EXHIBIT 1

LEGAL DESCRIPTION

BELLWOOD NORTH TIF AREA

THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:

THAT PART OF NORTHEAST 1/4 OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, LYING NORTH OF THE SOUTH R.O.W LINE OF GRANT AVENUE
AND;
THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE EAST ALONG THE SOUTH LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 33 FEET, THENCE NORTH ALONG THE EAST R.O.W. LINE OF 25TH AVENUE 717.2 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF 25TH AVENUE AND THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THAT POINT BEING THE PONT OF BEGINNING, THENCE SOUTHEASTERLY ALONG SAID SOUTH LINE 148.06 FEET, MORE OR LESS, THENCE NORTH 207 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE NORTH R.O.W. LINE OF SAINT CHARLES ROAD, THENCE WEST ALONG SAID NORTH R.O.W. LINE 31.93 FEET, MORE OR LESS, THENCE NORTH 125 FEET TO A POINT, THAT POINT LYING ON THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE EAST ALONG SAID SOUTH LINE 25 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY AND THE EAST LINE EXTENDED OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID EAST LINE 288.4 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST LINE OF A 16 FOOT PUBLIC ALLEY AND THE SOUTH R.O.W. LINE OF GRANT AVENUE, THENCE EAST ALONG SAID SOUTH R.O.W. LINE 520 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE EXTENDED OF GRANT AVENUE AND THE EAST RIGHT OF WAY LINE OF 23RD AVENUE, THENCE NORTH ALONG SAID EAST R.O.W. LINE 315 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF GRANT AVENUE AND SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE EAST ALONG SAID SOUTH LINE 427.67 FEET, THENCE NORTH 116 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE SOUTH RIGHT OF WAY OF THE C.&N.W.R.Y., THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 1137.30 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE OF THE C.&N.W. R.Y. AND THE WEST LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE SOUTH ALONG WEST LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 30 NORTH ,

RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 628 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 30 NORTH , RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN AND THE SOUTH R.O.W. LINE EXTENDED OF GRANT AVENUE, THENCE WEST ALONG SAID SOUTH R.O.W. LINE 33 FEET, TO A POINT, THAT POINT BEING THE INTESECTION OF SOUTH R.O.W. LINE OF GRANT AVENUE AND THE WEST R.O.W. LINE OF 25TH AVENUE, THENCE SOUTH ALONG SAID WEST R.O.W. LINE 437 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF 25TH AVENUE AND THE NORTH R.O.W. LINE OF ST. CHARLES ROAD, THENCE SOUTHWESTERLY ALONG SAID NORTH R.O.W. LINE 200 FEET, MORE OR LESS, THENCE SOUTHEASTERLY 66 FEET, TO A POINT, THAT POINT BEING THE NORTHWEST CORNER OF LOT 2 OF THE JOHN GLOS' BELLWOOD DIVISION, A SUBDIVISION OF PART OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, LYING IN BLOCK 217, THENCE SOUTHEASTERLY ALONG THE WEST LINE OF SAID LOT 139 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE SOUTH LINE OF A 14 FOOT PUBLIC ALLEY, THENCE NORTHEASTERLY ALONG SAID SOUTH LINE 175.62 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF SOUTH LINE OF A 14 FOOT PUBLIC ALLEY AND WEST LINE OF THE 25TH AVENUE R.O.W., THENCE NORTHEASTERLY 89.81 FEET, MORE OR LESS, NORTHEASTERLY TO A POINT, SAID POINT BEING THE POINT OF BEGINNING.

AND;

THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHHEAST CORNER OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE NORTH 1301.02 FEET, MORE OR LESS, ALONG THE EAST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN TO A POINT, THAT POINT LYING ON THE SOUTH R.O.W. LINE EXTENDED OF GRANT STREET, THAT POINT BEING THE POINT OF BEGINNING, THENCE WEST ALONG SAID SOUTH R.O.W. LINE 33 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE EXTENDED OF GRANT AVENUE AND THE WEST RIGHT OF WAY LINE OF EASTERN AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 655.64 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTIOIN OF WEST R.O.W. LINE OF EASTERN AVENUE AND THE SOUTH R.O.W. LINE OF RAILROAD AVENUE, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 123.12 FEET TO A POINT, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 1187.12 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE OF RAILROAD AVENUE AND THE WEST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 217.74 FEET,

MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE OF RAILROAD AVENUE AND THE AND THE EAST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE SOUTH ALONG SAID EAST LINE 33 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST LINE OF A 16 FOOT PUBLIC ALLEY AND THE SOUTH R.O.W. LINE OF ERIE STREET, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 734.23 FEET, TO A POINT, THAT POINT BEING THE SOUTH R.O.W. LINE OF ERIE STREET THE EAST R.O.W. LINE OF MANNHEIM ROAD, THENCE SOUTHWESTERLY ALONG SAID EAST R.O.W. LINE 353 FEET, MORE OR LESS, THENCE EAST 1.65 FEET, THENCE SOUTHWESTERLY ALONG SAID EAST R.O.W. LINE 281.92 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF MANNHEIM ROAD AND THE NORTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE SOUTHEASTERLY ALONG SAID NORTH LINE 189.41 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE EXTENDED OF A 16 FOOT PUBLIC ALLEY AND THE EAST R.O.W. LINE OF FREDERICK AVENUE, THENCE SOUTH ALONG SAID EAST R.O.W. LINE 169.2 FEET, MORE OR LESS, TO A PONIT , THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF FREDERICK AVENUE AND THE NORTH R.O.W. LINE OF ST. CHARLES PLACE, THENCE SOUTHWESTERLY 96.25 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF FREDERICK AVENUE AND THE SOUTH R.O.W. LINE OF ST. CHARLES ROAD, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 147.26 FEET, THENCE SOUTH 124.89 FEET, THENCE EAST 8.98 FEET, THENCE SOUTH 6.46 FEET SOUTH TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE OF A 20 FOOT PUBLIC ALLEY THE EAST LINE EXTENDED OF A 20 FOOT PUBLIC ALLEY, THENCE SOUTH ALONG SAID EAST LINE 129.62 FEET SOUTH, MORE OR LESS, THENCE WEST 134 FEET TO A POINT, THAT POINT LYING ON THE EAST R.O.W. LINE OF MANNHEIM ROAD, THENCE SOUTHWEST 70.5 FEET TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF MANNHEIM ROAD AND BEING THE SOUTHEAST CORNER OF LOT 25 OF HULBERT'S SAINT CHARLES ROAD SUBDIVISION IN BLOCK 227, A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE WEST ALONG THE SOUTH LINE OF SAID PROPERTY 141.53 FEET TO A POINT, THAT POINT LYING ON THE WEST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID WEST LINE 81.25 FEET, MORE OR LESS, THENCE WEST 191.53 FEET, TO A POINT, THAT POINT LYING ALONG THE WEST R.O.W. LINE OF 42ND AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 472.84 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF THE 42ND AVENUE R.O.W. AND THE NORTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE SOUTHEASTERLY ALONG SAID NORTH LINE 192.6 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE OF A 16 FOOT PUBLIC ALLEY AND THE WEST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID WEST LINE 634.63 FEET TO A POINT, THAT POINT

BEING THE INTERSECTION OF THE WEST LINE OF A 16 FOOT ALLEY AND THE NORTH R.O.W. LINE OF ERIE STREET, THENCE EAST ALONG SAID NORTH R.O.W. LINE 141.56 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH R.O.W. LINE OF ERIE STREET AND THE WEST R.O.W. LINE OF MANNHEIM ROAD, THENCE NORTH ALONG SAID WEST R.O.W. LINE 52.39 FEET, THENCE WEST 141.56 FEET TO A POINT, THAT POINT LYING ON THE WEST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID WEST LINE 66.98 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST LINE OF A 16 FOOT PUBLIC ALLEY AND THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTHWESTERLY ALONG SAID SOUTH LINE 196.5 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF 42ND AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 440.96 FEET, MORE OR LESS , TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE EXTENDED OF 42ND AVENUE, AND THE NORTH R.O.W. LINE OF CHICAGO AVENUE, THENCE SOUTHEASTERLY ALONG SAID NORTH R.O.W 192.75 FEET, MORE OR LESS, THENCE NORTH 112 FEET, MORE OR LESS, THENCE EAST 159.48 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE EAST LINE OF THE NORTHEAST ¼ OF SECTION 8, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, THENCE SOUTH ALONG THE EAST LINE OF THE NORTHEAST ¼ OF SECTION 8, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 44.5 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON NORTH LINE OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN, THENCE EAST ALONG THE NORTH LINE OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN 2656.97 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN AND EAST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE SOUTH ALONG THE EAST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 1363 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE POINT OF BEGINNING.

