



NORTHERN GATEWAY TIF DISTRICT AS AMENDED

TAX INCREMENT FINANCING REDEVELOPMENT PLAN & PROJECT

February 11, 2019

The City of
ROCHELLE, IL



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SECTION I. INTRODUCTION

On August 13, 2018, the City of Rochelle (the “City”) passed Ordinances adopting and establishing the Northern Gateway TIF District Redevelopment Plan (the “Original Plan”) and Redevelopment Project Area (the “Original Area”). The Area can be seen in Exhibit A. On February 11, 2019, the Eligibility Study for the Amended Northern Gateway Tax Increment Financing Area (the “Area”) was presented to the City Council. The Eligibility Study outlined the qualifying factors found in the Amended Area, and this information is referenced within this amended Redevelopment Plan (the “Plan”). At their meeting on February 11, 2019, the City Council approved motions to continue the TIF process and to complete this document, the Amended TIF Redevelopment Plan for the Area.

The sole purpose of the amendment is to add a parcel of property to the original Redevelopment Project Area (Parcel Identification Number 24-13-301-002). The addition of this parcel in no way alters the Original Plan’s redevelopment plan, implementation strategy, or estimated budget for redevelopment project costs. The parcel to be added, constituting the Amended Area, can be seen in Exhibit B. Land use maps, both existing and future, are attached as Exhibits C and D, respectively. Additionally, the legal description of the Area as amended is attached as Appendix A, and the PIN List of the Area is attached as Appendix B. Finally, the Original Plan is attached as Appendix C.

Tax Increment Financing is permitted by the Illinois Tax Increment Allocation Redevelopment Act (the “Act” or the “TIF Act”), which is found at 65 ILCS 5/11-74.4-1 et. seq. The Act sets forth the requirements and procedures for establishing the Area and the Plan. Additionally, this portion of the Act has provisions for amending a redevelopment plan and project. The Amended Area is identified on various exhibits and descriptions in the following sections. It also should be noted at this time that this Plan does not constitute a suggestion of every allocation of TIF Revenue, nor does it represent or constitute an inference as to the content of any “Redevelopment Agreements” that may be negotiated between the City and any developer.

Legend

 Northern Gateway TIF District Boundary



**EXHIBIT A - ORIGINAL BOUNDARY MAP
NORTHERN GATEWAY TIF DISTRICT AS AMENDED**

Rochelle, IL




MORAN
ECONOMIC DEVELOPMENT



Legend

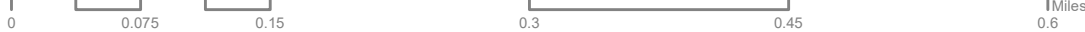
 Northern Gateway TIF District Boundary As Amended

