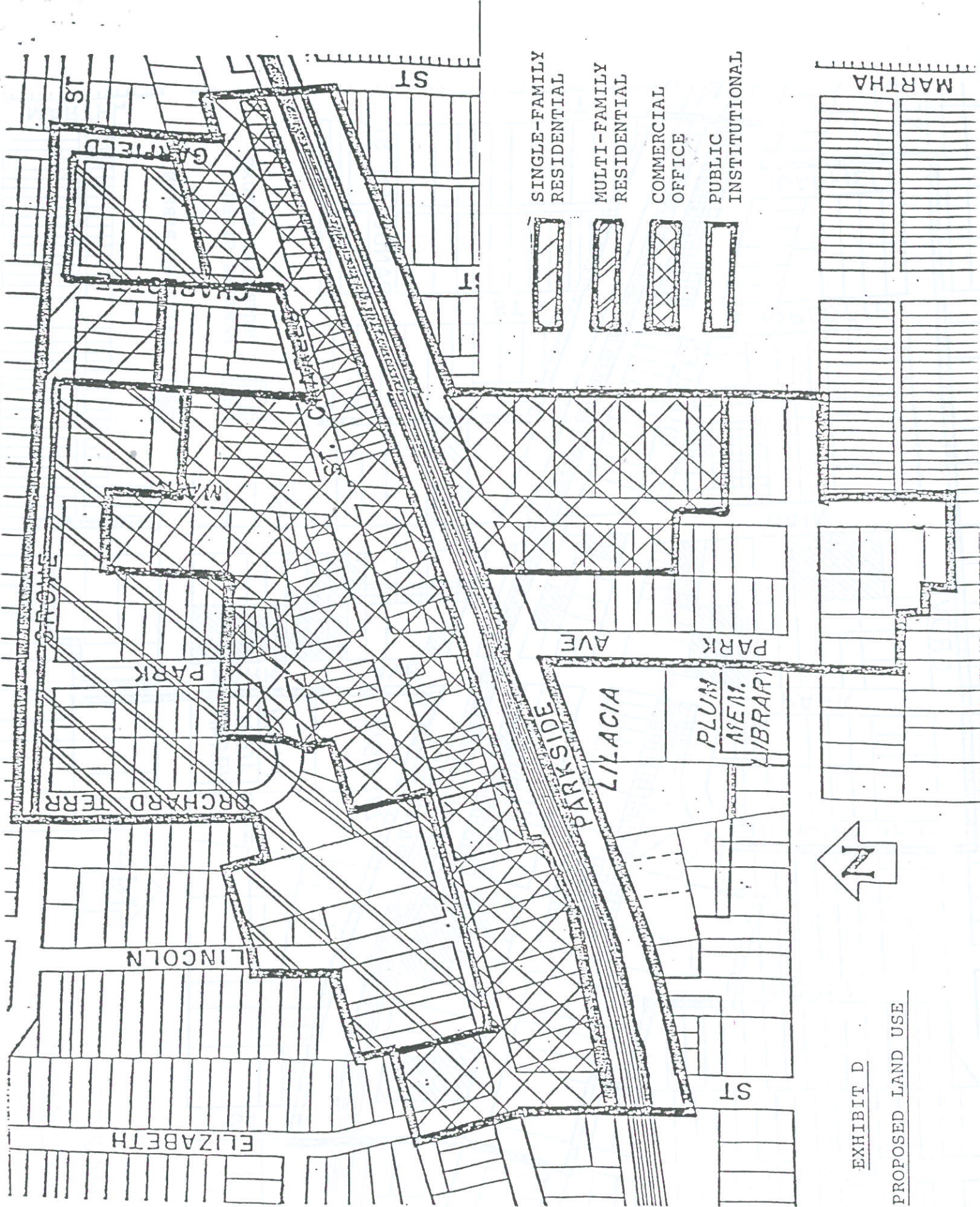
<u>Exhibits</u>	<u>Description</u>
A	Map of Redevelopment Project Area
B	Legal Description
C	Downtown Redevelopment Program
D	Proposed Land Use
E	Parking System Map
F	*Downtown Lombard Improvement Plan

