

**CITY OF LANARK, ILLINOIS
CONSERVATION AND OPPORTUNITY FOR GROWTH
REDEVELOPMENT PROJECT AREA**



**TAX INCREMENT FINANCING DISTRICT
REDEVELOPMENT PLAN
ADOPTED APRIL 18, 2006**

TABLE OF CONTENTS

I. INTRODUCTION..... 1

II. TAX INCREMENT ALLOCATION REDEVELOPMENT ACT 2

III. REDEVELOPMENT PROJECT AREA..... 3

IV. REDEVELOPMENT PLAN..... 6

 A. REDEVELOPMENT SITES..... 6

 B. ELIGIBLE REDEVELOPMENT PROJECT COSTS 9

 C. ESTIMATED REDEVELOPMENT PROJECT COSTS..... 10

 D. SOURCES OF FUNDS TO PAY REDEVELOPMENT PROJECT COSTS 10

 E. NATURE AND TERM OF OBLIGATIONS TO BE ISSUED 12

 F. CURRENT EAV OF THE PROJECT AREA..... 13

 G. ESTIMATED EAV OF THE PROJECT AREA..... 13

 H. IMPACT ON TAXING DISTRICTS 13

 I. INDUSTRIAL PARK PROVISION 14

 J. COMMITMENT TO FAIR EMPLOYMENT PRACTICES..... 14

 K. PLAN AMENDMENT PROVISIONS 15

V. FINDINGS AND CERTIFICATIONS..... 16

 A. NOT SUBJECT TO GROWTH..... 16

 B. CONFORMANCE WITH COMPREHENSIVE PLAN..... 16

 C. LABOR SURPLUS MUNICIPALITY 16

 D. HOUSING IMPACT..... 16

 E. ESTIMATED DATE OF COMPLETION / RETIREMENT OF OBLIGATIONS 17

MAPS / TABLES / APPENDICES

MAP 1: TIF BOUNDARY..... 4

MAP 2: EXISTING LAND USE 5

MAP 3: PROPOSED FUTURE LAND USE..... 8

TABLE 1: ESTIMATED REDEVELOPMENT PROJECT COSTS 10

TABLE 2: PROJECTED INCREMENTAL PROPERTY TAX REVENUES 12

APPENDIX 1: LEGAL DESCRIPTION

APPENDIX 2: LIST OF PIN NUMBERS

I. INTRODUCTION

The City of Lanark, Illinois (the “City”) has identified a need to expand its economic base through business and residential development. In order to promote development, the City is seeking to designate a geographic area lying within its current corporate limits as a Redevelopment Project Area (“RPA”) pursuant to the Tax Increment Allocation Redevelopment Act (the “Act”). The creation of an RPA will allow the City to make certain public improvements to the designated area so that growth can occur. These improvements will allow the City to attract and retain potential development. The City may also reimburse expenditures carried out by the private sector that benefit the RPA and are eligible redevelopment project costs under the Act. The development that is anticipated to occur will provide long-term tax benefits to both the City and the other taxing districts.

This Redevelopment Plan sets forth the goals and objectives for the RPA. The attached Eligibility Report documents that the RPA meets the requirements of the Act and therefore qualifies for the use of tax increment financing. MSA Professional Services, Inc. has completed this Redevelopment Plan and the Eligibility Report at the request of the City.

II. TAX INCREMENT ALLOCATION REDEVELOPMENT ACT

The Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4-1 et seq.) was adopted in 1977. In adopting the Act, the Illinois State Legislature found and declared that blighted, conservation and industrial park conservation areas exist in many municipalities within the State. The conservation areas are rapidly deteriorating and declining and may soon become blighted areas if their decline is not checked. Stable economic and physical development of the blighted, conservation and industrial park conservation areas is endangered by the presence of blighting factors. As a result of the existence of these areas, there is an excessive and disproportionate expenditure of public funds, inadequate public and private investment, unmarketability of property, growth in delinquencies and crime, and housing and zoning law violations in such areas together with an abnormal exodus of families and businesses. The decline of these areas impairs the value of private investments and threatens the sound growth and the tax base of taxing districts in such areas, and threatens the health, safety, morals, and welfare of the public. The industrial park conservation areas include under-utilized areas which, if developed as industrial parks, will promote industrial and transportation activities, thereby reducing the negative consequences of involuntary unemployment and enhancing the public health and welfare.

The Legislature found and declared that in order to promote and protect the health, safety, morals, and welfare of the public, that blighted conditions need to be eradicated and conservation measures instituted, and that redevelopment of such areas be undertaken; that to remove and alleviate adverse conditions it is necessary to encourage private investment and restore and enhance the tax base of the taxing districts in such areas by the development or redevelopment of project areas. The eradication of blighted areas and treatment and improvement of conservation areas and industrial park conservation areas by redevelopment projects was declared to be essential to the public interest.

The Legislature found and declared that the use of incremental tax revenues derived from the tax rates of various taxing districts in redevelopment project areas for the payment of redevelopment project costs is of benefit to the taxing districts since taxing districts located in redevelopment project areas would not derive the benefits of an increased assessment base without the benefits of tax increment financing. The taxing districts also benefit from the removal of blighted conditions, the eradication of conditions requiring conservation measures, and the development of industrial parks.

