Orland Park Downtown

Daniel J. McLaughlin

Introduction

Why a white paper on the downtown now? Three reasons:

First, some trustees that are newer on the board asked me to put my thoughts, the history and my original vision and future plans on paper to give them some background.

Second, I won't be present at the many meetings and discussions that will surely be taking place, to voice my opinion on the importance of a mixed use downtown community gathering place.

And lastly, to counter the lies and misrepresentations that are spread about the overall project and some of the specific numbers and issues.

History

For nearly 20 years, I have had numerous town hall meetings, written an earlier white paper and scheduled and ran an extremely well-attended charette. The Village Board and staff, along with experts and consultant and I have spent thousands of hours in meetings. We have had open discussions at committee meetings and I have made numerous statements at Village Board meetings and answered questions during dozens of public votes taken through the process that got us to this point, including a larger town hall meeting at the Civic Center.

At the request of any citizen, I have stopped at homes to answer questions. I have drawn the thirty acre triangle on hundreds of napkins and scraps of paper to try and explain to anyone that asks me about it while out at a restaurant or an event. And this topic has been one of the main campaign issues in at least the last four elections. In the election four years ago, while I had no opposition I attended more than 20 coffees in the homes of concerned citizens to explain and answer questions about the Downtown Development and 9750, our second building in the Downtown. In this recent election, I attended more than 30 coffees, dozens of additional events and responded to requests for information. This project has been transparent throughout the entire planning process including having documents placed on the Village website. The vision and plans are not new and it has been a very public process.

But still, why now? It certainly appears to me after this last election and the discussions I have had with our citizens that some people think that this entire concept of a downtown and the ensuing development, especially the luxury apartment building known as 9750 On The Park, was somehow made in haste or without proper research. Nothing could be further from the truth. There was also a considerable amount of concern about the tenants in the Orland Plaza, and for campaign purposes, several people deliberately misled the public. I would like to remind everyone of the background and try and give a better understanding of the issues and the steps that have been taken for more than 20 years to develop a downtown for Orland Park.

It is certainly a challenge to actually get an informative and factual message out in this era of sound bites and Twitter, considering the speed that information travels and the number of outlets. I will be the first to say that this is a huge multi-year project and in the case of financing the 9750 project, a very complicated issue. The media outlets that many people count on can only write so much and they write what's current. As newspapers are fading away, the commitment to actual reporters that can spend the time asking questions and doing their own research is becoming a thing of the past. Many times the background, history, and reasons for a project like this are lost in the here and now. The newest social media with the ever-present blogs have their advantages but a small group can certainly steer the conversation away from reasonable debate.

With all of that in mind, I felt it necessary to give the complete story as I saw and lived it. After reading this you may still not agree with all or some of our plans, but you will hopefully have a better understanding of why and how we are doing it and that every decision was made in the open and in the best interest of Orland Park.

Why A Downtown at All?

First let me say that I have always felt that Orland Park needed a pedestrian friendly, mixed-use downtown city center to be a dynamic community. It was the one thing missing that successful communities all over the country had in common. In addition, attitudes are changing. In the book *Creating Great Town Centers and Urban Villages* by the Urban Land Institute, they state, "Suburbanites now actively seek a downtown environment. They want the amenities of a sophisticated urban lifestyle, and they are drawn to these environments for shopping, visiting and leisure activities." I will add that young professionals are looking for that same lifestyle but without the commitment or down payment needed to buy a home.

As Mayor, I have been involved in numerous regional and national municipal and Mayor's organizations. I have seen how a downtown can add excitement and a place of community to a city and add to the community's quality of life. In addition, the more progressive and vibrant a community is, the stronger the economic position. Orland Park is competing with dozens of communities in the area and we need to stay in the forefront of businesses' minds.

A downtown not only serves as an opportunity for a central gathering place for the community and a point of pride, but it also shows the business community that we are progressive and creative in keeping Orland Park vibrant and growing. Businesses are more willing to commit to a future in a community that they feel has a future. When a new national retailer decides to enter the Chicago market, Orland Park is a destination that is considered along with Naperville, Schaumburg, Oak Brook and downtown Chicago. That gives us a great advantage in keeping our retail base strong. In "The Case for Mixed Use Sub-Urbanism," SB Friedman states:

> *"In 2015, Millennials surpassed Gen-Xers as the largest generation in the U.S. labor force. Millennials have a clear preference for mixed-use walkable environments…. Employers pay more for walkable office locations."*

It would be easy as elected officials to sit on our hands and avoid the controversial issues and bold improvements. But to sit on our hands because it is "safe" and non-controversial is giving the edge to other progressive communities. That would be irresponsible and we wouldn't be doing the job we were elected to do. I strongly believe that once we start taking the easy route, you will see businesses in our community move to be where the action is, which creates vacancies, which beget vacancies.