AND;

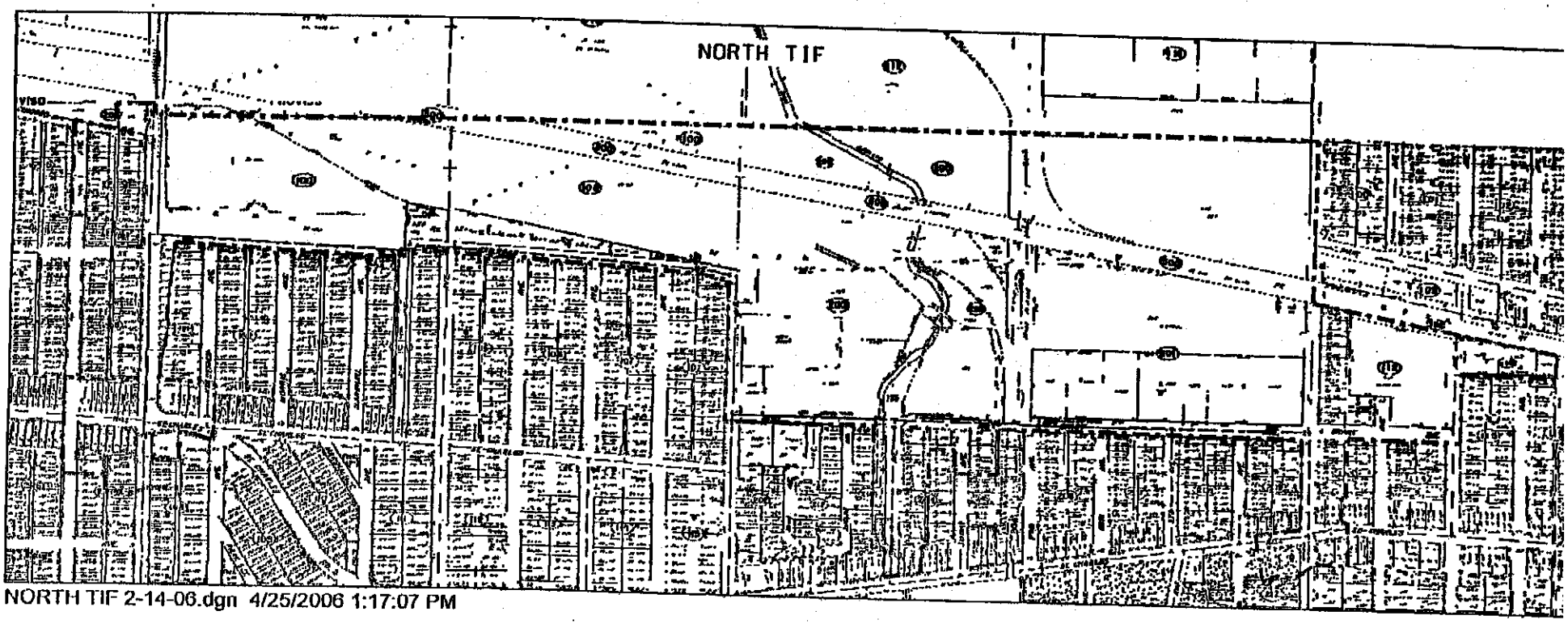
THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN, THENCE 33 FEET EAST TO A POINT, THAT POINT LYING ON THE EAST R.O.W. LINE OF EASTERN AVENUE, THENCE NORTH ALONG SAID EAST R.O.W. LINE 1273.02 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF EASTERN AVENUE AND THE SOUTH R.O.W. LINE OF GRANT AVENUE, THENCE EAST ALONG SAID SOUTH R.O.W. LINE 626.2 FEET TO A POINT, THAT POINT BEING THE

POINT OF BEGINNING, THENCE SOUTH 440 FEET, THENCE EAST 93.20 FEET MORE OR LESS, THENCE SOUTH 162.61 FEET MORE OR LESS, THENCE NORTHWESTERLY 35.31 FEET MORE OR LESS TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF 31ST AVENUE, THENCE SOUTH ALONG SAID WEST R.O.W. LINE 125 FT TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF 31ST AVENUE AND THE NORTH R.O.W. LINE OF ST. CHARLES ROAD, THENCE NORTHEASTERLY ALONG SAID NORTH R.O.W. 168.8 FEET, MORE OR LESS, THENCE NORTH 125 FEET TO A POINT, THAT POINT LYING ON THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTHEASTERLY ALONG SAID SOUTH LINE 32.8 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY AND THE EAST LINE EXTENDED OF A 14 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID EAST LINE 459 FEET, MORE OR LESS, THENCE EAST 120.29 FEET TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF 30TH AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 100 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF 30TH AVENUE AND THE SOUTH R.O.W. LINE OF GRANT AVENUE, THENCE WEST ALONG SAID SOUTH R.O.W. LINE 380.78 FEET TO A POINT, THAT POINT BEING THE POINT OF BEGINNING.