III. REDEVELOPMENT PROJECT AREA

A Redevelopment Project Area is defined as an area designated by the municipality, which is not less than one and one-half acres in size and the municipality finds that there are conditions which cause the area to be classified as a blighted area, a conservation area, an industrial park conservation area or a combination of both blighted and conservation areas.

The boundary of the RPA was determined after a thorough consideration of the available information. As illustrated on **Map 1**, the RPA generally includes the parcels on one side or both sides of the following roadway segments: Leland Street between Argyle Street and Rochester Street; Milwaukee Road between Bruce Street and Rochester Street; Carroll Street between W. Lanark Avenue and Princess Street; US Route 52 / IL Route 64 between the western limits of the City and Broad Street (IL Route 73); Broad Street (IL Route 73) between Claremont Street and US Route 52 / IL Route 64; Broad Street (IL Route 73) at the northern limits of the City; W. Lanark Avenue between Pearl Street and US Route 52 / IL Route 64. The proposed area also includes the parcels between Rochester Street and E. Lanark Avenue, which are north of the Iowa, Chicago and Eastern Railway.

Four distinct sub-areas characterize the RPA. The northern sub-area is located along IL Route 73 at the northern limits of the City and includes industrial uses. The northeast portion of the RPA is located east of IL Route 73 and includes vacant land zoned for industrial development. The central sub-area includes the areas adjacent to the Iowa, Chicago and Eastern Railway and IL Route 73. This area is one of the oldest parts of Lanark and is comprised of primarily commercial, industrial and residential land uses. Finally, the southern sub-area is located along US Route 52 / IL Route 64. This area contains primarily commercial and residential land uses. The existing land uses in the RPA are illustrated on **Map 2**.

MAP RP1: TIF BOUNDARY

MAP RP2: EXISTING LAND USE

IV. REDEVELOPMENT PLAN

A. REDEVELOPMENT SITES

1. Medallion Cabinetry

Medallion Cabinetry, Inc., a subsidiary of Elkay Manufacturing Company, intends to reopen the manufacturing facility at the northeast corner of Rochester Street and the Illinois, Chicago and Eastern Railway. The facility has been idle for several years. The new operation will require some improvements to the site and nearby infrastructure. For example, an improvement to Leland Street is being considered which would provide better tractor-trailer access to the site.

2. Industrial Park Conservation Area

The City will seek industrial uses that complement the existing industrial base in the community and the future Medallion Cabinetry operation. Existing businesses with expansion needs may desire a location in the new industrial area, which would provide an opportunity for smaller businesses to locate in the community. While this filtering effect will signal a growing economy and increased opportunities, consistent efforts should be made to attract users to both the new industrial area and existing facilities.

3. US Route 52/IL Route 64 and IL Route 73 – Northeast Corner

This now vacant site was previously utilized as a gas station, which suggests that an investigation into environmental contamination may be necessary depending on the future use of the property. The site is planned for a retail or service commercial use given the location on a corner at the convergence of U.S. and State Highways. According to the Illinois Department of Transportation (IDOT), an average of 3,500 vehicles travel pass the site each day. A cross access agreement between this site and the Brothers Inn Family Restaurant to the east should be explored during development of the site to accommodate more efficient access and lessen any impact to the operation of the intersection. Also, a shared parking agreement may be beneficial to both properties and would increase the utilization of parking areas.

4. Routes 52/64 and Route 73 – Northwest Corner

A portion of this site is utilized by the Rolling Hills Progress Center, but is primarily vacant. It is planned for commercial uses similar to the previously discussed site given its excellent location.

5. North IL Route 73 (Broad Street)

The area along IL Route 73 near the City's northern limits contains a mix of industrial and residential uses. New industrial or commercial development in this area should be more sensitive to the adjacent residences. The area may support commercial uses as it is limited in the surrounding area and this area is the gateway to the community. According to IDOT, approximately 3,500 vehicles pass this area each day.

6. W. Lanark Avenue and Routes 52/64 – Northeast corner

The site includes an F/S gas station/convenience store along Routes 52/64. The northern (back) portion of the site is used for liquid propane storage, but is largely unutilized. New

commercial, office or multi-family development would be appropriate in this back portion as it could provide a transition to the adjacent single-family residences.

7. South of W. Lanark Avenue and Routes 52/64

A mix of commercial and residential uses occupy the properties south of the intersection of W. Lanark Avenue and Routes 52/64. Some of the buildings are not of the size or configuration to accommodate current day development. Redevelopment of this area should include primarily commercial uses.

8. Broad Street (IL Route 73) and Milwaukee Road – Northwest corner

This block contains residential uses, industrial uses and the City's water tower. A motel that has been converted into apartments is located at the corner. Only one of the four units, however, is occupied. This property could be rehabilitated or converted into a commercial use.

9. Rochester Street / I, C & E Railway

This block includes a former Kelley Williamson Mobil gas station site, outdoor storage and residential uses. Redevelopment of the properties should include uses that complement the adjacent Elkay property and are sensitive to the nearby residences.