This 30-acre triangle, North of 143rd Street between LaGrange Road and Southwest Highway, was the most logical place to consider for a downtown development and the best chance to succeed with a TOD (Transit Oriented Development). It already included a train stop, and its proximity to the original Old Orland would allow us to blend the two. It was also across LaGrange Road from a large vacant parcel with potential for an additional development that would complement and add to our downtown. This area is also within a short walk of our governmental center at 147th and Ravinia and has the advantage of hundreds of acres of forest preserves to the west and the natural beauty and passive recreation that it offers. But this property was made up of several property owners and the process of evaluating and negotiating purchase prices on so many parcels was a large endeavor that took several years.

Problems to Address

While there were many positive reasons to develop a downtown, this area also had numerous problems and this project would allow us the opportunity to address those problems as part of our planning. Depending on how long you have lived in the area, many of you will no doubt recognize many of these issues. Each issue individually may not have seemed like a cause of major concern but together they presented challenges that were only going to get worse.

After most heavy rains, LaGrange Road at the viaduct would flood, causing safety and traffic issues. At times, we even had the need to redirect traffic causing additional traffic issues. The area of flooding included the North end of the triangle, including access to some businesses which, consequently, always had water issues because this is the lowest part of the entire triangle.

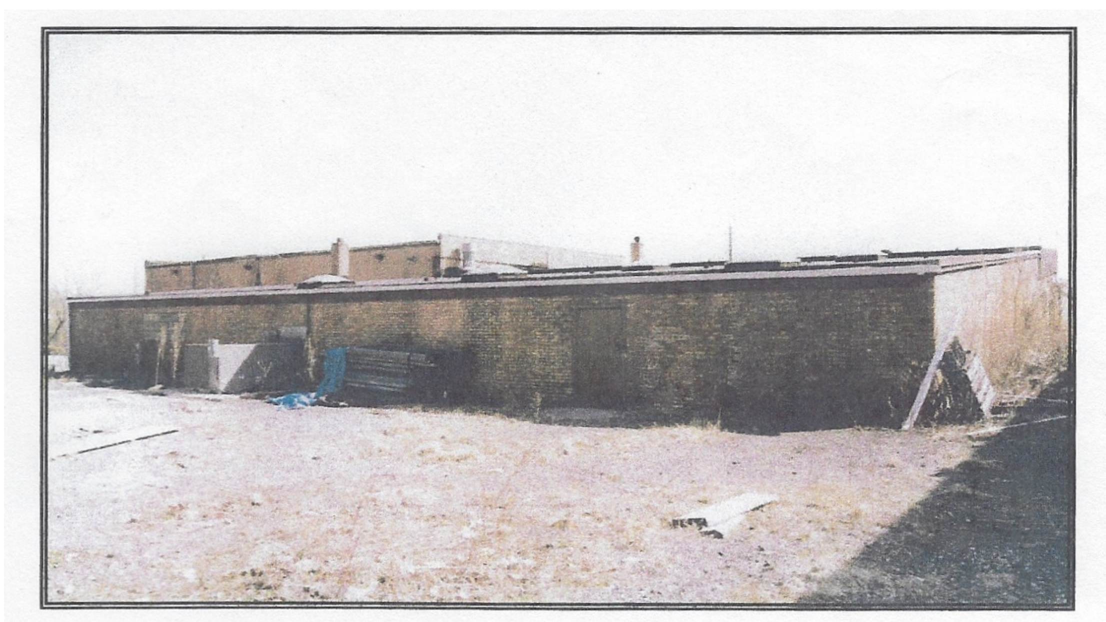
The vacant property North of the Orland Plaza Center was a large vacant piece of property that was used for after-hours fly dumping, leaving the property owner and ultimately the Village with an unsightly garbage dump.

From LaGrange Road. Note the Recording for the Blind building on the far left behind Orland State Bank.

VIEW LOOKING NORTH ALONG THE REAR PROPERTY

The area on the North side of the triangle included buildings that were unsightly and not very productive for the amount of property they were on. The property behind the buildings was used for outdoor storage of old equipment, pallets, drums etc. and slowly becoming a junk yard. A building housing a plumbing Company was in disrepair and becoming a safety hazard as well.

This is the building at the far North end of triangle.