 Amended Area



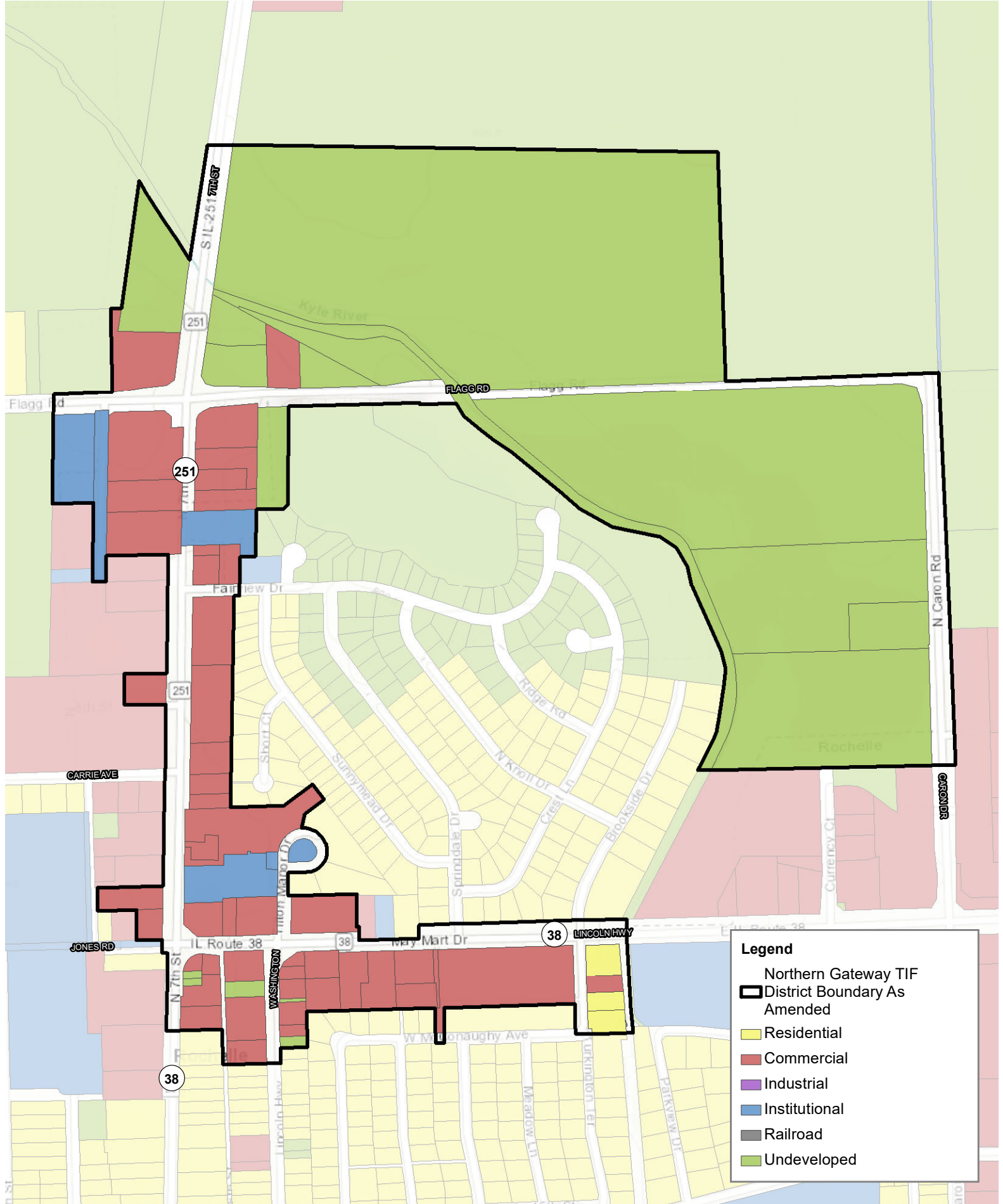
**EXHIBIT B - AMENDED BOUNDARY MAP
NORTHERN GATEWAY TIF DISTRICT AS AMENDED**

Rochelle, IL



MORAN
ECONOMIC DEVELOPMENT



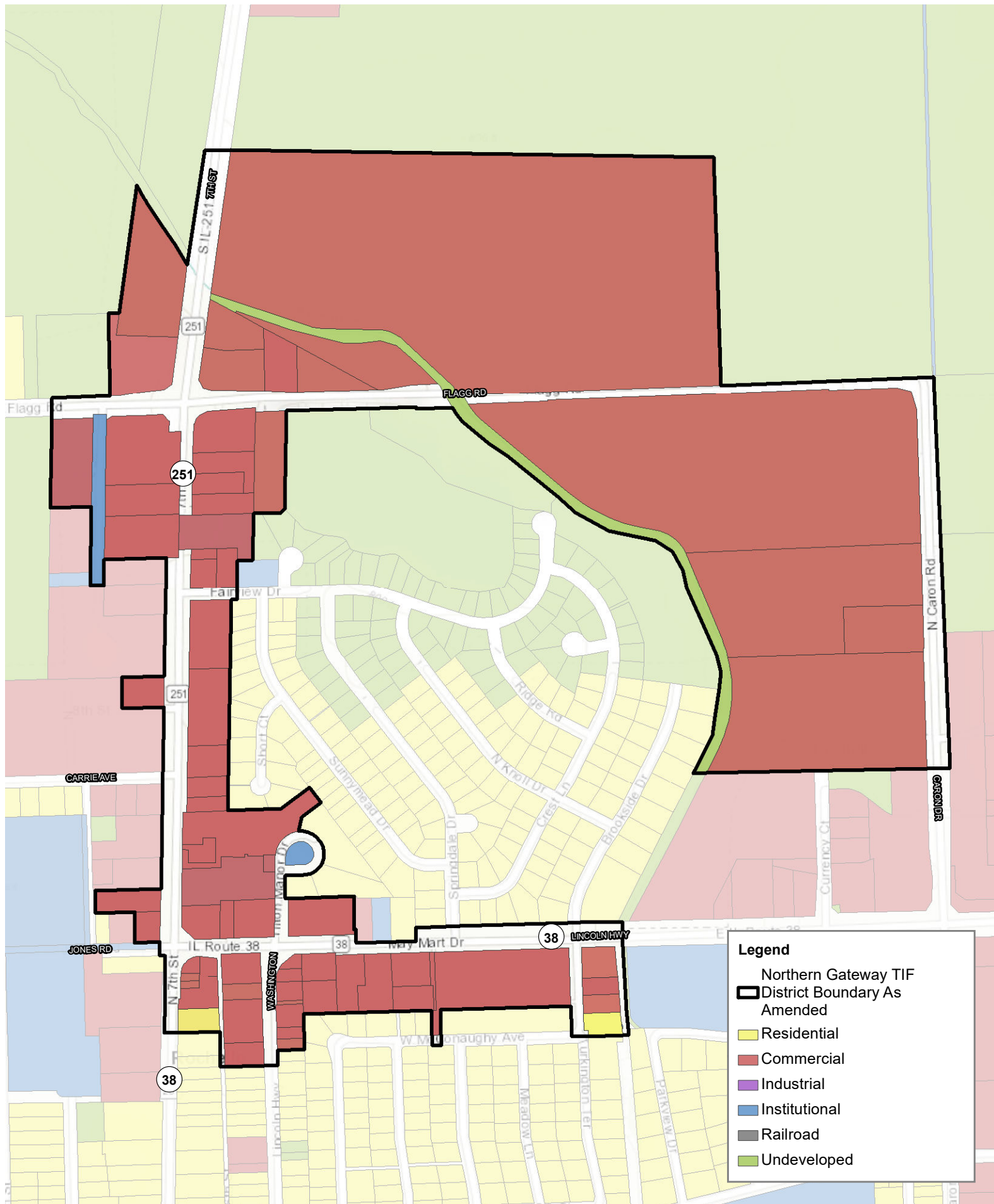


Legend

- Northern Gateway TIF
- District Boundary As Amended
- Residential
- Commercial
- Industrial
- Institutional
- Railroad
- Undeveloped

**EXHIBIT C - EXISTING LAND USE
NORTHERN GATEWAY TIF DISTRICT AS AMENDED**
Rochelle, IL





**EXHIBIT D - FUTURE LAND USE
NORTHERN GATEWAY TIF DISTRICT AS AMENDED**
Rochelle, IL



MORAN
ECONOMIC DEVELOPMENT



SECTION II. ELIGIBILITY FINDINGS FOR THE AMENDED AREA

A. Introduction

Properties slated for inclusion in the Amended Area must be found to be eligible. The following sections report on the eligibility of these parcels.

B. Statutory Requirements

According to the Tax Increment Allocation Redevelopment Act (the "Act"; 65 ILCS 5/11-74.4-1 et. seq.), in order for a municipality to qualify properties for tax increment financing, a finding must be made that conditions exist which allow the Amended Area to be classified as a blighted area, a conservation area, a combination of both blighted and conservation areas, or an industrial park conservation area. A map of the area of study has been attached as Exhibit B. Moran Economic Development conducted an evaluation of the physical conditions in the Area, and the findings of this evaluation are outlined below.

The definitions used for qualifying this Amended Area, as defined in the Act, follows:

"Conservation Area" means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of three or more of the following factors is detrimental to the public safety, health, morals or welfare, and such an area may become a blighted area:

1. Dilapidation - An advanced state of disrepair or neglect of necessary repairs to the primary structural components of buildings 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.
2. Obsolescence - The condition or process of falling into disuse. Structures have become ill-suited for the original use.
3. 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 not limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces.
4. 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.
5. 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.
6. 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.
7. 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 or inadequacy 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" refers 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.

8. 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.
9. 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: 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 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 and service.
10. 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.
11. 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 standards, or other evidence demonstrating an absence of effective community planning.
12. The 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.
13. The total Equalized Assessed Value of the Proposed Redevelopment Project Area has declined for 3 of the last 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 3 of the last 5 calendar years for which information is available or is 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 3 of the last 5 calendar years prior to the year in which the redevelopment project area is designated.