10. North side of Carroll Street

The lots along the north side of Carroll Street include primarily industrial uses and a large amount of outside storage. Development in this area should consist of light industrial uses and offices associated with these operations as residences are across the Carroll Street right-of-way to the south. Outdoor storage should be kept to a minimum. If the shallow configuration of the lots in this area prohibits light industrial and office development, multi-family development should be explored.

11. South side of Carroll Street

The south side of Carroll Street is primarily a residential area. The vacant lots are probably a result of the industrial uses across the Carroll Street right-of-way. Improving the aesthetics of these industrial uses and attracting uses more compatible to residential such as light industrial and office will be necessary to attract residential investment in this area.

MAP RP3: PROPOSED FUTURE LAND USE

B. ELIGIBLE REDEVELOPMENT PROJECT COSTS

Eligible 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 a redevelopment plan and a redevelopment project. Such costs include, but are not limited to, the following:

1. Costs of studies, surveys, development of plans, and specifications, implementation and administration of the redevelopment plan including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning or other services, provided however that no charges for professional services may be based on a percentage of the tax increment collected.
2. The cost of marketing sites within the redevelopment project area to prospective businesses, developers and investors.
3. Property assembly costs, including but not limited to acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers and the clearing and grading of land.
4. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures and leasehold improvements.
5. Costs of the construction of public works or improvements.
6. Costs of job training and retraining projects, including the cost of "welfare to work" programs implemented by businesses located within the redevelopment project area.
7. 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.
8. To the extent the municipality by written agreement accepts and approves the same, all or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the redevelopment plan and project.
9. An elementary, secondary, or unit school district's increased costs attributable to assisted housing units located within the redevelopment project area pursuant to the Act.
10. 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 the requirements of the Act.
11. Payment in lieu of taxes.

12. Costs of job training, retraining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts pursuant to the Act.
13. Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project pursuant to the Act.

C. ESTIMATED REDEVELOPMENT PROJECT COSTS

The following table provides an Itemized list of the estimated redevelopment project costs.

Table 1: Estimated Redevelopment Project Costs

Category	Cost
Studies, surveys, plans, etc.	\$300,000
Marketing	\$175,000
Property assembly, acquisition, site preparation	\$1,250,000
Rehab, reconstruction, repair, remodeling	\$1,100,000
Construction of public works or improvements	\$2,500,000
Job training	\$500,000
Financing costs	\$550,000
Taxing districts capital costs	\$100,000
School districts increased costs	\$100,000
Relocation	\$200,000
Interest costs incurred by a redeveloper	\$400,000
Total	\$7,175,000

All costs are stated in 2005 prices and are preliminary estimates. The City reserves the right to increase the costs to reflect inflationary increases and other unforeseen or uncontrollable circumstances between 2005 and the time of implementation. Also, the City reserves the right to increase particular project costs to the extent that others are reduced or not implemented, without amending this Plan.

D. SOURCES OF FUNDS TO PAY REDEVELOPMENT PROJECT COSTS

The primary source for funding the Redevelopment Project Costs will be the incremental property tax revenues generated from the District. Other sources of funds may include grants, bond proceeds, proceeds from the sale or lease of property, special assessments on property in the RPA, sales tax revenues and general fund revenues.

The economic feasibility of the RPA is largely dependent on the incremental tax revenues generated from the District. There are three critical components in determining the economic feasibility of a tax increment finance district: New development increases in property value, inflation driven increases in property value, and the change in the full value tax rate. In projecting the future increment and income generated by the District, assumptions were made for each of the above-mentioned critical components. These assumptions are identified below. **Table 2** presents the projected income for the RPA commencing in 2006 and running over the 23-year life of the District to 2028.

1. New Development Activities

The District is projected to realize **\$4,300,000** in new **equalized assessed value** over its anticipated 20-year life.

2. Inflation Rate

The EAV of the RPA has decreased an average of 0.62% per year, but is expected to increase in later years as investment is made in the District. Therefore, inflation is assumed to be about **zero percent (0%)** over the life of the RPA as EAV declines and increases would be essentially equal.

3. Tax Rate

The tax rate is assumed to be **\$7.97** per \$1,000 of valuation for the life of the District.

Table 2: Projected Incremental Property Tax Revenues (2006 – 2028)