<u>*Figure</u>	<u>Description</u>
1	Location Map
2	Planning Factors
3	Urban Design Plan
4	Typical Urban Streetscape
5	Parking Lot/Service Area Screening
6	Conceptual Plans
7	Plaza Sketch

LEGAL DESCRIPTION
REDEVELOPMENT PROJECT AREA

Lots 1 and 2 of the Resubdivision of Lot 6 of Block 27 of the Original Town of Lombard, Lots 1, 2, 3, and 4 of the Original Town of Lombard, Lots 1, 2, 3, the North 25 ft. of Lot 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 and 21 in Caverno's Subdivision, Lot 1 in Lombard Bible Church Consolidation Plat, Lots 1, 2, 3, 4, and 5 in Owner's Subdivision in Block 18 of the Original Town of Lombard, Lots 1, 2, 3, 4, 5, 6, and 7 in Block 11 of the Original Town of Lombard, Lots 8, 9, 10, 11, and 12 in J. B. Hull's Subdivision of part of Block 11 and part of outlot 4 of the Original Town of Lombard, Lots 7, 8, 9, 12, 13, 14, 15, 16, 17 and 18 of Grove Park Subdivision, Lots 2, 3, 4, 5, 6, 19, 20, 21, 22, 23, 24, 25, 26, 27, and 28 in Grove Park Subdivision, Lots 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, and 18 in Grove Park Subdivision First Addition, Lots 11 and 12 in W. H. Maple's Subdivision, Lots 3, 4, 5, 6, 7, 8, 9, 10, and 11 in Block 10 of the Original Town of Lombard, Lots 1, 2, 3, 4, 5, 6, 7, 8, in the Subdivision of Outlot 10 in the Original Town of Lombard, Lots 1, 2, 4, and 5 of Block 19 in the Original Town of Lombard, Lots 1, 2, 3, 4, 5, 6, 7, 8, of J. B. Hull's Subdivision of Lot 3 of Block 19 of the Original Town of Lombard, Lot 43 excepting the North 20 feet thereof in Orchard Subdivision, Lots 1 and 2 of Timke's Resubdivision, all of Park Manor Condominium, including all Chicago & Northwestern Railroad right-of-way and all public rights-of-way adjacent to the above-described property all being in the Northeast Quarter of Section 7, Township 39 North, Range 11, East of the Third Principal Meridian in DuPage County, Illinois.

Of that part of Block 22 of the Original Town of Lombard described by beginning at a point on the East line of Main Street, 499.0 feet North of the Southwest corner of said Block 22 and running thence Easterly to a point on the center line of said Block 22 that is 386.6 feet to the Southerly line of said Parkside Avenue; thence Southwesterly along the Southerly line of said Parkside Avenue to the East line of Main Street; thence South on the East line of Main Street, 291.85 feet to the place of beginning, Lots 1, 2, and 3 in James' Subdivision of Part of Block 22 of the Original Town of Lombard, Lots 28, 29, 30, and 31 of Part of Block 22 in N. Matson & Others Resubdivision, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13 in Block 17 of the Original Town of Lombard, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14 in Block 16 of the Original Town of Lombard, Lots 1, 2, the East 1/2 of Lot 3, Lots 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, and 18 in Block 12 of the Original Town of Lombard, Lots 1, 2, 3, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15 in Block 18 of H. O. Stone & Company's Addition to Lombard, Lombard Tower Condominiums, Charlotte-Garfield Condominiums, including all Chicago & Northwestern Railroad right-of-way and all public rights-of-way adjacent to the above-described property all being in the Northwest Quarter of Section 8, Township 39 North, Range 11, East of the Third Principal Meridian all in DuPage County, Illinois.