143rd Street posed different issues. Beatty Lumber and Davidson Concrete were great businesses on 143rd Street for many years, but the middle of a growing, bustling town was no longer the place for the large dump trucks, cement trucks, and semi-trucks of lumber. With one lane in each direction, the heavy truck traffic constantly caused traffic issues, in addition to the ever-present dirt and dust in that area. And the traffic was only going to get worse with plans for I-355 to include 143rd Street access. Beatty Lumber also continued to receive some shipment of lumber by rail which was decreasing as Metra was increasing commuter traffic.

Davidson Concrete across the tracks from the train station.

Additionally, there was an offset at the intersection of Ravinia near Fox's Pub and the shopping center access drive near Randy's. There were constant near misses and accidents at this junction. It certainly called for a redesign at the least.

The small inadequate train station at 143rd couldn't even accommodate the commuters in inclement weather. In addition, it was a safety hazard for commuters standing next to the tracks as they waited for the trains because a safety-focused redesign hadn't happened. There was also a serious lack of commuter parking to accommodate the increasing demand as the schedule improved and grew.


AUTO
PARTS

While Metra was projecting 1,700 commuters daily, there were 54 leased parking spaces at St. Michael's Church lot two blocks to the West, 42 parking spaces at the old Village Hall parking lot, 46 parking spaces in a gravel lot just West of Oak Place (pictured above), 47 spaces at the Methodist Church on West Avenue which was three blocks away. People also found other places to park in the nearby neighborhood and Randy's, but hardly adequate or convenient for commuters. It certainly wouldn't encourage people to use the train, or feel safe walking to their car. When the trains came in and commuters were leaving in a hurry through the neighborhoods, it was also an added safety issue for the residents that lived here and the many children in the area.

The train schedule on this Southwest line has never been conducive to promoting a great commuter advantage to Orland Park. When I first was elected to the board in 1983, there were approximately seven trains per day. With our constant lobbying, letter writing, and with an increase of commuters, Metra slowly began to add service to the current 15 inbound and 15 outbound trains per day. We continue to request more service and expect that it will continue to improve. But development, including residential in this area, would increase Metra users which supports the arguments to add more service.

With the additional service, plans to continue adding trains and the plans to develop a commuter- and pedestrian-oriented downtown, we felt that sitting down with Metra was the proper first step in developing a long-range plan. I was also very concerned with how the demand for more parking would affect this important part of town.

Many of you may remember the area around 159th and Cicero in Oak Forest. A new Metra station was built there many years ago including a parking lot. Over the years Metra determined they needed more parking and purchased or leased numerous different pieces of property up and down Cicero and 159th Street. In my opinion it was an uncoordinated sea of asphalt and not an attractive intersection, or productive to the towns economy. While it has been improved in recent years, it was something I did not want to see for 143rd and LaGrange Road.

Sitting down with Metra early in the planning stages to coordinate our efforts of building a downtown with all of our goals along with Metra's anticipated needs for parking as service increases over the years was the right thing to do. Those meetings started around 1998 and resulted in a beautiful new train station and a coordinated plan for parking and traffic flow.