	Year	Jan. 1 RPA EAV	Development Activity	Development Increment	Dec. 31 RPA EAV	Incremental EAV	Tax Rate	Incremental Property Tax
1	2006	2,325,713	\$0	\$0	\$2,325,713	\$0	0.0797	\$0
2	2007	2,325,713	\$750,000	\$0	\$2,325,713	\$0	0.0797	\$0
3	2008	2,325,713	\$75,000	\$0	\$2,325,713	\$0	0.0797	\$0
4	2009	2,325,713	\$75,000	\$750,000	\$3,075,713	\$750,000	0.0797	\$59,812
5	2010	3,075,713	\$750,000	\$75,000	\$3,150,713	\$825,000	0.0797	\$65,793
6	2011	3,150,713	\$175,000	\$75,000	\$3,225,713	\$900,000	0.0797	\$71,774
7	2012	3,225,713	\$75,000	\$750,000	\$3,975,713	\$1,650,000	0.0797	\$131,586
8	2013	3,975,713	\$750,000	\$175,000	\$4,150,713	\$1,825,000	0.0797	\$145,542
9	2014	4,150,713	\$175,000	\$75,000	\$4,225,713	\$1,900,000	0.0797	\$151,523
10	2015	4,225,713	\$75,000	\$750,000	\$4,975,713	\$2,650,000	0.0797	\$211,335
11	2016	4,975,713	\$750,000	\$175,000	\$5,150,713	\$2,825,000	0.0797	\$225,291
12	2017	5,150,713	\$175,000	\$75,000	\$5,225,713	\$2,900,000	0.0797	\$231,272
13	2018	5,225,713	\$75,000	\$750,000	\$5,975,713	\$3,650,000	0.0797	\$291,084
14	2019	5,975,713	\$75,000	\$175,000	\$6,150,713	\$3,825,000	0.0797	\$305,040
15	2020	6,150,713	\$75,000	\$75,000	\$6,225,713	\$3,900,000	0.0797	\$311,021
16	2021	6,225,713	\$75,000	\$75,000	\$6,300,713	\$3,975,000	0.0797	\$317,002
17	2022	6,300,713	\$75,000	\$75,000	\$6,375,713	\$4,050,000	0.0797	\$322,983
18	2023	6,375,713	\$50,000	\$75,000	\$6,450,713	\$4,125,000	0.0797	\$328,965
19	2024	6,450,713	\$50,000	\$75,000	\$6,525,713	\$4,200,000	0.0797	\$334,946
20	2025	6,525,713	\$0	\$50,000	\$6,575,713	\$4,250,000	0.0797	\$338,933
21	2026	6,575,713	\$0	\$50,000	\$6,625,713	\$4,300,000	0.0797	\$342,921
22	2027	6,625,713	\$0	\$0	\$6,625,713	\$4,300,000	0.0797	\$342,921
23	2028	6,625,713	\$0	\$0	\$6,625,713	\$4,300,000	0.0797	\$342,921
	Total		4,300,000	4,300,000				\$4,872,664

The RPA may become contiguous to another RPA, or be separated only by a public right-of-way from another RPA at some point in the future. In this situation, the City may utilize net incremental property tax revenues received from the RPA to pay eligible redevelopment project costs, or obligations issued to pay such costs, in other contiguous RPAs or RPAs separated only by a public right-of-way, and vice versa. The amount of revenue from the RPA made available to support such contiguous RPAs, or those separated only by a public right-of-way, when added to all amounts used to pay eligible redevelopment project costs within the RPA, shall not at any time exceed the total redevelopment project costs described in Table 1 of this Redevelopment Plan.

E. NATURE AND TERM OF OBLIGATIONS TO BE ISSUED

The financial plan of the Redevelopment Plan is intended to establish a conservative public expenditure approach. Revenues will be accumulated in the special tax allocation fund to pay for Redevelopment Project Costs. Where practical, expenditures will be made on a cash, or pay-as-you-go, basis. This method should not limit the City from undertaking initiatives designed to stimulate appropriate private investment in the Project Area.

Certain redevelopment projects may be of such a scale or on such a timetable as to preclude financing on a cash basis. These projects may be funded by the use of tax increment revenue obligations issued pursuant to the Act for a term not to exceed December 31st of the year after the 23rd year. Consistent with the conservative nature of the financial plan for this Redevelopment Program, the highest priority for the issuance of tax increment revenue obligations shall occur when the commitment is in place for private sector investment necessary to fund the amortization of such obligations.

All obligations are to be covered after issuance by projected and actual tax increment revenues and by such debt service reserved and sinking funds as may be provided by ordinance. Revenues not required for the retirement of obligations providing for reserves, sinking funds, and anticipated Redevelopment Project Costs may be declared surplus and become available for distribution annually to the taxing districts in the Project Area.

One or more issues of obligations may be sold at one or more times in order to implement this plan in accordance with law.

F. CURRENT EAV OF THE PROJECT AREA

The current EAV (2005) of the RPA is **\$2,325,713**.

G. ESTIMATED EAV OF THE PROJECT AREA

The EAV of the RPA after completion of the Plan and Program (2028) is estimated to be **\$6,625,713**.

H. IMPACT ON TAXING DISTRICTS

The Act requires an assessment of any financial impact of the redevelopment project area on or any increased demand for services from any taxing district affected by the plan and any program to address such financial impact or increased demand.

1. Highland Community College

Any financial or service demands from the District would be insignificant from development planned in the District compared to the territory and population that the Community College serves.

2. Lanark-Eastland School District #308

The primary intent of the District is to improve the existing housing stock in the District. Rehabilitation efforts combined with any new construction should not significantly increase the number of students enrolled in the School District.

3. Rock Creek – Lima Township

Any impact to Township services such as road and bridge construction and maintenance would be minimal.

4. Lanark Fire Protection District

Development in the RPA would increase the number of structures for the Fire Protection District to serve. However, new structures and building additions will be required to meet contemporary fire prevention standards. Also, some of the older, existing buildings in the District will be improved which will decrease the threat of fire and need for emergency services.

