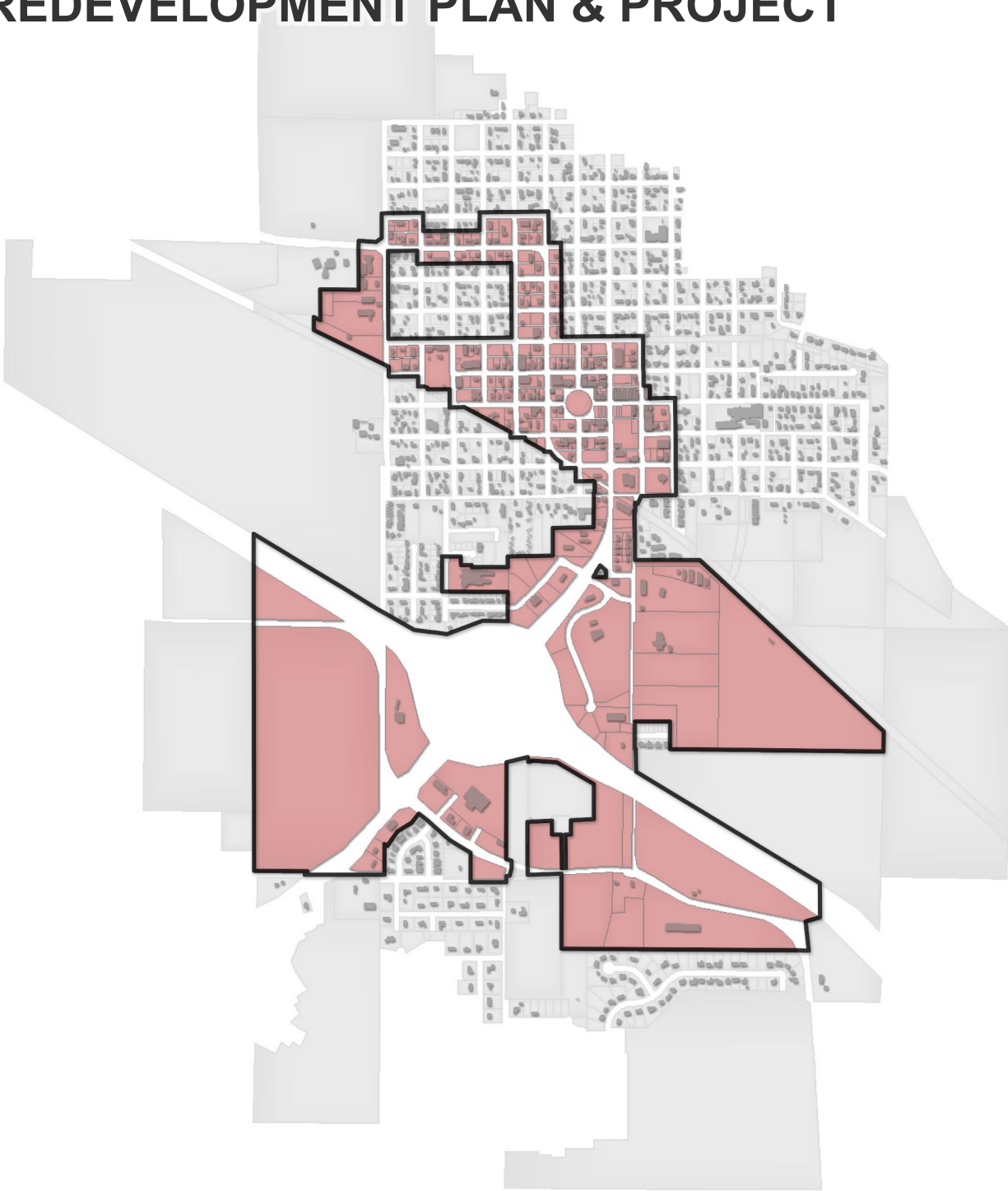


# LE ROY BUSINESS DISTRICT BUSINESS DISTRICT REDEVELOPMENT PLAN & PROJECT



The City of  
**LE ROY, IL**  
February 17, 2020



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## **SECTION I. INTRODUCTION**

Municipalities are authorized to create Business Districts by the Illinois Municipal Code, specifically in 65 ILCS 5/11-74.3 et seq. (the “Act”). The Act sets forth the requirements and procedures for establishing a Business District and a Business District Plan. The purposes of this Plan are to provide a document that demonstrates that the Business District (as defined below) is blighted, provide actions and activities to eradicate the blighting conditions found in this portion of the City, and assist in the development of the Business District. This Plan also identifies those activities, sources of funds, procedures, and other necessary requirements needed to implement the Plan, and use the sales tax and hotel taxes if any, raised within the District to pay for certain eligible District costs.