Station elevation facing 142nd Street

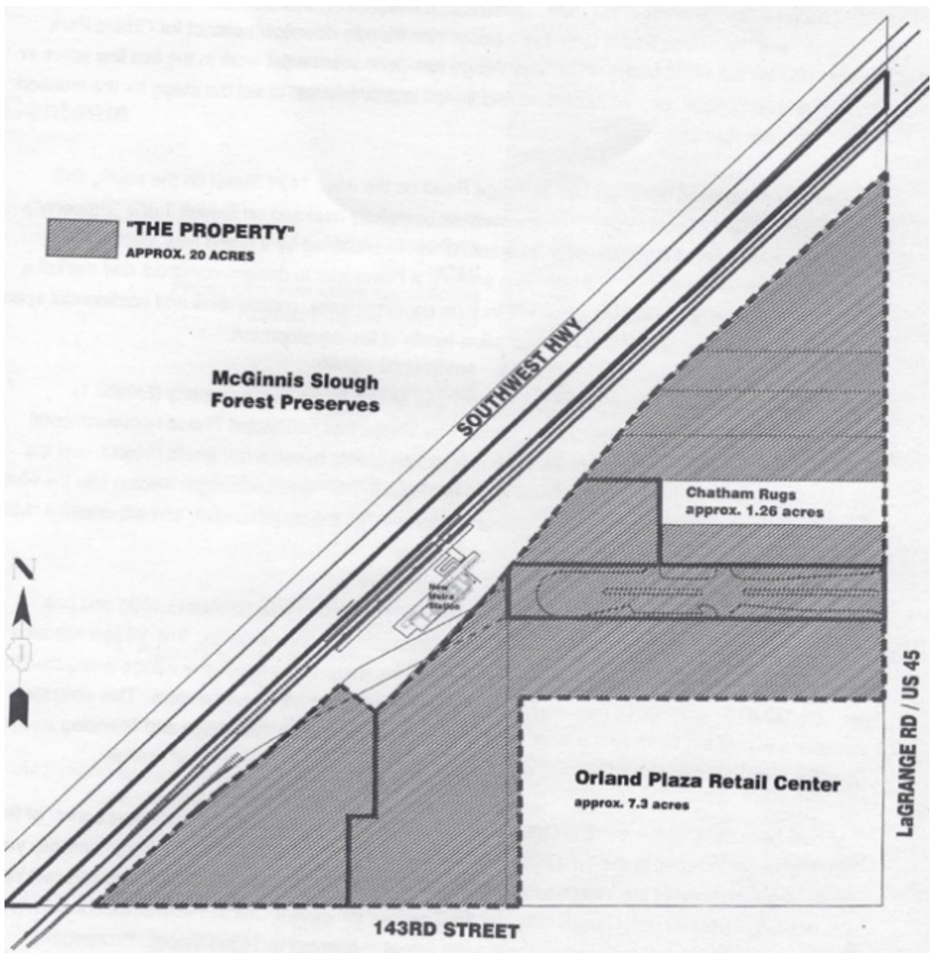
First Steps

METRA

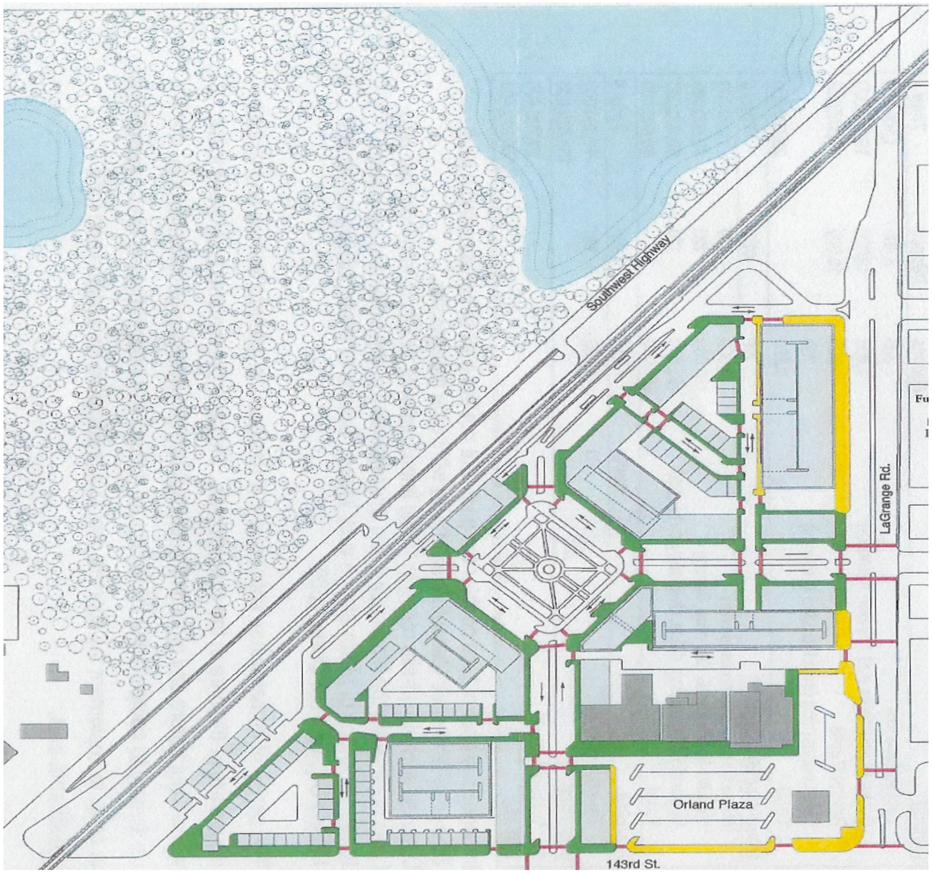
When we started meeting with Metra to share our vision and get their input, they agreed to fund a planner to draw some concepts of how this could work for their needs and the needs of the Village. The planner, Farr and Associates, developed an early concept plan that gave all of us plenty to think about, triggering what would end up being 20 years of discussions with staff, public meetings and hearings, and thousands of hours of meetings. And as you would expect as plans developed, numerous factors called for amendments and changes to our thinking and planning. Easily criticized by the naturally negative but all part of the process.