5. Carroll County

The planned industrial and commercial uses should not affect the types of services that the County provides and the number of new residents will be minimal. A strengthened economy in Lanark and the surrounding areas may reduce demands for some of the social services.

6. City of Lanark

The City may experience increased financial and service demands as it relates to maintenance of infrastructure in the City. However, development may provide opportunities to remedy or improve existing problems. The Police Department should not be overly burdened by development in the District. Crime may decrease as the local economy improves.

7. Lanark Library District

The planned industrial and commercial uses should not affect the types of services that the Library District provides.

I. INDUSTRIAL PARK PROVISION

For an RPA with an industrial park conservation area, the Act requires that the plan include a general description of any proposed developer, user and tenant of any property, a description of the type, structure and general character of the facilities to be developed, a description of the type, class and number of new employees to be employed in the operation of the facilities to be developed.

A developer or specific developments have not yet been identified for the portion of the RPA designated as an industrial park conservation area. The City will seek industrial uses that complement the existing industrial base in the community and the future Medallion Cabinetry operation.

J. COMMITMENT TO FAIR EMPLOYMENT PRACTICES

The City will require each private developer entering into an agreement with the City, in connection with the development of the RPA, to utilize fair employment practices, including an affirmative action plan.

K. PLAN AMENDMENT PROVISIONS

This Redevelopment Plan and Project may be amended pursuant to the provisions of the Act. Changes, which include the following, may only be made after the municipality gives notice, convenes a joint review board, and conducts a public hearing pursuant to the Act.

1. Add additional parcels of property to the proposed redevelopment project area
2. Substantially affect the general land uses proposed in the redevelopment plan
3. Substantially change the nature of or extend the life of the redevelopment project, or
4. Increase the number of inhabited residential units to be displaced from the redevelopment project area, as measured from the time of creation of the redevelopment project area, to a total of more than 10.

Changes, which do not include the above, may be made without a further hearing, provided that the municipality shall give notice of any such changes by mail to each affected taxing district and registrant on the interested parties registry and by publication in a newspaper of general circulation within the affected taxing district pursuant to the Act.

V. FINDINGS AND CERTIFICATIONS

On the basis of the Eligibility Report and this Redevelopment Plan, the City Council of Lanark, Illinois, can make the following findings pursuant to Section 11-74.4-3(n) of the Act.

A. NOT SUBJECT TO GROWTH

The City finds that 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.

The Eligibility Report documents the physical conditions in the RPA, which have limited private investment. The lack of investment is quantified by the EAV figures for the RPA. The EAV has declined an average of 0.62% per year over the past five years while the balance of the City has increased an average of 2.58% over the same time period.

B. CONFORMANCE WITH COMPREHENSIVE PLAN

The City finds that the redevelopment plan and project conform to the comprehensive plan for the development of the municipality as a whole.

Currently, the City does not have a Comprehensive Plan for development, but the Redevelopment Plan and Program conforms to the City's Zoning Ordinance. Implementation of the Plan and Program will promote development in the RPA that is orderly, harmonious with nearby land uses and enhances and the health and welfare of the community.

C. LABOR SURPLUS MUNICIPALITY

The City finds that the municipality is a labor surplus municipality and that the implementation of the redevelopment plan will reduce unemployment, create new jobs and by the provision of new facilities enhance the tax base of the taxing districts that extend into the redevelopment project area.

As indicated in the Eligibility Report, the unemployment rate in the City exceeds 6% and is greater than the national average. Implementation of the Plan will allow the City to provide increased employment opportunities to the residents of the area. Investment in new and expanded facilities will increase the tax base of the taxing districts.

D. HOUSING IMPACT

The Act requires a housing impact study if the RPA includes 75 or more inhabited residential units or the Redevelopment Plan will result in the displacement of residents from 10 or more inhabited units.

The RPA includes 73 residential units and fewer than 10 residential units will be displaced as a result of the Redevelopment Plan. Therefore, a housing impact study is not required. One of the primary goals of the Redevelopment Plan is to improve the conditions of the existing residences in the RPA.

E. ESTIMATED DATE OF COMPLETION / RETIREMENT OF OBLIGATIONS

It is estimated that the RPA will be completed on or before December 31, 2030 (the 23rd year after the year in the which the Redevelopment Project Area was adopted). All obligations issued to finance redevelopment project costs are estimated to be retired on or prior to that date.

Appendix 1: Legal Description

The Redevelopment Project Area is located in the Northwest Quarter (NW ¼), Northeast Quarter (NE ¼), Southwest Quarter (SW ¼) and Southeast Quarter (SE ¼) of Section 5 and the Northwest Quarter (NW ¼) of Section 8, Township 24 North, Range 6 East of the Fourth Principal Meridian, City of Lanark, Carroll County, Illinois.