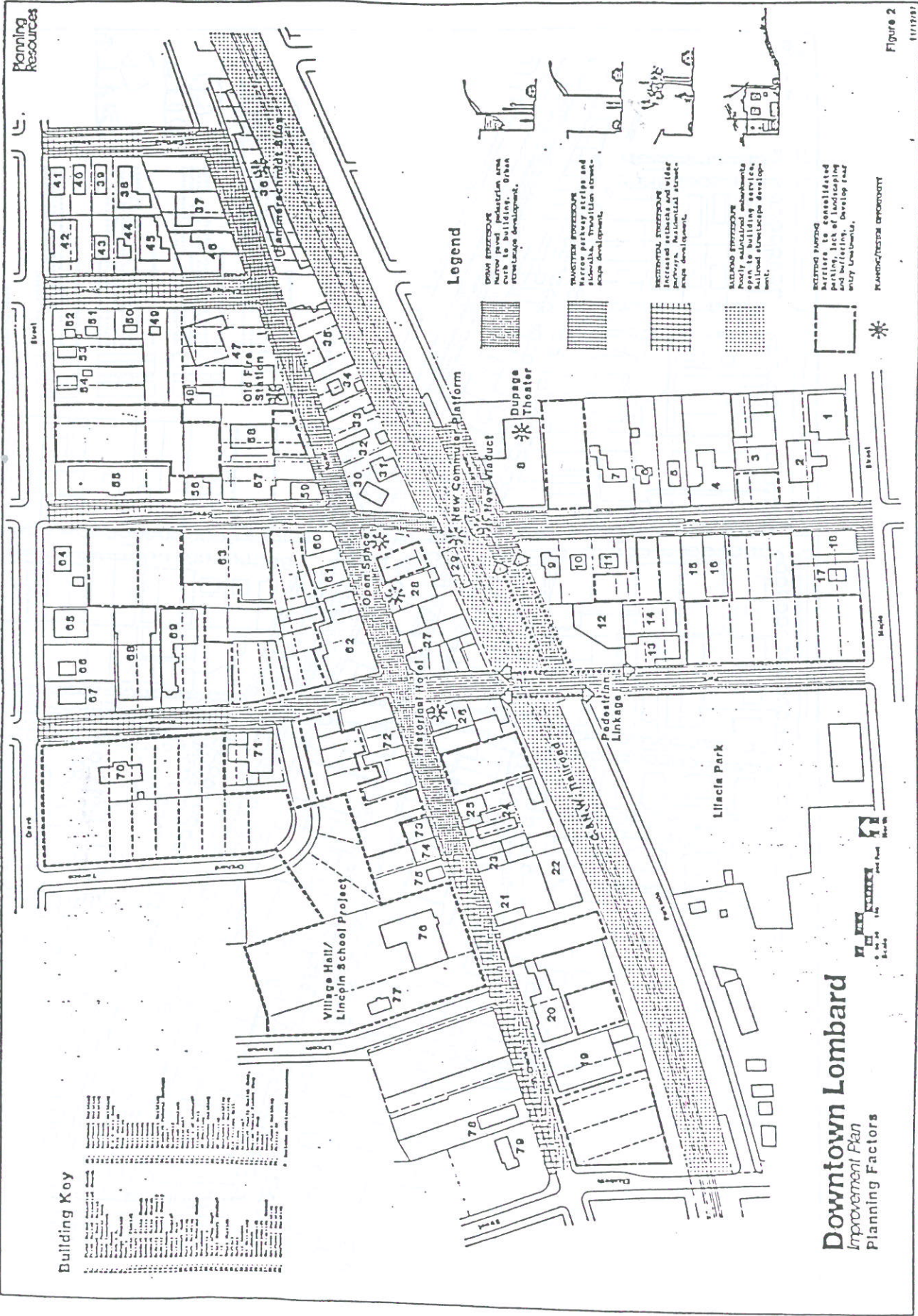
- SINGLE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL OFFICE
- PUBLIC INSTITUTIONAL

EXHIBIT D

PROPOSED LAND USE

Downtown Lombard Improvement Plan

<u>Figure</u>	<u>Description</u>
1	Location Map
2	Planning Factors
3	Urban Design Plan
4	Typical Urban Streetscape
5	Parking Lot/Service Area Screening
6	Conceptual Plans
7	Plaza Sketch