A basic plan was agreed upon, which would include Metra parking demands and a traffic grid for best possible traffic flow in an urban, designed center with storm water retention at the North end. The Village chose a developer responding to our RFQ and we began with building the infrastructure, including Crescent Park, roads, and retention. There was also a collaboration between the Village and Metra to build the new train station and parking, including a big project of moving the tracks to better accommodate improvements and parking along Southwest Highway, as well as safe access to that parking.

Up until this time, we continued to discuss how to best incorporate the Orland Plaza shopping center into the plans. I specifically remember talking with the Gee Family about different ideas, including finding a location in the center of their shopping strip to open up a cut-through and an eye-catching arch to allow people on each side of the center to have easy access to the other side. Also discussed was the idea of retrofitting the stores with fronts facing North as well as South so the businesses would have visibility and access to the traffic in the downtown area as well as from 143rd Street. Other ideas were discussed but with little interest.



In this early plan, you can see we continued to work to incorporate some of the Orland Plaza into the downtown plans. You will also notice much of this early plan has been changed. Soil conditions affected some of our ideas, changes in road grid based on the advice of traffic experts and the layout of actual buildings as they were proposed and developed all affected the overall design.

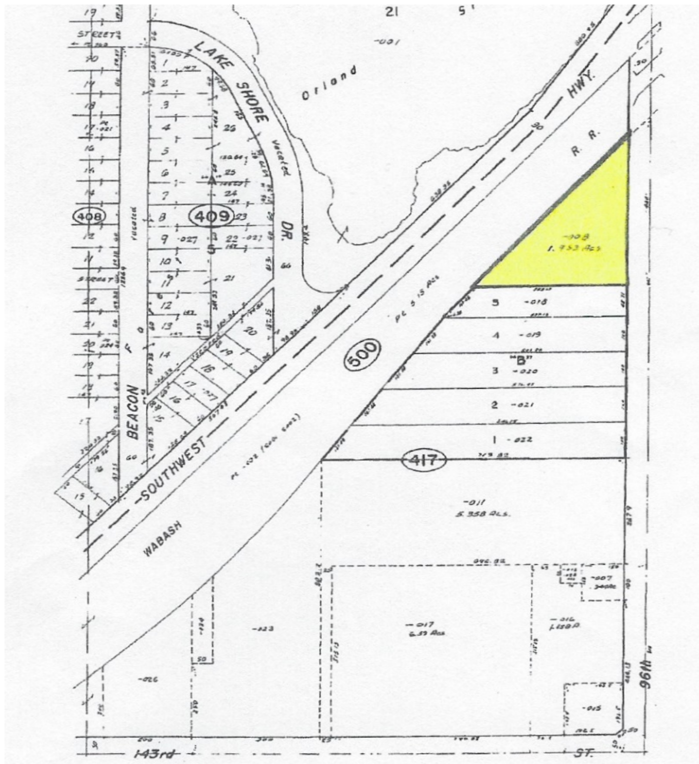


TIF DISTRICT

In 2004, we created a TIF District for the triangle to spur redevelopment within and around the TIF area. When a TIF is created, school districts and other government bodies continue to receive property taxes on the frozen valuation base. When the TIF starts producing income over and above any TIFF related costs, including debt service, this excess income is distributed to the school districts and other taxing bodies. The TIF was created in cooperation with all of the school districts and other taxing bodies. When the TIF area was amended in 2007 to include the Orland Plaza property which was now determined to be part of overall development, the school districts agreed with the Village's proposal to make the school districts whole during the last four years of the TIF if increment had not been distributed to the school districts. Per the terms of an intergovernmental agreement between the school districts and the Village, during the last four years of the TIF, the Village will pay to the school districts a total of approximately $818,000, whether or not increment is available to fund these payments. The TIF would provide funding for improvements like infrastructure, roads, and Crescent Park.

PURCHASING LAND

In order to accomplish the plans that had been developed, property would need to be purchased. All the properties making up the 30 acres were purchased through negotiations and had reasonable purchase prices.



In the case of the Orland Park Plaza shopping center, the Gee family was willing to sell and said so but their asking price was two to three times what the property was worth. Furthermore, once the traffic experts determined that the property was necessary for the traffic grid, the Village Board decided to condemn the property which started a legal process that included numerous requirements and procedures.