EXHIBIT 2

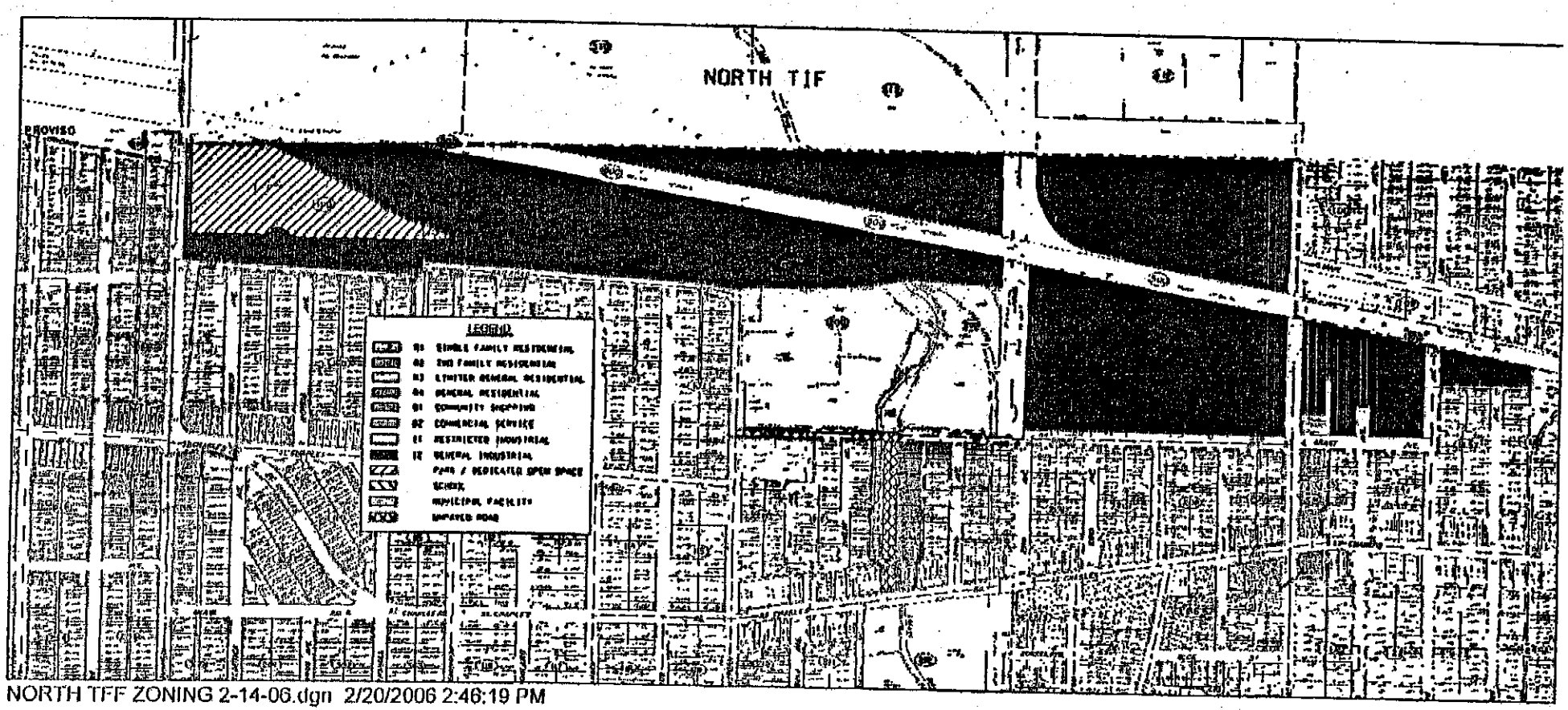
BOUNDARY MAP



NORTH TIF 2-14-06.dgn 4/25/2006 1:17:07 PM

EXHIBIT 3

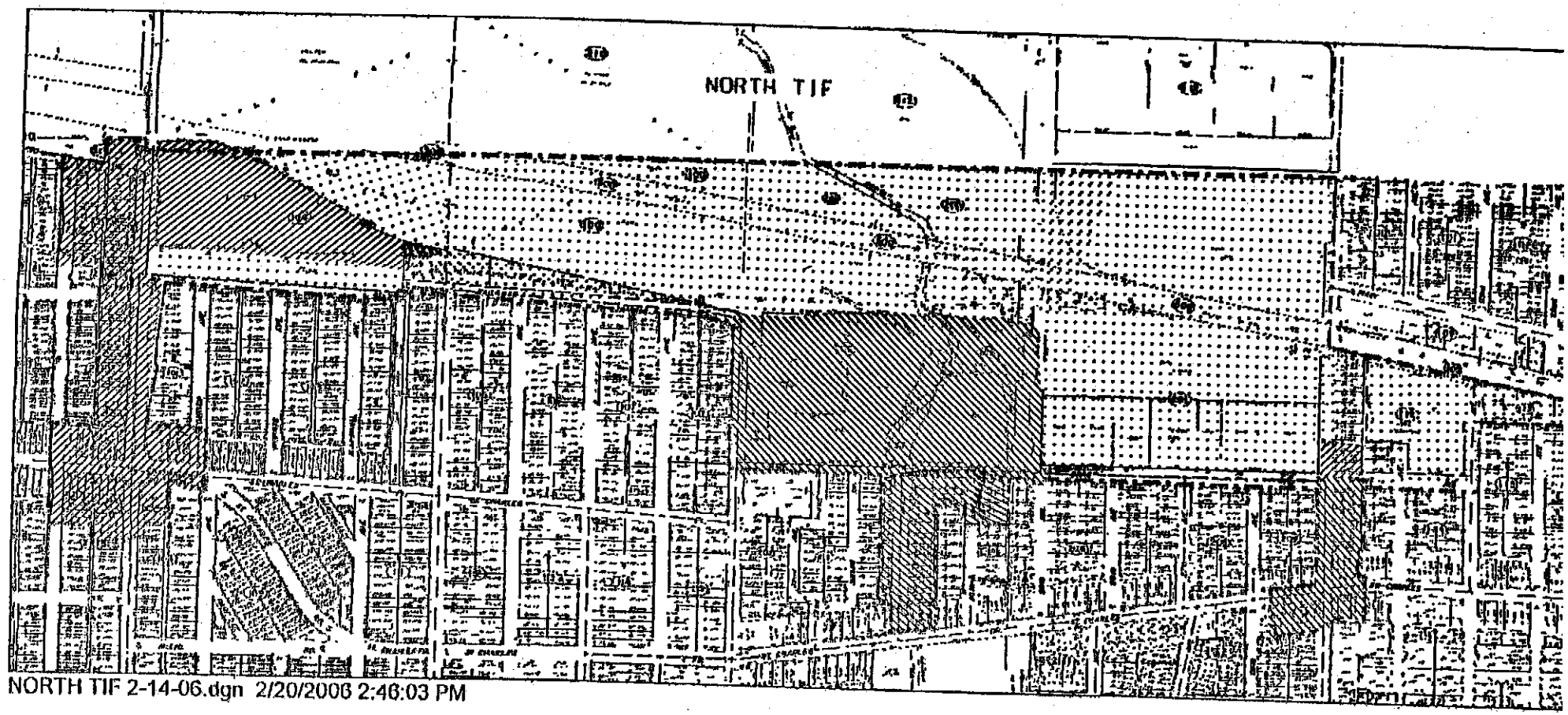
EXISTING LAND USE MAP



NORTH TFF ZONING 2-14-06.dgn 2/20/2006 2:46:19 PM

EXHIBIT 4

PROPOSED LAND USE MAP



Conditional Mixed Industrial/Commercial Uses

Uses Unchanged

EXHIBIT 5

TIF QUALIFICATION/DESIGNATION REPORT

VILLAGE OF BELLWOOD
TIF QUALIFICATION/DESIGNATION REPORT
NORTH TIF - TIF NO. 5

A study to determine whether all or a portion of an area located in the Village of Bellwood qualifies as a blighted improved area as set forth in the definition in the Tax Increment Allocation redevelopment Act of 65 ILCS Section 5/11-74.4-3, et seq. Of the Illinois Compiled Statutes, as amended.

Prepared For: Village of Bellwood, Illinois

Prepared By: Kane, McKenna and Associates, Inc.

April 2006

VILLAGE OF BELLWOOD
TIF QUALIFICATION REPORT
NORTH TIF NO. 5
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MAP

Proposed TIF Boundary and Study Area

EXHIBIT 1

Legal Description

I. INTRODUCTION AND BACKGROUND

In the context of planning for the Proposed Redevelopment Project Area (the "RPA") under the context of the Act (as herein defined under Section II of this report), the Village of Bellwood (the "Village") has authorized the study of the area in its entirety to determine whether it qualifies for consideration as a Tax Increment Financing (the "TIF") District. Kane, McKenna and Associates, Inc. ("KMA") has agreed to undertake the study of the area. The RPA is located in the northern most portion of the Village. The area currently consists of mostly industrial and commercial uses with some residential uses.

The area is generally bounded on the north by the Village boundaries and the Indiana Harbor Belt (IHB) Railroad, on the east by uses that front 25th Avenue, on the south by Grant Street, and on the west by 42nd Avenue. Street right-of-ways and railroad right-of-ways are intergraded throughout the RPA and are essential to the future redevelopment of the area, but are in need of overall upgrade so to provide adequate roadway and infrastructure support for the area.

The RPA is approximately 164 acres in size. The RPA includes one hundred and twenty (120) tax parcels according to the data available from the Cook County Assessor's office. Of these parcels, approximately 30% are designated as railroad parcels, or are exempt from property taxation.

Located on the parcels within the RPA are approximately ninety (90) buildings. Approximately ten (10) these buildings contain residential-related uses, which combine to contain approximately fifty-five (55) inhabited residential units. **However, the Village does not plan to dislocate ten (10) or more inhabited residential units as part of this redevelopment effort. As such, pursuant to the TIF act, as amended, this Report does not require housing impact study. If at some point in the future, the Village does intend to dislocate more than ten (10) inhabited residential units as part of this plan, the Village must amend this document and complete a Housing Impact Study.**

Additionally, approximately 60% of these structures are in excess of thirty-five (35) years in age. In part due to the advanced age of the majority of structures and facilities within the RPA, the area is characterized by a number of factors that serve as barriers to the Village's desire to enact a comprehensive redevelopment program to enhance and upgrade the area. For example, RPA's overall Equalized Assessed Evaluation (EAV) has not only declined for four (4) out of the last five (5) years, but has lagged behind the balance of the Village's EAV and the CPI (for all Urban Consumers) for four (4) out of five (5) years over the same period. The Village believes that a lack of private sector investment has, over time, led to increased deterioration of many of the area's buildings and site improvements.

As is common for communities with older industrial and commercial facilities, the area has limited loading and unloading provisions and lacks adequate parking provisions compared to standards for more modern industrial and commercial development. Additionally, the RPA as a whole has been negatively impacted by a lack of community planning. The RPA did not have the benefit, over the last several

decades, of developing under the guidelines of either a comprehensive plan or an economic development plan. An example of this relates to the high-level of traffic along 25th Avenue that creates problematic ingress/egress within the RPA due to competing industrial, commercial and residential generated traffic that coexists in part due to the allowance of conflicting land uses in earlier decades.