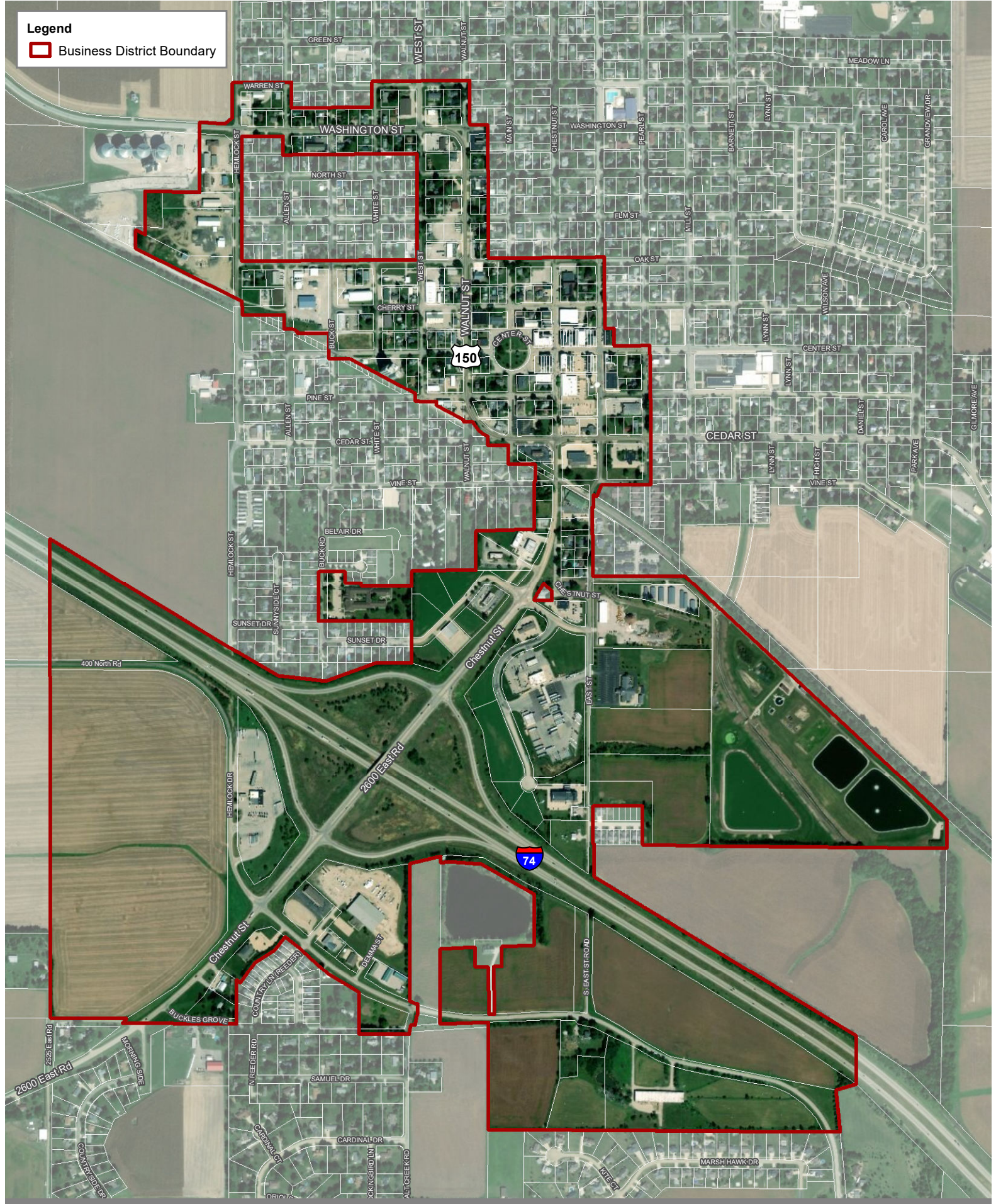
The City of Le Roy (the “City”) intends to pursue the creation of a Business District Redevelopment Plan and Project in order to promote general economic development and facilitate utility and infrastructure improvements in the central corridors of the City. In late 2019 an economic development analysis and eligibility study was prepared in order to provide a comparison to regional municipalities as well as to determine whether certain areas of the City would be eligible for inclusion in a redevelopment project area. The analysis portion of the document detailed certain financial attributes of the City and region such as property tax rates, property tax revenues, property value trends, sales tax rates, sales tax revenues, and other regional redevelopment project area revenue collections. The eligibility study documented how the area would qualify for inclusion in a redevelopment project area, particularly a Business District Area. Based on the findings in the economic development analysis and eligibility study the City chose to pursue the establishment of a Business District Redevelopment Plan in order to assist with the generation of sales tax revenue, property tax revenue, and increase property values – all of which were found to be lacking when compared to other municipalities in the region. Further, the City has a comprehensive list of goals for the Business District Redevelopment Project, including utility and infrastructure improvements, promotion of tourism and economic development, beautification of existing businesses, and restoration of the historic downtown.