One of the legal requirements included an formula for funds distributed to tenants based on their lease agreement. The monthly lease and the time remaining on the lease were critical in the formula. There is also a difference in the cost the Village is required to pay for relocation costs based on the type of business. The relocation cost for a bakery with large ovens and equipment is considerably more than a jewelry store with portable display cases. The cost paid out for all tenants was then reflected in the purchase price of the entire center. No matter how it is presented, it is a very tough situation to tell a business that they have to leave, but the Village Board and I were committed to help as much as possible. We felt satisfied that our staff was able to work with these businesses and help them find sites that would work for them. The Orland Bakery relocated to a new and bigger location at 14850 S. LaGrange Rd. Randy's Meat and Deli opened at 9105 W. 151st Street. Bloomingfield's Florist is located at 11229 W. 143rd Street and the Orland Park Barber Shop is at 14436 John Humphrey Drive.

There were some businesses, such as Lang Lee's, that did not reopen. Mr. and Mrs. Lee had passed away and their family chose not to use the buyout to relocate. The biggest win-win was Miroballi Shoes. The property on the north side of 144th Street at one time was a do-it-yourself car wash but it had been demolished and vacant for many years. Every potential business that approached the Village over the years couldn't make the long narrow piece of land work for them. The Village staff showed Miroballi's the property and helped them design a building that would work and give them investment property as well, and at a very desirable intersection which also brought some new businesses in town like Nothing Bundt Cakes at this location.

9750 On The Park

From the beginning we knew that to meet the parking needs of Metra and to provide parking for the uses in the triangle, it would be a major challenge to avoid using too much of the 27 acres for surface parking. It just wouldn't leave much buildable acreage. For this reason, we always knew parking decks and parking incorporated into buildings would be needed. Some of the parking plans would not or could not be determined until developers actually presented plans, and even then plans would need to be amended as development progressed and additional needs were determined.

With staff input and recommendations from consultants, the Village agreed on a residential building as the second development after the train station. A residential space would spur pedestrian and auto traffic and help attract more attention and users to the project. Initial thoughts were to entertain proposals for a condominium project. At this time, the national economy did not positively support condominium sales, and we learned about the growing demand for luxury apartments, a relatively new concept to the suburbs. Again an RFQ introduced us to developers with unique ideas and experiences and the chosen developer, Flaherty and Collins, recommended luxury apartments as well.

Despite excitement, the Village board and myself felt we needed to put the brakes on as we researched what luxury rentals would include and their potential for success. We hired our own market research company, Kretchner, to first determine need and then the chances of success and the potential rent levels. For their part, the Flaherty and Collins (F&C) presented a market study by Tracy Cross. Both studies showed a strong and growing demand for luxury rentals that included several amenities for the residents. After visiting projects already under construction to better understand the proposed concept, the Village agreed as a board to move ahead with that concept.

The planning process and design stages proceeded over the next several months. The plans for the building were coming together and they included the amenities that even the nicer condominium projects didn't include—which, of course, we encouraged and supported to get a high quality project. After seeing many businesses fail during the 2008/2009 recession, we asked staff and financial consultants what the impact and procedures would be if Flaherty and Collins, should find themselves in financial trouble. Flaherty and Collins provided us with their traditional sources of financing, which included banks in Indianapolis where they are headquartered and have banking relationships. After many meetings and hours of discussion parsing out "worse case scenarios" and "what ifs," the decision was made to consider financing the project to protect our investment in the property. The financial package we developed was a multi-level and complicated plan to not only protect our investment in the land, but also our financial investment if we went that route.

There were basically two components. The construction loan of almost $40 million and the $25 million in incentives to build the high-end quality project we were demanding.

The construction loan was to be paid back as any loan would be. On this loan, the Village charged F&C 4.5% interest. In addition, as the project reached certain levels of success the Village would receive a share in the project's profits to pay the Village back for the incentive package.

Many towns offer incentives to attract certain projects into town with little to no expectation of getting their incentive back except for the hope of new income from sales and real-estate taxes. To put in in perspective, the Village of Schaumburg directly funded $1.7 million of a new $150 million convention center with only the idea of recovering that through an increase in new sales tax. They followed that up in 2004 with a second round of bond sales, $239 million worth of General Obligation bonds to help finance the project. Similarly, in 1981, Naperville funded 25% of the Riverwalk Revitalization project and continues to assist a fund that updates the area regularly.