The RPA as a whole contains many parcels that are inadequate in size compared to today's modern standards. As a result, many of the buildings within the RPA seem to overcrowd the parcels of land they occupy, with minimum buffers, in many cases, separating overlapping land uses. A related overall problem for the RPA is its overall landlocked nature that over time has encouraged intense industrial and commercial uses of parcels in a manner that has resulted in excessive coverage of the buildings and auxiliary improvements on their parcels. Complicating this condition is an overall the lack of adequate parking facilities, the web of rail road infrastructure, which at one time was a great attribute for the original development of the area, but now contributes its overall layout and space limitations, which hinder the potential for the more modern development now desired by the Village.

As noted, many of the buildings within the RPA also lie directly adjacent (with minimal lot setbacks) to one another allowing for little, if any, buffering between commercial uses as well as neighboring residential uses. The area's dense inventory of commercial, industrial and retail uses, many times in direct adjacency with residential uses, exacerbates an already poor situation. The lack of available land between such land uses yields little redevelopment opportunity that otherwise could be promoted to help alleviate some of the detrimental conditions caused by such land use conflicts. As a result, in order for redevelopment to occur, a coordinated and enhanced effort is needed on the part of the Village to guide future development in a manner that will serve to mitigate such land use conflicts, and to provide sufficient land resources that will permit the institution of more modern land use management. In this context, it is critical that the Village to be placed in a position to promote, whenever possible, development projects that will preserve and then increase the community's property tax base, maintain and increase sales tax revenues, and retain and create jobs.

The majority of the site improvements within the RPA were found to have varying degrees of deterioration. Several buildings exhibited deteriorating or cracking exterior walls (including facades), rotting wood components, and broken windows. Many of the older commercial and industrial buildings in the RPA generally appear to have low clearance heights, compared to those demanded by modern industrial and commercial standards, inadequate buffering between users and poor ingress/egress via local roadways, and across railroad right-of-ways. Many of the area's industrial and commercial operations also appear to have limited parking that, in many cases, over extend and/or compete with designated dock facilities. Much of the parking utilized by many area operations appear to have been developed in the haphazard manner that may be expected given that many of the facilities were developed at a time prior to the importance of significant parking accommodations for employees and customers.

Many of the major roadways within the area, 25th Avenue and Grant Street, exhibit signs of deterioration primarily due to the intensity of truck and automobile traffic. Sections of the curbs and gutters within the area are cracked and in poor

condition. Sidewalks are only present in parts of the area, which is a hindrance to safe pedestrian traffic in areas adjacent to high volumes of vehicle traffic.

It is believed by the Village that the RPA can be a candidate for redevelopment if the obstacles discussed in this report are mitigated. Further, it is believed that the use of TIF can mitigate these negative obstacles that currently impede redevelopment.

The present existences of such conditions are the results of unguided development for the area, which were permitted to take place in prior decades. Further hindering the Village's plan to encourage redevelopment for the RPA is the overall age and deteriorated conditions related to much of the area's infrastructure. The qualification factors discussed within this Report qualify the RPA as a "blighted-improved area", as that term is hereinafter defined pursuant to 65 ILCS 5/11-74.4-3 et. seq., as amended.

OBJECTIVES

The Village's redevelopment objectives propose to enhance retail and mixed use residential opportunities. To achieve this objective the Village proposes the following guidelines:

- To promote and coordinate substantial private sector, mixed use redevelopment in and around the RPA.
- To encourage assist private sector efforts to implement site preparation efforts throughout the RPA in order to provide for land that will become suitable for new mixed-use projects.
- To implement a comprehensive program to upgrade the area's infrastructure.
- To assist and provide services to businesses and enterprises that seek relocation within the Village.

Given Village goals under its comprehensive planning process and the conditions briefly summarized above, the Village has made a determination that it is highly desirable to promote the redevelopment of the RPA. Without a plan for redevelopment, Village officials believe current conditions will worsen. The Village intends to create and implement such a plan in order to increase tax revenues associated with the Proposed RPA and to increase the community's tax base.

Given the condition of the RPA, the Village is favorably disposed toward supporting redevelopment efforts. However, the Village is determined that redevelopment takes place through the benefit and guidance of comprehensive economic planning by the Village. Through this coordinated effort, the area is expected to improve. Development barriers, inherent with current conditions within the RPA, which impede economic growth under existing market standards, are expected to be eliminated.

The Village has determined that redevelopment currently planned for the RPA may only be feasible with public finance assistance. The creation and utilization of a TIF redevelopment plan is intended by the Village to help provide the assistance required to eliminate conditions detrimental to successful redevelopment of the RPA.

The use of TIF relies upon induced private redevelopment in the RPA creating higher real estate value that would otherwise decline or stagnate without such investment, leading to increased property taxes compared to the previous land-use (or lack of use). In this way the existing tax base for all tax districts is protected and a portion of future increased taxes are pledged to attract the needed private investment.

II. QUALIFICTION CRITERIA USED

With the assistance of Village staff, Kane, McKenna and Associates, Inc. examined the RPA at various intervals that have taken place from December of 2003, through January 2006, and reviewed information collected for the area to determine the presence or absence of appropriate qualifying factors listed in the Illinois "Real Property Tax Increment Allocation Act" (hereinafter referred to as "the Act") Ch. 65 ILCS Section 5/11-74.4-1 et. seq. of the Illinois Compiled Statutes, as amended. The relevant sections of the Act are found below.

The Act sets out specific procedures, which must be adhered to in designating a redevelopment project area. By definition, a "Redevelopment Project Area" is:

> "an area designated by the municipality, which is not less in the aggregate than 1 ½ acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as a blighted area or a conservation area, or a combination of both a blighted area and conservation area."
>
> Under the Act, "blighted area" means, in part, any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where:
>
> (1) If improved, industrial, commercial and residential buildings or improvements are detrimental to the public safety, health or welfare because of a combination of five (5) or more of the following factors, each of which is (i) present, with that presence documented to a meaningful extent so that a municipality may reasonably find that the factor is clearly present within the intent of the act and (ii) reasonably distributed throughout the improved part of the redevelopment project area:
>
> (A) Dilapidation: An advanced state of disrepair or neglect of necessary repairs to the primary structural components of building or improvements in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.
>
> (B) Obsolescence: The condition or process of falling into disuse. Structures become ill-suited for the original use.
>
> (C) Deterioration: With respect to buildings, defects including, but not limited to major defects in the secondary building components such as doors, windows, porches, gutters and downspouts and fascia. With respect to surface improvements, that the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas evidence deterioration, including, but limited to, surface cracking, crumbling, potholes, depressions, loose paving material and weeds protruding through paved surfaces.

(D) Presence of Structures Below Minimum Code Standards: All structures that do not meet the standards of zoning, subdivision, building, fire and other governmental codes applicable to property, but not including housing and property maintenance codes.

(E) Illegal Use of Individual Structures: The use of structures in violation of applicable federal, State, or local laws, exclusive of those applicable to the presence of structures below minimum code standards.

(F) Excessive Vacancies: The presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent or duration of the vacancies.

(G) Lack of Ventilation, Light, or Sanitary Facilities: The absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke or other noxious airborne materials. Inadequate natural light and ventilation means the absence of skylights or windows for interior spaces or rooms and improper window sizes and amounts by room area to window area ratios. Inadequate sanitary facilities refer to the absence or inadequacy of garbage storage and enclosure, bathroom facilities, hot water and kitchens and structural inadequacies preventing ingress and egress to and from all rooms and units within a building.

(H) Inadequate Utilities: Underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines and gas, telephone and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the redevelopment project area; (ii) deteriorated, antiquated, obsolete or in disrepair; or (iii) lacking within the redevelopment project area.

(I) Excessive Land Coverage and Overcrowding of Structures and Community Facilities: The over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as one exhibiting excessive land coverage are: (i) the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and (ii) the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking or inadequate provision for loading service.

(J) Deleterious Land-Use or Layout: The existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses or uses considered to be noxious, offensive or unsuitable for the surrounding area.

(K) Environmental Clean-Up: The Proposed redevelopment project area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for the clean-up of hazardous waste, hazardous substances or underground storage tanks required by State or federal law, provided that the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.

(L) Lack of Community Planning: The Proposed redevelopment project area was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community plan or that the plan was not followed at the time of the area's development. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary development standards or other evidence demonstrating an absence of effective community planning.

(M) Equalized Assessed Value: The total equalized assessed value of the proposed redevelopment project area has declined for three (3) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated, or is increasing at an annual rate that is less than the balance of the municipality for three (3) of the last five (5) calendar years, for which information is available or increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three (3) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated.