Beginning at the northeast corner of Section 5; thence south along the east line of Section 5 to the south line of Iowa, Chicago and Eastern Railroad right-of-way (ROW); thence west along the south line of Iowa, Chicago and Eastern Railroad ROW to the east line of the Princess Street ROW; thence south along the east line of the Princess Street ROW to the south line of the Carroll Street ROW; thence west along the south line of the Carroll Street ROW to the east line of the Rochester Street ROW; thence south along the east line of the Rochester Street ROW to the northwest corner of Lot 6 in Block 25 of the Original Town; thence west across the Rochester Street ROW to the northeast corner of Lot 10 in Block 26 of the Original Town; thence west along the north line of Lots 10, 9, 8, 7 and 6 in Block 26 of the Original Town to the northwest corner of Lot 6 also being the east line of the Argyle Street ROW; thence west across the Argyle Street ROW to the northeast corner of Lot 12 in Block 27 of the Original Town; thence west along the north line of Lots 12, 11 and 10 in Block 27 of the Original Town to the northwest corner of Lot 10; thence south along the west line of Lot 10 in Block 27 of the Original Town to southwest corner of Lot 10 also being the north line of the Locust Street ROW; thence south across the Locust Street ROW to the northwest corner of Lot 15 in Block 34 of the Original Town; thence south along the west line of Lots 15 and 10 in Block 34 of the Original Town to the southwest corner of Lot 10 also being the north line of the Franklin Street ROW; thence south across the Franklin Street ROW to the northwest corner of Lot 15 in Block 39 of the Original Town; thence south along the west line of Lots 15 and 3 in Block 39 of the Original Town to the southwest corner of Lot 3 also being the north line of the Prairie Street ROW; thence south across the Prairie Street ROW to the northwest corner of Lot 3 in Block 12 of Irvin's Addition; thence south along the west line of Lots 3 and 9 in Block 12 of Irvin's Addition to the southwest corner of Lot 9 also being the north line of the Pearl Street ROW; thence southeasterly across the Pearl Street ROW to a point on the south line of the Pearl Street ROW that is 151 feet east of the east line of the Broad Street ROW; thence south parallel with the East line of the Broad Street ROW 308 feet to the north line of the School Drive ROW; thence east along the north line of the School Drive ROW to a point 264 feet east of the east line of the Broad Street ROW; thence south parallel with the east line of the Broad Street ROW to the north line of Atherton's Subdivision; thence west along the north line of Atherton's Subdivision 151 feet; thence south parallel with the east line of the Broad Street ROW 155 feet to the north line of the Pleasant Street ROW; thence southwesterly across the Pleasant Street ROW to the northeast corner of Lot 4 in Block 1 of Atherton's Subdivision; thence south along the east line of Lot 4 in Block 1 of Atherton's Subdivision 209.1 feet to the southeast corner of Lot 4 also being the south line of Atherton's Subdivision; thence east along the south line of Atherton's Subdivision to the southeast corner of Lot 5 in Block 1 of Atherton's Subdivision; thence south 90 feet parallel with the east line of the Broad Street ROW; thence east parallel with the south line of Atherton's Subdivision 132 feet; thence south parallel with the east line of the Broad Street ROW 123 feet; thence west parallel with the south line of Atherton's Subdivision 145 feet; thence south parallel with the east line of the Broad Street ROW to the south line of the US Route 52 / IL Route 64 ROW; thence west along the south line of the US Route 52 / IL Route 64 ROW to the west line of the NE ¼ of the NW ¼ of Section 8; thence South 49 degrees 46 minutes 20 seconds West 970.23 feet; thence South 10 degrees 35 minutes 38 seconds West 662.83 feet to the south line of the NW ¼ of the NW ¼ of Section 8; thence south parallel with the west line of the NW ¼ of Section 8 200 feet; thence west parallel with the north line of the NW ¼ of