There are hundreds of examples of cities around the country offering incentives or direct funding or participating in Public Private Partnerships to make improvements and keep their communities creatively improving and growing. Projects like the Museum Campus, the Lower Wacker Drive River Walk, the Navy Pier Revitalization and Millennium Park don't just happen. They need the City to champion these projects and, in most cases, this includes assistance with funding.

After much deliberation and expert advice on financing the project, the Village Board was confident that it was the best way to secure a project befitting of Orland Park and provide the best avenue to protect the Village's investment and produce a net gain. In addition, the residential luxury apartments would be the most appropriate project to kick-start the overall development. With 94% of the building occupied after the first year and now a waiting list and increasing rent, the apartments quickly became successful.

Upon seeing the immediate success, F&C proposed buying out of the financing three years early. As you probably read, a third-party financial expert, Pilewski & Associates, LLC, studied the buy-out offer and determined that the Village would have a **net gain of almost $7 million** when all was said and done. In addition, the 9750 Apartment building resulted in an $11.9 million EAV which is considerably higher than the $9 million EAV of the entire 30 acres at the time the TIF was created.

UNIVERSITY OF CHICAGO FACILITY

The vision from the beginning was a mixed-use, pedestrian-friendly TOD. How the mix of residential, commercial, offices, and restaurants come together and how they interplay with one another to be a successful, attractive draw is subject to numerous factors. When we learned that the University of Chicago was looking for a new suburban site, the Village did not hesitate to contact them because they showed a strong interest in the Orland Park area and we felt it met some of our criteria – namely an office use providing daytime traffic for future restaurants and retail.

After many meetings and tough negotiations, it was agreed that the Southeast corner of the property was the best location, keeping the center of the triangle more for retail and restaurants. In our negotiations, U of C agreed to a 25-year land lease at $18 million and an $11.2 million share in a parking deck to serve the U of C facility, as well as future properties. The result was **more than $29 million for property that we invested approximately $3 million in**. We added almost $3 million to construct the parking deck with the decorative features and extras to continue the high-quality projects we felt was necessary for the overall appearance and feel of the downtown.

Next Steps: The Future is Taking Shape

With the train station, 9750 On The Park, the University of Chicago, and the parking deck along with the park, water feature, and infrastructure, and the development of a pedestrian-friendly mixed use downtown for Orland Park was more than off to a great start. Over the years as planning of this downtown area was worked and reworked, I continually stressed with staff that "We plan for People, not cars." It was important that every step consider the pedestrian. Of the 27 acres in the triangle, there still remains almost 15 acres for the development of the restaurants, sidewalk cafes, and retail that were also always a part of the vision. While more residential spaces may also play a part in the future, other ideas for entertainment and attractions should be considered. City planning and urban design require studying shifting attitudes and anticipating the desires and interests of the public, including the younger generations. The Orland Park Downtown will help attract and retain those individuals that appreciate the amenities offered in an urban designed development. Many of those people will very likely buy homes in our community when their lifestyle changes call for home ownership.

A recent online article about why Portland Oregon is the coolest city in the US said this: "So what is it about this city that's different from other urban destinations? Well, to put it simply:

everything. Portland soars above the rest when it comes to creativity, culture, and livability, which is why so many are calling it America's best city."

I would argue that on a smaller scale, we have been working hard to make Orland Park one of the “coolest” and most livable cities in Illinois. We have more parks, open space and forest preserves than most communities and miles of walking and biking paths. With an increase in dining and entertainment options, along with Art in the Park, the Art Fair, the new History Museum, numerous concerns in our different parks and our very successful Taste of Orland, we are building a cultural experience not usually seen in smaller communities. Taking care of the basics like being one of the safest and most financially sound communities in the state all help make Orland Park a destination for more reasons than just shopping. This downtown is a creative approach to diversifying our retail and commercial economy and adding to our lifestyle choices.

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Highlights

1. Providing a pedestrian-friendly, mixed-use Downtown for Orland Park
2. Creating new revenue and hundreds of jobs
3. New pedestrian bridge over LaGrange Rd.
4. Did not raise taxes to do this project.
5. Almost $7 million gain on the financing of 9750 On the Park.
6. Solved numerous problems in the area with this project
7. Provided safer access to commuters and adequate parking close by
8. Incorporated LaGrange Rd improvements to serve downtown and Mariano's
9. New Train Station
10. Town Square (Crescent Park) for concerts and community events

Below are a few examples of other communities in the Orland Park area with comparable downtown redevelopments or Public Private Partnerships, including different types of incentives or direct funding.