III. THE STUDY AREA

The Study Area (and/or the RPA) includes those parcels in the area roughly bounded by the Village boundaries to the north, properties that front 25th Avenue to the east, Eastwood Avenue to the west, and Grant Street, Railroad Avenue, Erie Street and St. Charles Road to the south. The Study Area consists of one hundred and twenty (120) tax parcels, which are occupied by approximately ninety (90) existing buildings. The area is approximately 164 acres in size and contains approximately fifty-five (55) inhabited residential units **(However, the Village does not plan to dislocate ten (10) or more inhabited residential units as part of this redevelopment effort. As such, pursuant to the TIF act, as amended, this Report does not require housing impact study. If at some point in the future, the Village does intend to dislocate more than ten (10) inhabited residential units as part of this plan, the Village must amend this document and complete a Housing Impact Study.).** It is important to note, however, that the Study Area is currently dominated by commercial and industrial buildings with only approximately ten (10) residential-related structures.

The Study Area is comprised of a mix of commercial, industrial, residential and institutional uses. In evaluating the properties and their associated land uses within the RPA, KMA completed its analysis based on the "blighted area" criteria cited in 65 ILCS 5/11-74-3(a)(1) (the "Blighted Improved Area Definition"). The Blighted Improved Area Definition provides thirteen (13) factors in such definition of blighted area from which to determine a finding of a blighted area. The Act requires that evidence of at least five (5) of those factors must be present in order to qualify an area for consideration as a TIF District. The Study Area contains at least seven (7) of these qualification factors.

IV. METHODOLOGY OF EVALUATION

In evaluating the RPA's potential qualification as a TIF District, the following methodology was utilized:

1) Site surveys of the RPA were undertaken by representatives from KMA. site surveys were completed from each tract of land (based upon Sidwell blocks), within the area.

2) Exterior evaluation of structures, noting such conditions as depreciation, obsolescence and deleterious layout and land-use was completed. Additionally, 1999 through 2004 tax information from the Cook County Clerk's Office, Sidwell parcel tax maps, site data, local history (discussions with Village officials and staff), and an evaluation of area-wide factors that have affected the area's development (e.g., lack of community planning, deleterious land-use and layout, obsolete platting, etc.). KMA reviewed the area in its entirety. Village redevelopment goals and objectives for the area were also reviewed with Village officials. A photograph analysis of the area was conducted and was used to aid this evaluation.

3) Existing structures and site conditions were initially surveyed only in the context of checking, to the best and most reasonable extent available, criteria factors of specific structures and site conditions on the parcels. Some interior evaluations were also conducted.

4) The RPA was examined to assess the applicability of the different factors, required for qualification for TIF designation under the Act. Evaluation was made by reviewing the information and determining how each measured when evaluated against the relevant factors. The Study Area was examined to determine the applicability of the thirteen (13) different blighting factors for qualification for TIF designation under this statute.

V. QUALIFICATION OF PROPOSED RPA/FINDINGS OF ELIGIBILITY

As a result of KMA's evaluation of each parcel in the RPA and analysis of each of the eligibility factors summarized in Section II, the following factors are presented to support qualification of the RPA as a "blighted-improved area".

Blighted-Improved Qualification Factors

1. Deterioration of Buildings and Site Improvements- With respect to buildings, defects including, but not limited to major defects in the secondary building components such as doors, windows, porches, gutters and downspouts and fascia. With respect to surface improvements, that the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking and surface storage areas evidence deterioration, including, but limited to, surface cracking, crumbling, potholes, depressions, loose paving material and weeds protruding through paved surfaces.

   Deterioration can be evidenced in major or secondary building defects. For example, such defects include but are not limited to, defects in building components such as windows, porches, gutters, doors and brick mortar. Many of the structures and site improvements within the RPA exhibited various degrees of deterioration which require repairs, upgrades and replacement.

   Deterioration was evidenced in approximately eighty percent (80%) of the parcels located within the RPA. Portions of 25th Avenue and Grant Street need surface improvements. The area's roadways, alleys, curbs and gutters exhibit surface cracking, crumbling concrete and asphalt, potholes and weed growth.

   The majority of the structures displayed signs of deteriorated conditions defects including, but were not limited to, damaged fascias, doors, widows, and entryways, rotting wood, missing mortar, damaged gutters, eaves and downspouts (requiring replacement) and broken windows. Conditions found were characterized by occurrences that included the following:

   - Broken and missing brick or other exterior materials
   - Deterioration of brick and mortar
   - Buckled and caved in asphalt (or gravel base surfaces) and concrete driveways/walkways/parking/storage areas;
   - Surface cracking of pavement areas;
   - Potholes and depressions in roadways and parking areas;
   - Weeds protruding through paved and concrete areas.

2. Deleterious Layout and Land-Use- The existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses or uses considered to be noxious, offensive or unsuitable for the surrounding area.

According to Cook County records, and based on discussions with Village officials, much of the improvements found within the Study Area occurred during a period 40 to 70 years ago. This applies to more than one-half of the buildings and other improvements in the area. As a result, these properties were developed during a period before the Village had in place an effective community planning process to guide its zoning map and Plan Commission procedures. Properties were developed into land uses with little regard to adjacent land uses, and without foresight into the intensity of industrial and commercial operations present today. Thus, in terms of land uses, commercial/ retail, industrial and residential uses in some cases inappropriately overlap, when compared to the modern land use standards champion by land use planning practices employed by the Village over the last couple of decades, or exist in close proximity to each other with limited manmade or natural buffers to separate them from conflicting land uses. Additionally, the 25th Avenue and other local road corridors experience high levels of traffic congestion that are contributed to by the area's commercial and industrial business, which creates traffic conditions that have an adverse impact on the many residential areas that immediately border the corridors. In more recent years the Village has worked to plan land uses that would result in an appropriately scaled mixed-use environment that meets the changing desires of Bellwood residents. Inherent in this desire is a suggestion that the existing mix of land uses are not appropriate to meet the future needs of the community. These future uses would be planned in a way to eliminate the existing problems with inappropriate points of egress and ingress that have been created due to the mix of industrial, commercial and residential traffic along these various corridors during peak traffic hours. Such conditions lead to potentially unsafe traffic conditions that adversely contribute to poor traffic flow along the corridors. Future land use patterns to be promoted by the Village will promote more appropriate land uses that will be designed to improve traffic flows, and soften buffers between commercial and residential areas.

The lack of community planning has also played a role in the allowance of the area having in place several irregular shaped, parcels that are not suitable for the efficient operation of commercial enterprises. Such parcels contain uses that utilize virtually every foot of available land for operations, leaving no or little open space to offer appropriate buffers between uses. Businesses lie adjacent to one another with minimal, if any, frontage property in a manner that could present increased danger in the event of fire. This concern is critical given that the area also borders numerous residential neighborhoods located directly adjacent to the RPA. Again, these residential areas lie adjacent to the RPA with minimal buffering separating them from more intense land uses.

This mixture of dense commercial and industrial uses lying in such close proximity to residential uses illustrates an incompatible land use relationship and makes redevelopment of this area for strictly industrial and/or commercial purposes difficult.

The RPA contains older industrial and commercial buildings. Many of these buildings have low ceiling heights, shallow docks, limited parking and limited ingress and egress points.

3. Obsolescence- The condition or process of falling into disuse. Structures have become ill suited for the original use.

The RPA suffers from area-wide obsolescence connected in part to the factors of advancing deterioration of structures and site improvements, deleterious land-use and layout, aging infrastructure and excessive land coverage. The size and layout of most of the existing structures, as they were originally constructed, does not represent a design that accommodates the need of modern businesses and their customers. Lacking are many of the logistical features and efficiencies now common in more modern industrial and commercial facilities. This places most of these structures into an existing and/or growing state of either functional or economical obsolescence. The area's overall layout and building stock is representative of structures constructed during the 1940's through 1970's and does not readily lend itself to modern industrial and commercial business operations. For example, the need for large, paved, on-site parking areas and oversized truck docks were not a consideration when most of the facilities were originally constricted. As a result, over the years businesses have attempted to modify facilities, and utilized limited land area as a means to maximize competitive efficiencies. This has been hindered by the fact that these older facilities were built at a time when structures tended to utilize entire parcels, with no or limited building setbacks and landscaped areas. The functional need for extensive employee and customer parking areas were either non-existent or very low, or the transport and transfer of equipment and products required much less dock and loading areas. Such conditions hinder the type of mobility and accessibility demanded by today's industrial and commercial market place. Alternatively, even if sufficient land area could be created, the cost to retrofit the area's buildings for modern-day industrial and commercial efficiencies would be cost prohibitive and this fact signals that much of the area economically obsolete.