The proposed Business District (the “District”) encompasses 280 parcels of property and rights-of-way in the City of Le Roy. Generally, this Area encompasses parcels from the interstate interchange through the downtown portion of the City, taking in the central commercial areas. Beginning at the I-74 interchange the Area takes in the surrounding properties and some property between I-74 and E Bicentennial Dr. The Area continues north along S Chestnut St taking in property on the north side of the intersection, and extends east to the railroad line. Continuing north, the Area takes in parcels in the downtown portion of the City, extending east to Pearl St and west to Hemlock St. The Area follows US-150 north and then west to the corporate boundary, where adjacent parcels make up the northwestern portion of the Area. The boundary map for the Area is attached as Exhibit A, with the existing land use map as Exhibit B. The Area is legally described in Appendix A.

The Blight Analysis for the Area was presented to the City Council on February 17, 2020. The Blight Analysis outlined the qualifying factors found in the Area, and this information is referenced within this Business District Plan.

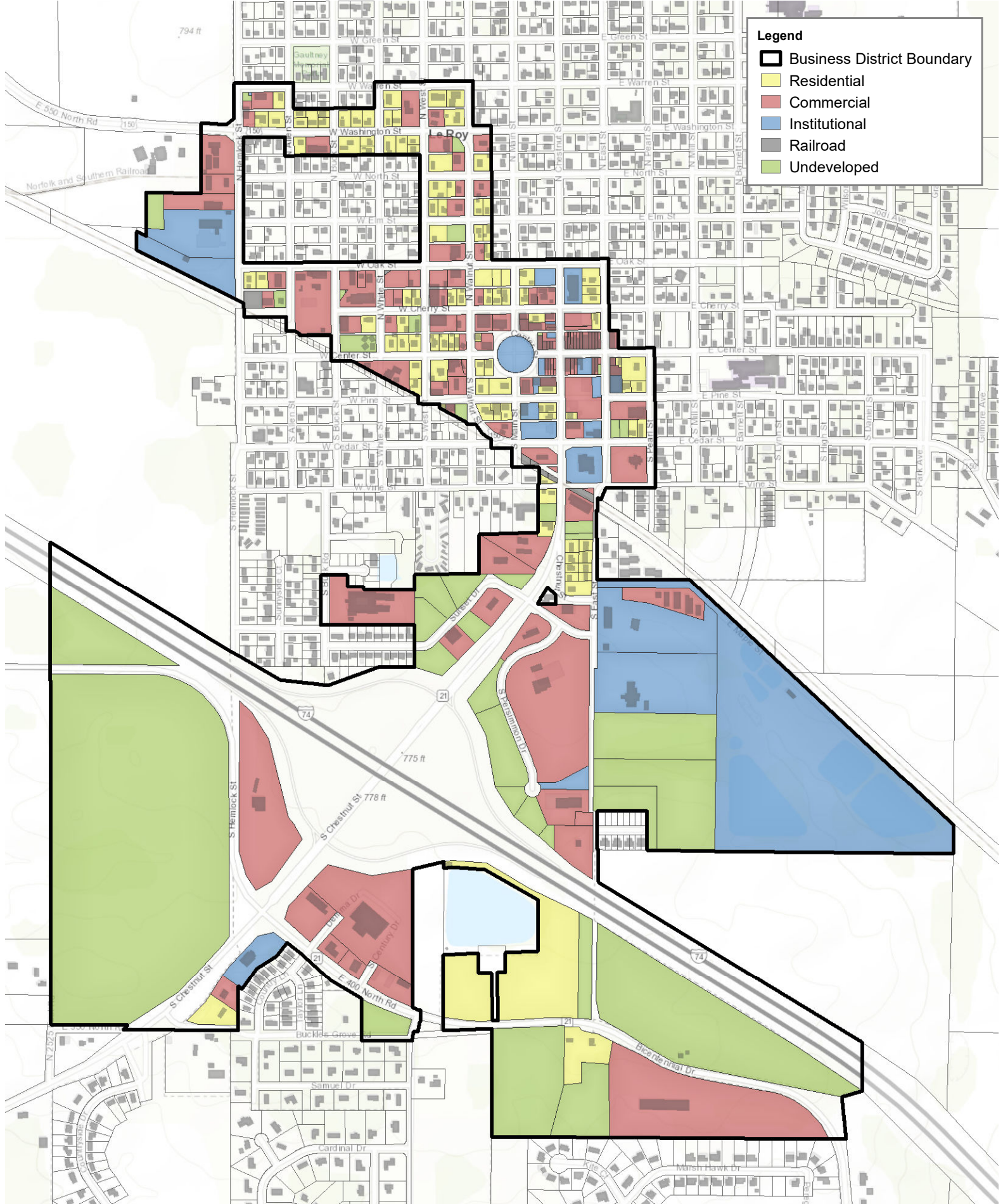
Legend

Business District Boundary



**EXHIBIT A - BOUNDARY MAP**  
**BUSINESS DISTRICT**  
 Le Roy, IL





**Legend**

- Business District Boundary
- Residential
- Commercial
- Institutional
- Railroad
- Undeveloped

**EXHIBIT B - EXISTING LAND USE**  
**BUSINESS DISTRICT**  
 Le Roy, IL



## SECTION II. STATUTORY BASIS FOR BUSINESS DISTRICT DEVELOPMENT AND REDEVELOPMENT

Business Districts are authorized by the Illinois Municipal Code, specifically in 65 ILCS 5/11-74.3 “the Act”. The Act finds and declares that:

- *It is essential to the economic and social welfare of each municipality that business districts be developed, redeveloped, improved, maintained and revitalized, that jobs and opportunity for employment be created within the municipality, and that, if blighting conditions are present, blighting conditions be eradicated by assuring opportunities for development, or redevelopment, encouraging private investment, and attracting sound and stable business and commercial growth;*
- *It is further found and determined that as a result of economic conditions unfavorable to the creation, development, improvement, maintenance, and redevelopment of certain business and commercial areas within municipalities opportunities for private investment and sound and stable commercial growth have been and will continue to be negatively impacted and business and commercial areas within many municipalities have deteriorated and will continue to deteriorate, thereby causing a serious menace to the health, safety, morals, and general welfare of the people of the entire State, unemployment, a decline in tax revenues, excessive and disproportionate expenditure of public funds, inadequate public and private investment, the unmarketability of property, and the growth of delinquencies of crime.*
- *In order to reduce threats to and to promote and protect the health, safety, morals, and welfare of the public and to provide incentives which will create employment and job opportunities, will retain commercial businesses in the State and related job opportunities and will eradicate blighting conditions if blighting conditions are present, and for the relief of unemployment and the maintenance of existing levels of employment, it is essential that plans for business districts be created and implemented and that business districts be created, developed, improved, maintained, and redeveloped.*