- Tinley Park – Downtown, New Train Station, Convention Center
- Naperville – Riverwalk
- Lombard – Westin
- Park Ridge – Uptown
- Batavia – Downtown District
- Deerfield – Village Centre
- University Village – The Glen Town Center
- Itasca – The Residences at Hamilton Lake
- Burr Ridge – Village Center

Books of Interest

Creating Great Town Centers and Urban Villages by Urban Land Institute (ULI)

Shifting Suburbs, Reinventing Infrastructure for Compact Development by ULI

Who's Your City? How The Creative Economy is Making Where to Live the Most Important Decision of Your Life by Richard Florida

Smart Cities by Anthony M. Townsend

If Mayors Ruled the World by Benjamin R. Barber

City Center to Regional Mall by Richard Longstreth

Most Frequently Asked Questions

Q. Why did we agree to low income apartments in the downtown?

A. There has been a persistent rumor that this project has low income housing. That is simply not true. The amenities in this building drive the rents to much higher levels than most suburban rentals. One bedroom units start at $1,550 per month. Two bedrooms are between $1,920 and $2,400 per month and the few three bedroom units are around $2,800 per month.

Q. What we see isn't what was promised.

A. This is exactly what was promised - a mix of residential, office, retail and restaurants. At this point the residential and office buildings are the first phase. All the different uses benefit each other but at this time you are only looking at about a third of the overall project. The larger of the remaining properties to be developed border Crescent Park and are meant to include the smaller retailers, sidewalk cafes etc. Exact uses on specific pieces of property were never promised.

Q. Sometimes you refer to 30 acres and sometimes 27 acres. Which is it?

A. In earlier discussions or terms of buying property we refer to 30 acres because that is roughly the size of the original triangle. When we worked with Metra to provide parking on the Southwest Highway side the tracks had to move to the East a certain number of feet resulting in a loss of two or three acres in the triangle but of course we gained the acres on the west side of the tracks.

Q. Why were the buildings built so close to the street?

A. It is called "Urban Design." This allows higher density in a smaller area that creates a synergy in the project and makes best use of the land available. Again, one of my regular directives to staff was to "build for people, not cars," and every consideration in this project was based on making it pedestrian friendly. That is exactly what "Urban Design" accomplishes.

Q. There was a Facebook posting showing $146 million dollars in spending. Can you explain?

A. This is the perfect example of how social media can be used irresponsibly. Here is a screenshot of the original post in question, which was combined with negative comments about the spending without explaining the upside.

Village of Orland Park
Main Street Triangle
Total Spending a/o 12/31/2017

	As of 12/31/2017
Land Acquisition	$ 31,552,994
Development Projects	
9750 on the Park	69,130,150
Cinepolis	36,551
Infrastructure Improvements	
Ravinia Avenue North	1,728,538
Parking Deck	16,082,189
Jefferson, B and Surface Parking	3,620,366
142rd Street, Main Street, Crescent Park, Metra Parking	13,382,909
SWH Metra Parking	5,483,585
Train Station	3,243,841
Miscellaneous	1,975,877
Total w/o Land	$ 114,684,005
Total w/Land	$ 146,236,999

Total Spending, Line Items

- Land Acquisition = $31,552,994
    - First, there is an $18 million land lease for the U of C piece which is property that cost us a little over $3 million.
    - Second, the Village made almost $7 million on the 9750 On the Park project.
    - Third, almost two thirds of the property that was purchased remains in Village hands to make money off of in the future. With similar returns on the remaining property and the Village will make considerably more than the $31 million.

- 9750 On the Park = $69,130,150
    - This included $40 million in a construction loan. That loan was paid back in full and with the village charging 4.5% interest on the loan. The remaining $25 million was the incentive to build a certain quality project at our request. That money has also been paid back in full in addition to being part of a $7 million net gain for the Village.

- Cineopolis = $36, 551
    - These expenses included design work and engineering for that piece of property regardless of who ends up on it.

- Ravinia Avenue, Jefferson Street, 142nd Street, Main Street, Crescent Park = $18,731,813
    - All of these elements are considered infrastructure work that is being paid out of the TIF District.

- Parking Deck = $16,082,189
    - $11.2 million of the $16 million parking deck was paid by University of Chicago. The Village's $4.8 million share of the parking deck included upgrades to the aesthetics and space for a 10,000 sq ft revenue producing restaurant site.

- The Train Station, relocation of tracks and Metra Parking = $8,727,126
    - We shared costs with Metra for these projects.

- Miscellaneous = $1,975,877
    - These expenses included engineering, the storm water retention and brick drives are also covered by the TIF District.