The area's obsolescence is particularly evident in the northern section of the RPA. Buildings lie back to back as alleyways double as service roads. These makeshift roads lack traffic signs or direction for flow of traffic. The existing alleyways are haphazard and difficult for truck traffic to navigate, which makes loading and unloading of goods difficult. Functional obsolescence is illustrated throughout the RPA due to the area's poor ingress and egress to streets and alleyways, lack of parking, lack of frontage property and lack of buffering found in today's commercial buildings.

Additionally, as noted by the Village's Fire Department: "...these building(s) are old and were in existence prior to most of our codes. Some of these buildings are large, and house many businesses. If someone were to build a similar structure today, fire sprinklers and alarm systems would...be required...." Thus, again, for this reason these older structures within RPA are not only functionally obsolescent, but economically obsolescent as well given the cost of such improvements versus their likely economic value.

4. Lack of Community Planning The redevelopment project area was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community plan or that the plan was not followed at the time of the area's development. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary development standards or other evidence demonstrating an absence of effective community planning.

   Much of the development that has occurred within the RPA took place in an era prior to modern community planning techniques, and/or occurred under a lack of comprehensive and coordinated planning.

   Lacking until recently has been effective and sustained economic development plans and strategies intended to address the coordinated redevelopment of the entire RPA. This is not to say that improvements did not take place over the years, but that they were implemented without the guidance of a master plan directed toward long-term benefit for the RPA. A lack of such efforts has contributed to the evolution of blighted factors currently present within the RPA.

   The lack of coordinated development in past decades, as well as the widening of Mannheim Road has left parcels that are inadequate in size and shape for contemporary development. This is evidenced by the narrow lots that the area's buildings set on, the lack of parking for the area's businesses, the high mix of commercial versus residential motor traffic on area roadways and the lack of buffering between various land uses.

   Additionally, the conflicts in land-uses described above were also permitted to advance without the benefit of contemporary development standards. Modern development of the improved areas within the RPA would discourage the mixing of conflicting and diverse land-uses without sufficient land platting, land development ratios and other restrictions to prevent problems that arise out of conflicting uses.

5. Declining or Lagging Equalized Assessed Valuations- Defined as, the total Equalized Assessed Valuation (EAV) for the RPA has increased at an annual rate that is less than the annual rate for the Village for three (3) of the last five (5) years. The total equalized assessed value of the proposed redevelopment project area has declined for three (3) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated, or is increasing at an annual rate that is less than the balance of the municipality for three (3) of the last five (5) calendar years, for which information is available or increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for three (3) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated.

As evidenced by the chart below, the total equalized assessed valuation EAV for the RPA declined for three (3) of the last five (5) years during the tax levy years from 2000 thru 2004 (the most recent five year period that data is available). Also, for the same years, the EAV for the RPA increased at an annual rate that was less (and/or decreased at a greater rate) than the balance of the Village for four (4) of the those five (5) calendar years as evidenced by the data presented in the table below. Additionally, the annual rate of growth in total EAV for the land within the RPA has also lagged behind the annual rate of the Consumer Price Index for the All Urban Consumers for four (4) of the same five (5) year period.

North TIF- RPA	2004	2003	2002	2001	2000	1999
Total EAV for TIF Area	15,212,637	14,940,964	16,021,019	12,626,334	13,078,450	13,394,935
Percentage of Change	1.82%	-6.74%	26.89%	-3.46%	-2.36%	--
Total Village EAV	264,818,989	257,864,623	260,,315,914	203,917,914	196,563,308	202,362,319
Less Proposed TIF EAV	249,606,352	242,923,659	244,294,895	191,291,580	183,484,858	188,967,384
Percentage of Change	2.75%	-0.56%	27.71%	4.25%	-2.90%	--
CPI- All Urban Consumers	2.7%	2.3%	1.6%	2.8%	3.4%	--

Sources: Cook County Assessor's Office and the U.S. Department of Labor.

These measures, pursuant to the Act, point to an additional blighting condition that evidence lack of economic growth and development within the RPA.

6. Excessive Coverage and Overcrowding of Structures and Community Facilities: The over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as one exhibiting excessive land coverage are: (i) the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and (ii) the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking or inadequate provision for loading service.

The majority of structures within the RPA have greater land coverage than would be suitable or acceptable for today's development standards. There exists a very high proportion of the zero lot line parcels more common in the decades prior to construction of modern industrial parks, shopping centers and residential subdivisions. This condition is manifested most significantly in the lack of sufficient and poorly designed on-site parking facilities for many of the industrial

and commercial facilities within the RPA. Deficiencies in on-site parking facilities act as a detriment to healthy private sector redevelopment efforts.

Plant managers, merchants and service providers operating in many of the structures are reliant on restricted on-street parking, or off-street, public facilities to serve the needs of patrons. This puts them at a competitive disadvantage with their counterparts located in other communities that have the benefit of more modern facilities that are subject to today's municipal building, fire and zoning codes and standards.

Redevelopment is hindered by the preponderance of structures on several blocks that are either adjoined to, or within just a few feet of, each other. A related problem is the overcrowding of structures on parcels two small for multiple buildings and uses. The result is that any effort for expansion to create on-site parking or more efficient business operation is discouraged due to the costs of acquisition and/or demolition that make such redevelopment efforts economically infeasible for the private sector alone. This factor compounds the problem of deleterious layout/land use and obsolescence found throughout the area. The general lack of available land area reduces the viability of economic re-use of those sites with virtually no room for additional on-site facilities that would make the facilities more suitable redevelopment targets. The overcrowding of many structures also create a fire safety hazard common for many older areas that began development in the early to middle portion of the last century.

Current Village zoning standards for call for much lower floor area to building lot ratios than those that are apparent within the RPA. The results are that current land uses in the area are over-intensive when compared with modern zoning and building standards. The conditions of excessive land coverage and overcrowding of structures also create conditions of poor access related to public right-of-ways and, again, in many cases, lack of sufficient private off-street parking.

7. Inadequate Utilities- Underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines and gas, telephone and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the redevelopment project area; (ii) deteriorated, antiquated, obsolete or in disrepair; or (iii) lacking within the redevelopment project area.

According to Village officials and the Village Engineer, the sections of the RPA's water, storm sanitary sewer systems are at or need the end of their useful lives and are in need of upgrade and/or replacement due to both existing inadequacies and due to lack of capacity to serve future redevelopment needs. The insufficiency of such utilities is a severe hindrance to the Village's plans to promote comprehensive redevelopment of the RPA.

VI. SUMMARY OF FINDINGS AND OVERALL ASSESSMENT OF QUALIFICATION

The following is a summary of relevant qualification findings as it relates to potential designation of the RPA by the Village as a TIF District:

1. The area is contiguous and is greater than 1½ acres in size.

2. The area qualifies as a "blighted-improved area". A more detailed analysis of the qualification findings is outlined in this report.