Section 8 470.02 feet to the west line of the NW ¼ of Section 8; thence north along the west line of the NW ¼ of Section 8 to the northwest corner of Section 8; thence north along the west line of the SW ¼ of Section 5 to the north line of the US Route 52 / IL Route 64 ROW; thence east along the north line of the US Route 52 / IL Route 64 ROW to the west line of the West Lanark Avenue ROW; thence north along the west line of the West Lanark Avenue ROW to the northeast corner of the Southview Subdivision; thence west along the north line of the Southview Subdivision 671.77 feet to the northwest corner of the Southview Subdivision also being the west line of the SW ¼ of Section 5; thence north along the west line of the SW ¼ of Section 5 930.40 feet to the southwest corner of the Westview Subdivision; thence east along the south line of the Westview Subdivision to the east line of the West Lanark Avenue ROW; thence south along the east line of the West Lanark Avenue ROW to the north line of the Hanabarger Avenue ROW; thence east along the north line of the Hanabarger Avenue ROW to the east line of the Hill Street ROW; thence south across the Hanabarger Avenue ROW to the northwest corner of the Crestview Court Subdivision; thence south along the west line of the Crestview Court Subdivision to the southwest corner of the Subdivision; thence east along the south line of the Crestview Court Subdivision to the southeast corner of the Subdivision; thence South 87 degrees 48 minutes 54 seconds East 218.18 feet; thence North 23 degrees 48 minutes 43 seconds West 145.36 feet; thence North 5 degrees 30 minutes 32 seconds West 135.45 feet; thence North 88 degrees 48 minutes 25 seconds East 223.94 feet; thence South 3 degrees 51 minutes 7 seconds East 96.86 feet; thence North 89 degrees 55 minutes 14 seconds East 399.53 feet; thence South 3 degrees 9 minutes 34 seconds West 171.07 feet; thence North 89 degrees 8 minutes 13 seconds East 246.93 feet; thence north parallel with the west line of the Broad Street ROW to the north line of the Parker Court ROW; thence east along the north line of the Parker Court ROW to the west line of the Broad Street ROW; thence east parallel with the north line of the Parker Court ROW to the east line of the Broad Street ROW; thence south along the east line of the Broad Street ROW to the north line of the School Drive ROW; thence east along the north line of the School Drive ROW 58 feet; thence north parallel with the east line of the Broad Street ROW 231 feet; thence west parallel with the north line of the School Drive ROW 58 feet to the east line of the Broad Street ROW; thence west parallel with the north line of the School Drive ROW to the west line of the Broad Street ROW; thence north along the west line of the Broad Street ROW to the south line of the Prairie Street ROW; thence west along the south line of the Prairie Street ROW to the northeast corner of Lot 6 in Block 11 of Irvin's Addition; thence north across the Prairie Street ROW to the southeast corner of Lot 3 in Block 8 Irvin's Addition; thence north along the east line of Lot 3 in Block 8 Irvin's Addition and Lot 15 in Block 40 Original Town to the northeast corner of Lot 15 also being on the south line of the Franklin Street ROW; thence north across the Franklin Street ROW to the southeast corner of Lot 10 in Block 33 Original Town; thence north along the east line of Lots 10 and 15 in Block 33 Original Town to the northeast corner of Lot 15 also being on the south line of the Locust Street ROW; thence north across the Locust Street ROW to the southeast corner of Lot 10 in Block 28 Original Town; thence north along the east line of Lot 10 in Block 28 Original Town 62 feet; thence east 15 feet to a point on the west line of Lot 7 in Block 28 Original Town that is 4 feet north of the southwest corner of Lot 7; thence north along the west line of Lot 7 in Block 28 Original Town 25 feet to the northwest corner of Lot 7; thence west 15 feet to a point on the east line of Lot 10 in Block 28 Original Town that is 87 feet north of the southeast corner of Lot 10; thence north along the east line of Lot 10 in Block 28 Original Town to the northeast corner of Lot 10; thence west along the north line of Lots 10, 11 and 12 in Block 28 Original Town to the northwest corner of Lot 12 also being the east line of the Boyd Street ROW; thence south along west line of Lot 12 in Block 28 Original Town to the southwest corner of Lot 12 also being the north line of the Locust Street ROW; thence south across the Locust Street ROW to the northwest corner of Lot 13 in Block 33 Original Town; thence west across the Boyd Street ROW to the northeast corner of Lot 1 in Block 32 Original Town; thence west along the north line of Lot 1 in Block 32

Original Town to the northwest corner of Lot 1; thence north across the Locust Street ROW to the southwest corner of Lot 10 in Block 29 Original Town; thence north along the west line of Lot 10 in Block 29 Original Town to the northwest corner of Lot 10; thence west along the north line of Lots 9, 8, 7 and 6 in Block 29 Original Town to the northwest corner of Lot 6 also being the east line of the Burns Street ROW; thence west across the Burns Street ROW to the northeast corner of Lot 10 in Block 30 Original Town; thence west along the north line of Lots 10, 9, 8, 7 and 6 in Block 30 Original Town to the northwest corner of Lot 6 also being the east line of the Bruce Street ROW; thence west across the Bruce Street ROW to the northeast corner of Lot 6 in Block 1 Cary's 1st Addition; thence west along the north line of Lots 6, 5 and 4 in Block 1 Cary's 1st Addition to the northwest corner of Lot 4; thence west along the north line of the south 120 feet of Block 1 Eby's 1st Addition to the east line of the West Side Street ROW; thence west across the West Side Street ROW to the south line of the north 165 feet of Lot 1 in Block 2 Eby's 1st Addition; thence north along the east line of Lot 1 in Block 2 Eby's 1st Addition to the northeast corner of Lot 1 also being the south line of the Carroll Street ROW; thence west along the south line of the Carroll Street ROW to the west line of the West Lanark Avenue ROW; thence north along the west line of the West Lanark Avenue ROW to the north line of the Iowa, Chicago and Eastern Railroad ROW; thence east along the north line of the West Lanark Avenue ROW to the west line of the Milwaukee Road ROW; thence north along the west line of the Milwaukee Road ROW to the north line of the Milwaukee Road ROW; thence east along the north line of the Milwaukee Road ROW to the west line of the Burns Street ROW; thence north along the west line of the Burns Street ROW to the north line of the Claremont Street ROW; thence east along the north line of the Claremont Street ROW to the east line of the Broad Street ROW; thence south along the east line of the Broad Street ROW to the northwest corner of Lot 7 in Block 15 Original Town; thence east along the north line of Lot 7 in Block 15 Original Town to the northeast corner of Lot 7; thence north along the east line of Lots 6 and 5 in Block 15 Original Town 53.60 feet; thence east along the south line of Lots 15, 14 and 13 in Block 15 Original Town to the southeast corner of Lot 13 also being the west line of the Argyle Street ROW; thence east across the Argyle Street ROW to the southwest corner of Lot 5 in Block 14 Original Town; thence east along the south line of Lots 5, 4 and 3 to the southeast corner of Lot 3 in Block 14 Original Town; thence north along the east line of Lot 3 in Block 14 Original Town to the northeast corner of Lot 3 also being the south line of the Claremont Street ROW; thence north across the Claremont Street ROW to the southwest corner of Lot 9 in Block 11 Original Town; thence east along the north line of the Claremont Street ROW to the west line of the Rochester Street ROW; thence north along the west line of the Rochester Street ROW to the south line of the Leland Street ROW; thence west along the south line of the Leland Street ROW to the northeast corner of Lot 13 in Block 10 Original Town; thence north along the west line of the Argyle Street ROW to the northeast corner of Lot 5 in Block 1 Stover and Phillip's 1st Addition; thence west along the north line of Lot 5 in Block 1 Stover and Phillip's 1st Addition to the northwest corner of Lot 5; thence west parallel with the north line of Lot 5 in Block 1 Stover and Phillip's 1st Addition 4 feet; thence north parallel with the east line of the Broad Street ROW to the southeast corner of Block 1 Stouffer's Addition; thence north along the east line of Block 1 Stouffer's 1st Addition to the south line of the north ½ of Lot 8 in Block 1 Stouffer's Addition; thence east along the south line of the north ½ of Lot 8 in Block 1 Stouffer's Addition to the east line of the Broad Street ROW; thence southwesterly to a point on the west line of the Broad Street ROW that is 578.50 feet south of the Northeast Corner of the NW ¼ of Section 5; thence west parallel with the north line of the NW ¼ of Section 5 100 feet; thence north parallel with the west line of the NW ¼ of Section 5 40 feet; thence west parallel with the north line of the NW ¼ of Section 5 10 feet; thence south parallel with the west line of the NW ¼ of Section 5 135 feet; thence west parallel with the north line of the NW ¼ of Section 5 112 feet; thence south parallel with the west line of the NW ¼ of Section 5 158 feet; thence west parallel with the north line of the NW ¼ of Section 5 200 feet; thence north parallel with