Building Key

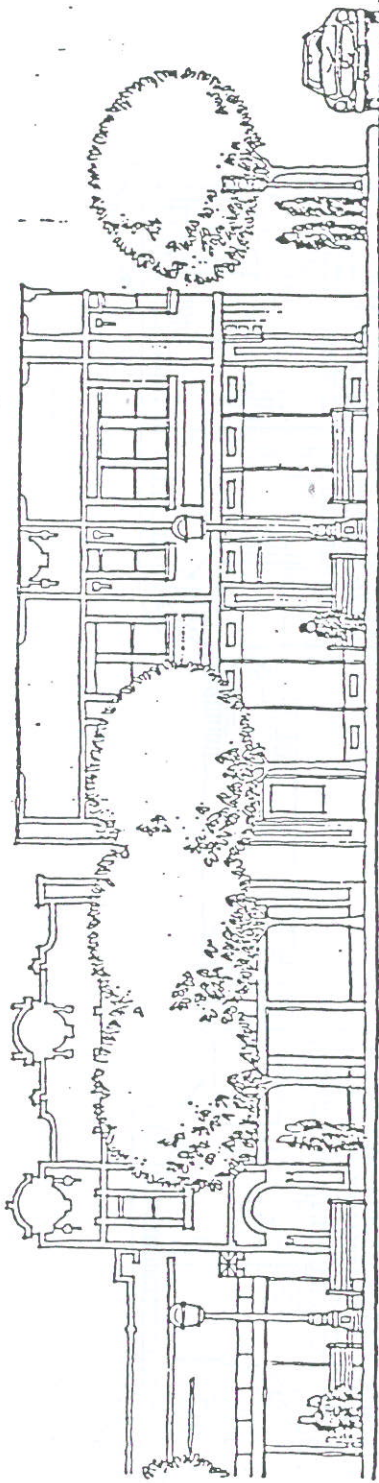
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Legend

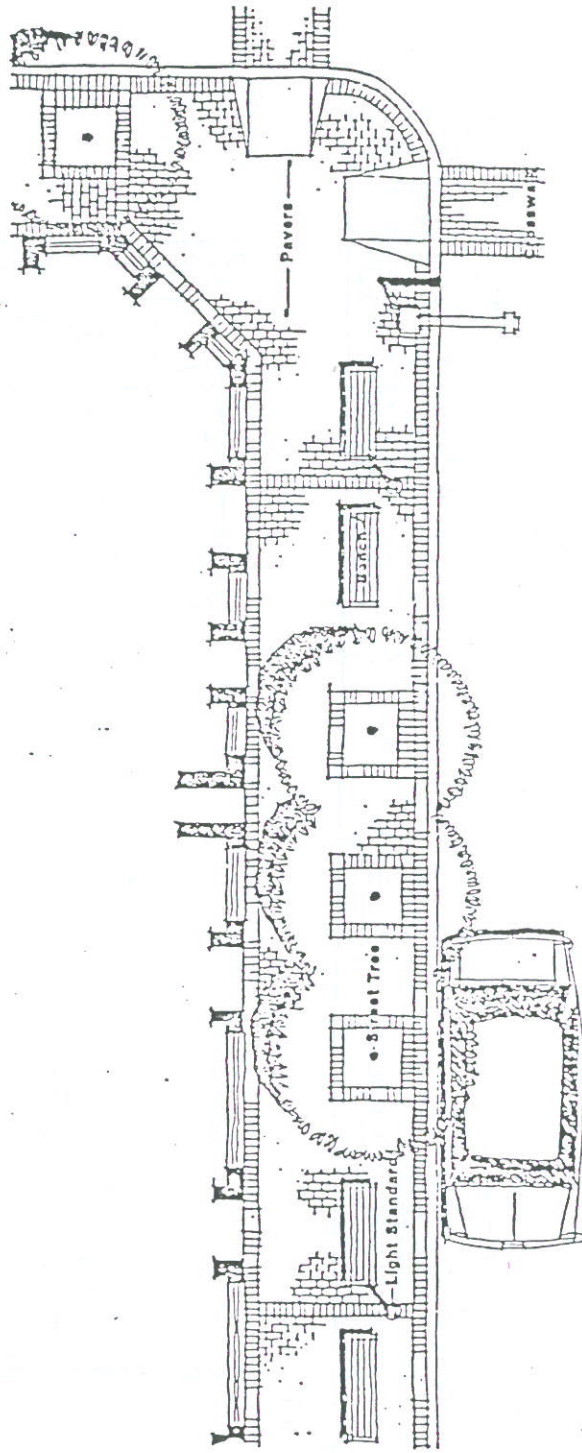
- DRAIN STRUCTURE: Narrow paved pedestrian area curb to building. Other drainage development.
- TRANSITION STRUCTURE: Narrow streets and sidewalks. Traditional streetscape development.
- RESIDENTIAL STRUCTURE: Increased setbacks and wider sidewalks. Sidewalk development.
- BUSINESS STRUCTURE: Poorly maintained sidewalks open to building services. Reduced streetscape development.
- RECREATION STRUCTURE: Artistic to consolidated structures. Open to landscaping and buffering. Develop full entry landmarks.
- TRANSITION STRUCTURE OPPORTUNITY