3. All property in the area would substantially benefit by the proposed redevelopment project improvements.

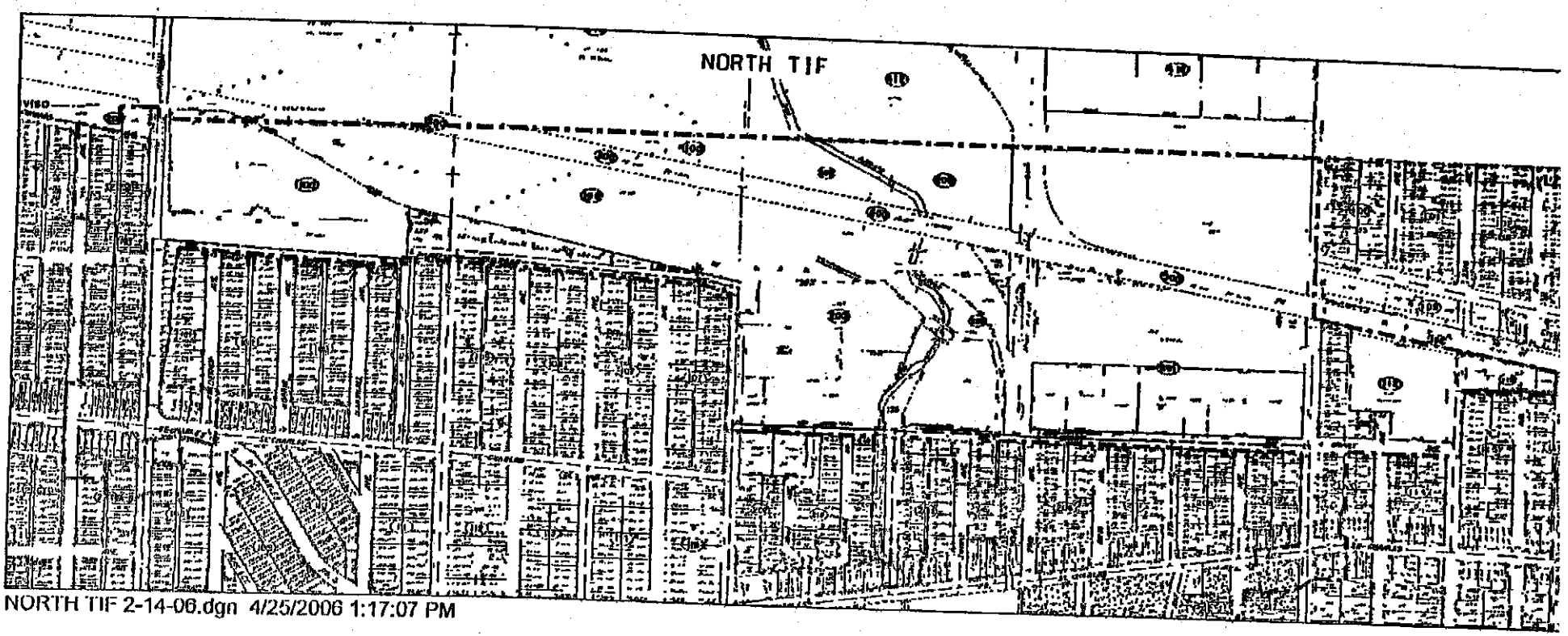
4. The sound growth of taxing districts applicable to the area, including the Village, has been impaired by the factors found present in the area.

5. The area would not be subject to redevelopment without the investment of public funds, including property tax increments.

These findings, in the judgment of KMA, provide the Village with sufficient justification to consider designation of the RPA as a TIF District.

The area has not benefited from coordinated planning efforts by either the public or private sectors. There is a need to focus redevelopment efforts relating to business attraction as well as the coordination of redevelopment efforts for modern uses. There efforts will be important to the area's continued improvement and preservation of tax base.

PROPOSED TIF BOUNDARY MAP AND STUDY AREA



NORTH TIF 2-14-06.dgn 4/25/2006 1:17:07 PM

BELLWOOD NORTH TIF AREA

THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:

THAT PART OF NORTHEAST 1/4 OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, LYING NORTH OF THE SOUTH R.O.W LINE OF GRANT AVENUE
AND;
THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE EAST ALONG THE SOUTH LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 33 FEET, THENCE NORTH ALONG THE EAST R.O.W. LINE OF 25TH AVENUE 717.2 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF 25TH AVENUE AND THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THAT POINT BEING THE PONT OF BEGINNING, THENCE SOUTHEASTERLY ALONG SAID SOUTH LINE 148.06 FEET, MORE OR LESS, THENCE NORTH 207 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE NORTH R.O.W. LINE OF SAINT CHARLES ROAD, THENCE WEST ALONG SAID NORTH R.O.W. LINE 31.93 FEET, MORE OR LESS, THENCE NORTH 125 FEET TO A POINT, THAT POINT LYING ON THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE EAST ALONG SAID SOUTH LINE 25 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY AND THE EAST LINE EXTENDED OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID EAST LINE 288.4 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST LINE OF A 16 FOOT PUBLIC ALLEY AND THE SOUTH R.O.W. LINE OF GRANT AVENUE, THENCE EAST ALONG SAID SOUTH R.O.W. LINE 520 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE EXTENDED OF GRANT AVENUE AND THE EAST RIGHT OF WAY LINE OF 23RD AVENUE, THENCE NORTH ALONG SAID EAST R.O.W. LINE 315 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF GRANT AVENUE AND SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE EAST ALONG SAID SOUTH LINE 427.67 FEET, THENCE NORTH 116 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE SOUTH RIGHT OF WAY OF THE C.&N.W.R.Y., THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 1137.30 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE OF THE C.&N.W. R.Y. AND THE WEST LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE SOUTH ALONG WEST LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 30 NORTH ,

RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 628 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST LINE OF THE NORTHWEST ¼ OF SECTION 10, TOWNSHIP 30 NORTH , RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN AND THE SOUTH R.O.W. LINE EXTENDED OF GRANT AVENUE, THENCE WEST ALONG SAID SOUTH R.O.W. LINE 33 FEET, TO A POINT, THAT POINT BEING THE INTESECTION OF SOUTH R.O.W. LINE OF GRANT AVENUE AND THE WEST R.O.W. LINE OF 25TH AVENUE, THENCE SOUTH ALONG SAID WEST R.O.W. LINE 437 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF 25TH AVENUE AND THE NORTH R.O.W. LINE OF ST. CHARLES ROAD, THENCE SOUTHWESTERLY ALONG SAID NORTH R.O.W. LINE 200 FEET, MORE OR LESS, THENCE SOUTHEASTERLY 66 FEET, TO A POINT, THAT POINT BEING THE NORTHWEST CORNER OF LOT 2 OF THE JOHN GLOS' BELLWOOD DIVISION, A SUBDIVISION OF PART OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, LYING IN BLOCK 217, THENCE SOUTHEASTERLY ALONG THE WEST LINE OF SAID LOT 139 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE SOUTH LINE OF A 14 FOOT PUBLIC ALLEY, THENCE NORTHEASTERLY ALONG SAID SOUTH LINE 175.62 FEET TO A POINT, SAID POINT BEING THE INTERSECTION OF SOUTH LINE OF A 14 FOOT PUBLIC ALLEY AND WEST LINE OF THE 25TH AVENUE R.O.W., THENCE NORTHEASTERLY 89.81 FEET, MORE OR LESS, NORTHEASTERLY TO A POINT, SAID POINT BEING THE POINT OF BEGINNING.

AND;

THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHHEAST CORNER OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE NORTH 1301.02 FEET, MORE OR LESS, ALONG THE EAST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN TO A POINT, THAT POINT LYING ON THE SOUTH R.O.W. LINE EXTENDED OF GRANT STREET, THAT POINT BEING THE POINT OF BEGINNING, THENCE WEST ALONG SAID SOUTH R.O.W. LINE 33 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE EXTENDED OF GRANT AVENUE AND THE WEST RIGHT OF WAY LINE OF EASTERN AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 655.64 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTIOIN OF WEST R.O.W. LINE OF EASTERN AVENUE AND THE SOUTH R.O.W. LINE OF RAILROAD AVENUE, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 123.12 FEET TO A POINT, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 1187.12 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE OF RAILROAD AVENUE AND THE WEST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 217.74 FEET,

MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH R.O.W. LINE OF RAILROAD AVENUE AND THE AND THE EAST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE SOUTH ALONG SAID EAST LINE 33 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST LINE OF A 16 FOOT PUBLIC ALLEY AND THE SOUTH R.O.W. LINE OF ERIE STREET, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 734.23 FEET, TO A POINT, THAT POINT BEING THE SOUTH R.O.W. LINE OF ERIE STREET THE EAST R.O.W. LINE OF MANNHEIM ROAD, THENCE SOUTHWESTERLY ALONG SAID EAST R.O.W. LINE 353 FEET, MORE OR LESS, THENCE EAST 1.65 FEET, THENCE SOUTHWESTERLY ALONG SAID EAST R.O.W. LINE 281.92 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF MANNHEIM ROAD AND THE NORTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE SOUTHEASTERLY ALONG SAID NORTH LINE 189.41 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE EXTENDED OF A 16 FOOT PUBLIC ALLEY AND THE EAST R.O.W. LINE OF FREDERICK AVENUE, THENCE SOUTH ALONG SAID EAST R.O.W. LINE 169.2 FEET, MORE OR LESS, TO A PONIT , THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF FREDERICK AVENUE AND THE NORTH R.O.W. LINE OF ST. CHARLES PLACE, THENCE SOUTHWESTERLY 96.25 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF FREDERICK AVENUE AND THE SOUTH R.O.W. LINE OF ST. CHARLES ROAD, THENCE NORTHWESTERLY ALONG SAID SOUTH R.O.W. LINE 147.26 FEET, THENCE SOUTH 124.89 FEET, THENCE EAST 8.98 FEET, THENCE SOUTH 6.46 FEET SOUTH TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE OF A 20 FOOT PUBLIC ALLEY THE EAST LINE EXTENDED OF A 20 FOOT PUBLIC ALLEY, THENCE SOUTH ALONG SAID EAST LINE 129.62 FEET SOUTH, MORE OR LESS, THENCE WEST 134 FEET TO A POINT, THAT POINT LYING ON THE EAST R.O.W. LINE OF MANNHEIM ROAD, THENCE SOUTHWEST 70.5 FEET TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF MANNHEIM ROAD AND BEING THE SOUTHEAST CORNER OF LOT 25 OF HULBERT'S SAINT CHARLES ROAD SUBDIVISION IN BLOCK 227, A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE WEST ALONG THE SOUTH LINE OF SAID PROPERTY 141.53 FEET TO A POINT, THAT POINT LYING ON THE WEST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID WEST LINE 81.25 FEET, MORE OR LESS, THENCE WEST 191.53 FEET, TO A POINT, THAT POINT LYING ALONG THE WEST R.O.W. LINE OF 42ND AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 472.84 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF THE 42ND AVENUE R.O.W. AND THE NORTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE SOUTHEASTERLY ALONG SAID NORTH LINE 192.6 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE OF A 16 FOOT PUBLIC ALLEY AND THE WEST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID WEST LINE 634.63 FEET TO A POINT, THAT POINT