the west line of the NW ¼ of Section 5 300 feet; thence east parallel with the north line of the NW ¼ of Section 5 58 feet; thence north parallel with the west line of the NW ¼ of Section 5 170 feet; thence west parallel with the north line of the NW ¼ of Section 5 80 feet; thence north parallel with the west line of the NW ¼ of Section 5 324.27 feet to the north line of the NW ¼ of Section 5; thence east along the north line of the NW ¼ of Section 5 to the east line of the Broad Street ROW; thence south along the east line of the Broad Street ROW to a point 324.27 feet south of the north line of the NW ¼ of Section 5; thence west parallel with the north line of the NW ¼ of Section 5 267 feet; thence south parallel with the west line of the NW ¼ of Section 5 102 feet; thence east parallel with the north line of the NW ¼ of Section 5 76 feet; thence south parallel with the west line of the NW ¼ of Section 5 34 feet; thence east parallel with the north line of the NW ¼ of Section 5 150 feet to the west line of the Broad Street ROW; thence east across the Broad Street ROW to the north line of the south 2 feet of Lot 2 in Block 2 Stouffer's Addition; thence east along the north line of the south 2 feet of Lot 2 in Block 2 Stouffer's Addition to the west line of the east 40 feet of Lot 2; thence north along the west line of the east 40 feet of Lot 2 in Block 2 Stouffer's Addition 30 feet; thence east parallel with the south line of Lot 2 in Block 2 Stouffer's Addition 40 feet to the east line of Block 2 Stouffer's Addition; thence north along the east line of Block 2 Stouffer's Addition to the north line of the NE ¼ of Section 5; thence east along the north line of the NE ¼ of Section 5 to the Point of Beginning.

Appendix 2: List of PIN Numbers

1	06-000-043-00
2	06-000-044-00
3	06-000-045-00
4	06-000-046-00
5	06-000-046-10
6	06-000-048-00
7	06-000-048-10
8	06-000-049-00
9	06-000-049-10
10	06-000-065-20
11	06-000-065-30
12	06-000-070-00
13	06-000-071-00
14	06-000-073-00
15	06-000-076-00
16	06-000-077-00
17	06-000-087-00
18	06-000-091-00
19	06-000-093-00
20	06-000-095-00
21	06-000-097-00
22	06-000-099-00
23	06-000-103-00
24	06-000-104-00
25	06-000-117-00
26	06-000-121-00
27	06-000-129-00
28	06-000-132-00
29	06-000-132-30
30	06-000-135-00
31	06-000-136-00
32	06-000-173-00
33	06-000-174-00
34	06-000-175-00
35	06-000-176-00

36	06-000-176-10
37	06-000-181-00
38	06-000-500-00
39	06-000-501-00
40	06-000-502-00
41	06-000-503-00
42	06-000-504-00
43	06-000-505-00
44	06-000-510-00
45	06-000-547-00
46	06-000-550-00
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128	06-001-043-00
129	06-001-046-00
130	06-001-047-00
131	06-900-001-00
132	06-900-015-00
133	06-900-016-00
134	06-900-017-00
135	06-900-018-00
136	06-900-021-00
137	06-900-077-10