"Blighted Area" means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if vacant, the sound growth of the redevelopment project area is impaired by a combination of 2 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 vacant part of the redevelopment project area to which it pertains:

1. Obsolete platting of vacant land - that results in parcels of limited or narrow size or configurations of parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements, or platting that failed to create rights-of-way for streets or alleys or that created inadequate right-of-way widths for streets, alleys, or other public rights-of-way or that omitted easements for public utilities.
2. Diversity of ownership - of parcels of vacant land sufficient in number to retard or impede the ability to assemble the land for development.
3. Tax and special assessment delinquencies - exist or the property has been the subject of tax sales under the Property Tax Code within the last 5 years.
4. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land.
5. The 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 remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.
6. The total equalized assessed value of the proposed redevelopment project area has declined for 3 of the last 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 3 of the last 5 calendar years for which information is available or is 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 3 of the last 5 calendar years prior to the year in which the redevelopment project area is designated.

Or, if vacant, the sound growth of the redevelopment areas is impaired by one of the following factors that (i) is present, with that presence documented, to a meaningful extent so that a municipality may reasonably find that the factor is clearly present with the intent of the Act and (ii) is reasonably distributed throughout the vacant part of the redevelopment project area to which it pertains:

1. The area consists of one or more unused quarries, mines, or strip mine ponds.
2. The area consists of an unused rail yards, rail tracks or railroad rights-of-way.
3. The area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area as certified by a registered professional engineer or appropriate regulatory agency.
4. The area consists of an unused or illegal disposal site containing earth, stone, building debris, or similar materials that were removed from construction, demolition, excavation, or dredge sites.
5. Prior to November 1, 1999, the area is not less than 50 nor more than 100 acres and 75% of which is vacant (notwithstanding that the area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area), and the area meets at least one of the factors itemized in paragraph (1) of this subsection, the area

has been designated as a town or City center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.

6. The area qualified as a blighted improved area immediately prior to becoming vacant, unless there has been substantial private investment in the immediately surrounding area.

C. Methodology of Investigation

Various techniques and methods of research and field surveys were utilized in determining the eligibility of the properties in question, including:

- On-site field examination of the Area.
- Contacts with City officials and other individuals knowledgeable about conditions of the Area, the age and condition of buildings and site improvements, utilities, and related items.
- Use of definitions contained in the Act.
- Adherence to basic findings of need as established by the Illinois General Assembly in establishing tax increment financing, which became effective on January 10, 1977 and has been subsequently amended.

D. Eligibility Findings for the Amended Area

In making the determination of eligibility it is required that the Amended Area as a whole is determined to be eligible. An analysis of the physical conditions and presence of qualifying factors within the Amended Area was performed. The findings of this analysis, outlined and detailed below, demonstrate that the Amended Area is found to be a “conservation area” as defined within the Act. While the Area was reviewed for all of the factors listed above in Section B, the following summarizes only the factors that exist within the Area:

QUALIFICATIONS OF THE AMENDED AREA

The Area that is to be amended consists of a parcel of property in the City of Rochelle. This parcel is located south of East Flagg Road, just west of the intersection of IL-251 and Flagg Road. The parcel to be included in the Amended Area can be seen in Exhibit B.

▪ Age of Structures

Continuous use and exposure to the elements (varied temperatures, moisture, etc.) over an extended period of time adversely affects structures both aesthetically and structurally. Additionally, older buildings tend not to be ideal for modern-day uses as they often fail to meet contemporary development standards; a result of being constructed prior to the emergence of more rigorous guidelines.

As stated, 50% or more of the structures must have an age of 35 years or greater for a developed area to qualify as a “conservation area.” City officials have confirmed that the structures in the Area are all over 35 years of age, with construction dates ranging from the late 1960’s to 1975.

The qualifying factors for developed land found in the Act were researched to determine eligibility for the property. The following is the review of existing factors in the Area that would qualify it as a “Conservation Area.”

▪ Deterioration

Deteriorated conditions were present in the structures in the Area as well as in the surface improvements. The survey of the building conditions in the Area noted defects in some structural components, including roofs, foundations, and fascia materials. These examples were not severe, but associated with the general age of the structures as mentioned prior. The surface improvements in the Area also show signs of deterioration, with cracked concrete and asphalt as well as scattered

gravel. Similarly to the structural deterioration noted, the deterioration found in the surface improvements can be attributed to general wear and tear over time.