**Downtown Lombard
Improvement Plan
Planning Factors**



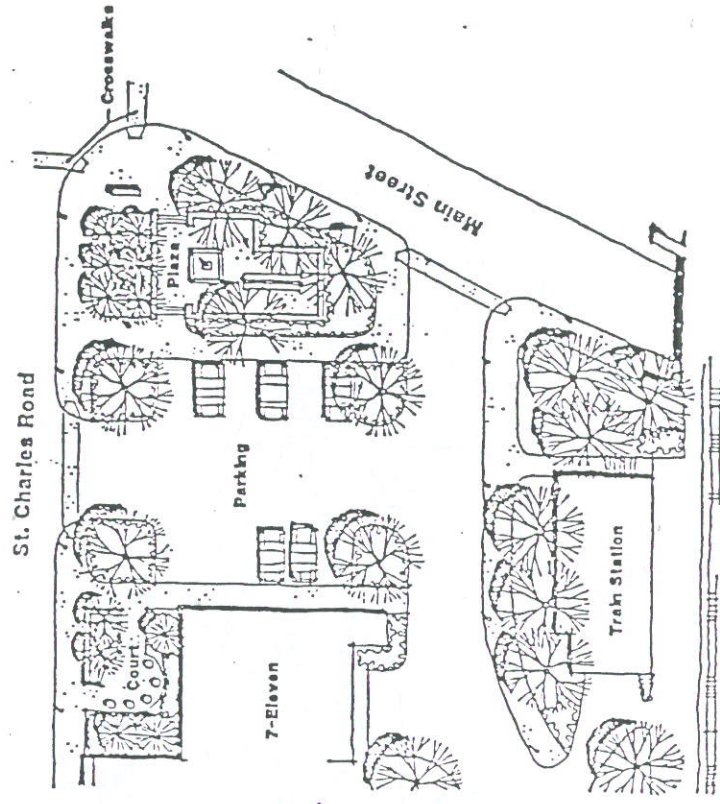


Elevation
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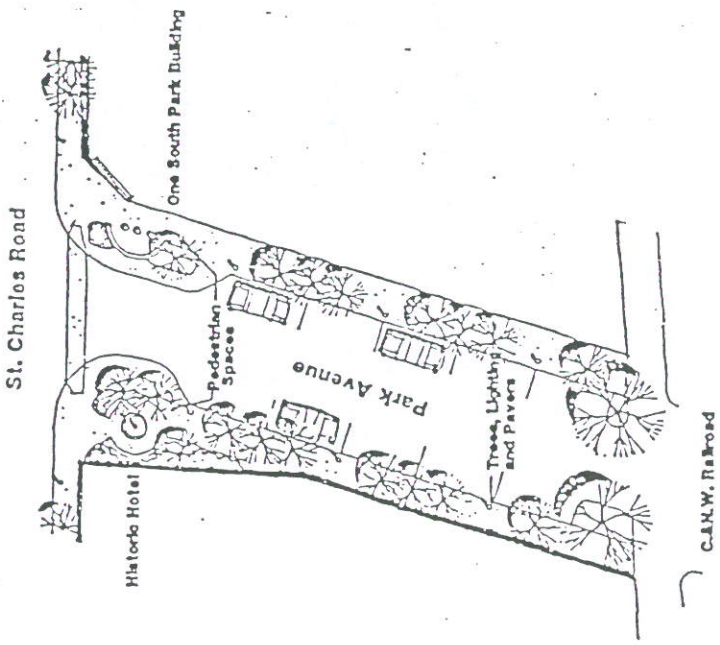


Plan
Scale: 1/4"=1'-0"

Downtown Lombard
Improvement Plan
 Typical Urban Streetscape



Main Street/St. Charles Road Plan
Scale: 1"=20'



Park Avenue Plan
Scale: 1"=20'

Downtown Lombard

Improvement Plan
Conceptual Plans