BEING THE INTERSECTION OF THE WEST LINE OF A 16 FOOT ALLEY AND THE NORTH R.O.W. LINE OF ERIE STREET, THENCE EAST ALONG SAID NORTH R.O.W. LINE 141.56 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH R.O.W. LINE OF ERIE STREET AND THE WEST R.O.W. LINE OF MANNHEIM ROAD, THENCE NORTH ALONG SAID WEST R.O.W. LINE 52.39 FEET, THENCE WEST 141.56 FEET TO A POINT, THAT POINT LYING ON THE WEST LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID WEST LINE 66.98 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST LINE OF A 16 FOOT PUBLIC ALLEY AND THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTHWESTERLY ALONG SAID SOUTH LINE 196.5 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF 42ND AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 440.96 FEET, MORE OR LESS , TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE EXTENDED OF 42ND AVENUE, AND THE NORTH R.O.W. LINE OF CHICAGO AVENUE, THENCE SOUTHEASTERLY ALONG SAID NORTH R.O.W 192.75 FEET, MORE OR LESS, THENCE NORTH 112 FEET, MORE OR LESS, THENCE EAST 159.48 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON THE EAST LINE OF THE NORTHEAST ¼ OF SECTION 8, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, THENCE SOUTH ALONG THE EAST LINE OF THE NORTHEAST ¼ OF SECTION 8, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 44.5 FEET, MORE OR LESS, TO A POINT, THAT POINT LYING ON NORTH LINE OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN, THENCE EAST ALONG THE NORTH LINE OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN 2656.97 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE NORTH LINE OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN AND EAST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN, THENCE SOUTH ALONG THE EAST LINE OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPAL MERIDIAN 1363 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE POINT OF BEGINNING.

AND;

THAT PART OF THE FOLLOWING DESCRIBED PARCELS THAT ARE WITHIN BOUNDARIES DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHEAST ¼ OF SECTION 9, TOWNSHIP 39 NORTH, RANGE 12 EAST OF THE 3RD PRINCIPLE MERIDIAN, THENCE 33 FEET EAST TO A POINT, THAT POINT LYING ON THE EAST R.O.W. LINE OF EASTERN AVENUE, THENCE NORTH ALONG SAID EAST R.O.W. LINE 1273.02 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE EAST R.O.W. LINE OF EASTERN AVENUE AND THE SOUTH R.O.W. LINE OF GRANT AVENUE, THENCE EAST ALONG SAID SOUTH R.O.W. LINE 626.2 FEET TO A POINT, THAT POINT BEING THE

POINT OF BEGINNING, THENCE SOUTH 440 FEET, THENCE EAST 93.20 FEET MORE OR LESS, THENCE SOUTH 162.61 FEET MORE OR LESS, THENCE NORTHWESTERLY 35.31 FEET MORE OR LESS TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF 31ST AVENUE, THENCE SOUTH ALONG SAID WEST R.O.W. LINE 125 FT TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF 31ST AVENUE AND THE NORTH R.O.W. LINE OF ST. CHARLES ROAD, THENCE NORTHEASTERLY ALONG SAID NORTH R.O.W. 168.8 FEET, MORE OR LESS, THENCE NORTH 125 FEET TO A POINT, THAT POINT LYING ON THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY, THENCE NORTHEASTERLY ALONG SAID SOUTH LINE 32.8 FEET, MORE OR LESS, TO A POINT, THAT POINT BEING THE INTERSECTION OF THE SOUTH LINE OF A 16 FOOT PUBLIC ALLEY AND THE EAST LINE EXTENDED OF A 14 FOOT PUBLIC ALLEY, THENCE NORTH ALONG SAID EAST LINE 459 FEET, MORE OR LESS, THENCE EAST 120.29 FEET TO A POINT, THAT POINT LYING ON THE WEST R.O.W. LINE OF 30TH AVENUE, THENCE NORTH ALONG SAID WEST R.O.W. LINE 100 FEET TO A POINT, THAT POINT BEING THE INTERSECTION OF THE WEST R.O.W. LINE OF 30TH AVENUE AND THE SOUTH R.O.W. LINE OF GRANT AVENUE, THENCE WEST ALONG SAID SOUTH R.O.W. LINE 380.78 FEET TO A POINT, THAT POINT BEING THE POINT OF BEGINNING.

Trustee Lizza moved and Trustee Ciarattone seconded the motion that said ordinance as presented and read by the Village Clerk be adopted.

After a full discussion thereof including a public recital of the nature of the matter being considered and such other information as would inform the public of the nature of the business being conducted, the Mayor directed that the roll be called for a vote upon the motion to adopt said ordinance as read.

Upon the roll being called, the following Trustee voted AYE: Ciarattone, Murphy, Lizza, Robinson, Delgado, Nightingale

The following Trustee voted NAY: —

Whereupon the Mayor declared the motion carried and said ordinance adopted, approved and signed the same in open meeting and directed the Village Clerk to record the same in full in the records of the Mayor and Village Board of the Village of Bellwood, Cook County, Illinois, which was done.

Other business not pertinent to the adoption of said ordinance was duly transacted at the meeting.

Upon motion duly made, seconded and carried, the meeting was adjourned.

Lena M. Moreland
Village Clerk

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

CERTIFICATION OF ORDINANCE AND MINUTES

I, the undersigned, do hereby certify that I am the duly qualified and acting Village Clerk of the Village of Bellwood, Cook County, Illinois (the *"Village"*), and that as such official I am the keeper of the records and files of the Mayor and Village Board of the Village (the *"Corporate Authorities"*).

I do further certify that the foregoing is a full, true and complete transcript of that portion of the minutes of the meeting of the Corporate Authorities held on the 26th day of April, 2006, insofar as same relates to the adoption of an ordinance entitled:

> AN ORDINANCE of the Village of Bellwood, Cook County, Illinois, Approving a Tax Increment Redevelopment Plan and Redevelopment Project for the North TIF Redevelopment Project Area.

a true, correct and complete copy of which said ordinance as adopted at said meeting appears in the foregoing transcript of the minutes of said meeting.

I do further certify that the deliberations of the Corporate Authorities on the adoption of said ordinance were conducted openly, that the vote on the adoption of said ordinance was taken openly, that said meeting was held at a specified time and place convenient to the public, that notice of said meeting was duly given to all of the news media requesting such notice; that an agenda for said meeting was posted at the location where said meeting was held and at the principal office of the Corporate Authorities at least 48 hours in advance of the holding of said meeting; that said agenda described or made specific reference to said ordinance; that said meeting was called and held in strict compliance with the provisions of the Open Meetings Act of the State of Illinois, as amended, and the Illinois Municipal Code, as amended, and that the Corporate Authorities have complied with all of the provisions of said Act and said Code and with all of the procedural rules of the Corporate Authorities.

IN WITNESS WHEREOF, I hereunto affix my official signature and the seal of the Village, this 26 day of April, 2006.

Lena M. Moreland
Village Clerk

(SEAL)