- **Inadequate Utilities**

There is some need for utility upgrades throughout the amended area. The general age of the septic system in particular is a concern for City officials. The tank in use currently dates back to 1975, and is in need of future improvements. The primary cause of septic system failure is the natural aging process and development of the biomat, and as the tank continues to age the likelihood of failure will increase.

- **Presence of Structures Below Minimum Code Standards**

The property which makes up the Amended Area was formerly outside of the corporate boundary of the City, and only recently annexed. As such, the structures located within the Amended Area are subject to a range of City codes which would not have been applicable to the property when it was unincorporated. The structures are likely below minimum standards of zoning, subdivision, building, fire, or other governmental codes.

- **Deleterious Land Use or Layout**

Incompatible land-use relationships typically occur when the function of one land use negatively impacts the adjacent land uses. Hours of operation, vehicular traffic, noise, security lighting, truck delivery traffic, and utilizing the public right-of-way as part of a loading zone or parking lot are all factors that can negatively impact adjacent lots of different land uses. All of the neighboring properties in the City are zoned as B2- Commercial Highway. The allowed uses in this zone could negatively impact the property, should it not be utilized for similar purposes in the future. Currently not all of the adjacent properties are utilizing the allowed density of development, but should additional development occur then the potential negative impact of these properties could increase.

- **Lack of Community Planning**

The Amended Area could also be considered as one exhibiting a lack of community planning due to the aforementioned Deleterious Land Use or Layout. Given the property's location and surrounding zoning districts, it is likely that the highest and best use for the property would also be for commercial development. Also until the property was recently annexed it was the only developed property south of East Flagg Road and west of IL-251 that was not in the City. Had it been part of the City, the property would have been subject to the City's planning efforts and the aforementioned governmental codes would have been applicable.

E. Summary of Factors

It is found that the developed portion of the Amended Area contains conditions that qualify it as a Conservation Area; the number of buildings that are 35 years or older exceeds the statutory threshold of 50%, and the Amended Area contains an incidence of the following five factors that are present to a qualifying degree: deterioration, both site and structural; inadequate utilities; presence of structures below minimum code standards; deleterious land use or layout; and the lack of community planning.

F. Conclusion

The Amended Area is impacted by five blighting factors, plus age. These factors are reasonably distributed and present to a meaningful extent. As such, the Amended Area is found to be a "conservation area". The conditions that exist are detrimental to the Amended Area as a whole, to the long term interests of the City, and to the other taxing districts. This tax increment program should serve to reduce or eliminate the factors which cause the Amended Area to qualify under the TIF Act.

Therefore, after a thorough review of the factors present, the conclusion of this report is that the Proposed Amended Area qualifies for tax increment financing. The City Council should review this analysis and, if satisfied, proceed with the recognition of these findings, the adoption of the Northern Gateway TIF District Redevelopment Plan as Amended.

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APPENDIX A

AMENDED LEGAL DESCRIPTION

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APPENDIX A – AMENDED LEGAL DESCRIPTION

OF PROPERTY DESCRIBED AS: Part of Section 13 and part of Section 24, Township 40 North, Range 1 East of the Third Principal Meridian, Ogle County, Illinois, bounded and described as follows:

Beginning at the Southeast Corner of the Northeast Quarter of said Section 13; thence Westerly along the South Line of said Northeast Quarter, a distance of 1023.66 feet; thence Northerly, parallel with the East line of said Northeast Quarter, a distance of 1096.46 feet to a point lying 1537.80 feet South of the North Line of said Northeast Quarter; thence Northwesterly, a distance of 2388.91 to the centerline of a old road (designated the Old Rockford and Peru Road, the Rockford and Ottawa Road and also known as Meridian Highway (now abandoned, said point lying 1442.10 feet South of the North Line of the Northwest Quarter of said Section 13, as measured along said old centerline; thence continuing Northwesterly along an extension of the last described course to the Westerly Right-of-Way Line of a public road designated Illinois Route 251; thence Southwesterly along said Westerly Right-of-Way Line to the North Line of Parcel #24-13-176-003; thence Northwesterly along said North Line to the Northwest Corner of said Parcel; thence Southwesterly along the West Line of said Parcel to the North Line of Parcel #24-13-176-004; thence Westerly along said North Line to the Northwest Corner of said Parcel; thence Southerly along the Westerly Line of said parcel to the Northerly Right-of-Way Line of a public road designated Flagg Road; thence Westerly along said Northerly Right-of-Way Line to the Northerly projection of the Westerly Line of Parcel #24-13-301-002; thence Southerly along said Northerly projection and the Westerly Line of said Parcel #24-13-301-002 to the Southwest Corner of said parcel; thence Easterly along the South Line of said parcel to the Southeast Corner of said parcel, said point being on the Westerly Line of a public road designated 8th Street; thence Southerly along the Westerly Line of said 8th Street to the North Line of Parcel #24-13-301-011; thence Easterly along said North Line to the Easterly Right-of-Way Line of said 8th Street; thence Northerly along said Easterly Right-of-Way Line to the Southwest Corner of Parcel # 24-13-326-004; thence Easterly along the South Line of said Parcel to the Westerly Right-of-Way Line of said Illinois Route 251; thence Southerly along said Westerly Right-of-Way Line to the Northeast Corner of Parcel #24-13-351-012; thence Westerly along the North Line of said Parcel to the Northwest Corner of said Parcel; thence Southerly along the West Line of said Parcel to the Southwest Corner of said Parcel; thence Easterly along the South Line of said Parcel to the Westerly Right-of-Way Line of said Illinois Route 251; thence Southerly along said Westerly Right-of-Way Line to the Northeast Corner of Parcel #24-13-376-004; thence Westerly along the North Line of said Parcel to the Northwest Corner of said Parcel; thence Southerly along the West line of said Parcel to the Southwest Corner of said Parcel; thence Easterly along the South Line of said Parcel to the Northwest Corner of Parcel #24-13-376-007; thence Southerly along the West Line of said Parcel to the Southwest Corner of said Parcel; thence Easterly along the South Line of said Parcel to the Southeast Corner of said Parcel; thence Southerly along the Southerly projection of the East Line of said Parcel to the Southerly Right-of-Way Line of a public road designated Jones Road; thence Easterly along said Southerly Right-of-Way line to the Westerly Right-of-Way Line of said Illinois Route 251; thence Southerly along said Westerly Right-of-Way Line to the Westerly projection of the South Line Parcel #24-24-126-004; thence Easterly along said Westerly projection and the South line of said Parcel to the Southeast Corner of said Parcel (also the West Line of an alley); thence Southerly along the West Line of said alley to the Westerly projection of the South Line of Parcel #24-24-126-054; thence Easterly along said Westerly projection and the South Line of said Parcel and the Easterly projection of said South Line to the Easterly Right-of-Way Line of a public road designated Lincoln Highway; thence Northerly along said Easterly Right-of-Way line to the Southwest Corner of Parcel #24-24-127-006; thence Easterly along the South Line of said Parcel to the Southeast Corner of said Parcel; thence Northerly along the East Line of said Parcel and the East Line of Parcel # 24-24-127-005 and #24-24-127-004 to the Northwest Corner of Parcel #24-24-127-031; thence Easterly along the North Line of said Parcel and the North Line of Parcel # 24-24-24-127-048 and #24-24-127-049 and #24-24-127-060 and #24-24-201-002 and #24-24-201-003 to the Northeast Corner of said Parcel #24-24-201-003; thence Southerly along the East Line of said Parcel to the Southerly Right-of-Way Line of a public road designated McConaughy Avenue; thence Easterly along said Southerly Right-of-Way line to the Southerly projection of the West Line of Parcel #24-24-201-005; thence Northerly along said Southerly projection and the West Line of said Parcel to the Northwest Corner of said Parcel; thence Easterly along the North line of said Parcel to the Northeast Corner of said Parcel; thence Southerly along the Easterly Line to the Westerly projection of the South Line of Parcel #24-24-205-014; thence Easterly along said Westerly projection and the South Line of said Parcel #24-24-205-014 to the centerline of Kyte Creek; thence Northerly along said centerline to the Northerly Right-of-Way Line of a public road designated Illinois Route 38; thence Westerly along said Northerly Right-of-Way Line to the Southeast Corner of Parcel #24-13-381-030; thence Northerly along the East Line of said Parcel to the Northeast Corner of said Parcel; thence Westerly along the North Line of said Parcel and the Westerly projection thereof to the Southwest Corner of Parcel #24-13-381-013; thence Northerly along the West line of said Parcel to the Northwest Corner of said Parcel (also the Southerly Right-of-Way Line of a public road designated Tilton Manor Drive; thence Northeasterly to Northwesterly along said Right-of-Way Line to the Easterly Line of Parcel #24-13-377-053; thence Northeasterly along the East line of said Parcel to the most Easterly Corner of said Parcel; thence Northwesterly along the East Line of said Parcel to the most Northerly Corner of said Parcel; thence Southwesterly and Westerly along the Northerly Line of said Parcel to the Southeast Corner of Parcel #24-13-377-004; thence Northerly along

the East line of said Parcel and the East line of Parcels #24-13-377-059, #24-13-377-043, #24-13-377-057 and #24-13-377-056 to the Southerly Right-of-Way Line of a public road designated Fairview Drive; thence Easterly along said Southerly Right-of-Way Line to the Southerly projection of the East line of Parcel #24-13-327-006; thence Northerly along said Southerly projection and the East line of said Parcel to the Northwest Corner of Parcel #24-13-327-010; thence Easterly along the North Line of said Parcel to the Southeast Corner of Parcel #24-13-327-012; thence Northerly along the East Line of said Parcel and the East Line of Parcels # 24-13-327-009, #24-13-327-014, #24-13-327-016 and #24-13-327-004 to the Southerly Right-of-Way Line of said Flagg Road; thence Easterly along said Southerly Right-of-Way Line to the centerline of Kyte Creek; thence Southeasterly to Southwesterly along said centerline to the Westerly projection of the South Line of Parcel #24-13-426-003; thence Easterly along said Westerly projection and the South Line of said Parcel to the East Line of the Southeast Quarter of said Section 13; thence Northerly along said East Line to the Point of Beginning.

APPENDIX B

PARCEL ID LIST

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APPENDIX B - PARCEL ID NUMBERS

24-13-176-003	24-13-377-059	24-13-384-033
24-13-176-004	24-13-379-001	24-13-386-012
24-13-177-003	24-13-381-030	24-13-426-003
24-13-177-006	24-13-384-001	24-13-426-005
24-13-177-007	24-13-384-002	24-13-426-006
24-13-177-008	24-13-384-003	24-13-426-007
24-13-177-009	24-13-384-004	24-24-126-001
24-13-200-003	24-13-384-005	24-24-126-003
24-13-301-002	24-13-384-006	24-24-126-004
24-13-301-007	24-13-384-007	24-24-126-027
24-13-326-003	24-13-384-008	24-24-126-052
24-13-326-008	24-13-384-009	24-24-126-054
24-13-326-009	24-13-384-010	24-24-126-055
24-13-327-003	24-13-384-011	24-24-126-056
24-13-327-004	24-13-384-012	24-24-126-059
24-13-327-005	24-13-384-013	24-24-126-060
24-13-327-006	24-13-384-014	24-24-127-001
24-13-327-009	24-13-384-015	24-24-127-002
24-13-327-012	24-13-384-016	24-24-127-004
24-13-327-014	24-13-384-017	24-24-127-005
24-13-327-016	24-13-384-018	24-24-127-006
24-13-351-012	24-13-384-019	24-24-127-026
24-13-376-004	24-13-384-020	24-24-127-053
24-13-376-007	24-13-384-021	24-24-127-054
24-13-377-004	24-13-384-022	24-24-127-055
24-13-377-021	24-13-384-023	24-24-127-056
24-13-377-041	24-13-384-024	24-24-127-057
24-13-377-043	24-13-384-025	24-24-201-001
24-13-377-049	24-13-384-026	24-24-201-007
24-13-377-051	24-13-384-027	24-24-201-008
24-13-377-052	24-13-384-028	24-24-201-009
24-13-377-053	24-13-384-029	24-24-205-001
24-13-377-056	24-13-384-030	24-24-205-002
24-13-377-057	24-13-384-031	24-24-205-003
24-13-377-058	24-13-384-032	24-24-205-014

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APPENDIX C

ORIGINAL NORTHERN GATEWAY TIF DISTRICT REDEVELOPMENT PLAN

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