- *The creation, development, improvement, maintenance, and redevelopment of business districts will stimulate economic activity in the State, create and maintain jobs, increase tax revenues, encourage the creation of new and lasting infrastructure, other improvements, and facilities, and cause the attraction and retention of businesses and commercial enterprises which generate economic activity and services and increase the general tax base, including, but not limited to, increased retail sales, hotel or restaurant sales, manufacturing sales, or entertainment industry sales, thereby increasing employment and economic growth.*
- *It is hereby declared to be the policy of the State, in the interest of promoting the health, safety, morals, and general welfare of all the people of the State, to provide incentives which will create new job opportunities and retain existing commercial businesses within the State and related job opportunities, and it is further determined and declared that the relief of conditions of unemployment, the maintenance of existing levels of employment, the creation of new job opportunities, the retention of existing commercial businesses, the increase of industry and commerce within the State, the reduction of the evils attendant upon unemployment, and the increase and maintenance of the tax base of the State and its political subdivisions are public purposes and for the public safety, benefit, and welfare of the residents of this State.*
- *The exercise of the powers provided in this Law is dedicated to the promotion of the public interest, to the enhancement of the tax base within business districts, municipalities, and the State and its political subdivisions, the creation of employment, and the eradication of blight, if present within the business district, and the use of such powers for the creation, development, improvement, maintenance, and redevelopment of business districts of a municipality is hereby declared to be for the public safety, benefit, and welfare of the residents of the State and essential to the public interest and declared to be for public purposes.*

- The Act is intended to be used by municipalities to address and eradicate problems that cause areas to qualify as “blighted”, and to carry out development and redevelopment projects that serve this end.

The Act allows a municipality to accomplish development, redevelopment and rehabilitation activities on a locally-controlled basis. Development, redevelopment and rehabilitation within a designated District will maintain existing taxes from sales within the District and, thus, maintain existing tax revenues and create new tax revenues which will be used to improve the District. These tax revenues can be used to finance certain “Business District Costs” as identified within the Act.

The statute allows the corporate authorities to designate an area of the municipality as a business district after a public hearing. Powers extended to the corporate authorities in a designated business district include the following:

- *To make and enter into all contracts necessary or incidental to the implementation and furtherance of a business district plan. A contract by and between the municipality and any developer or other nongovernmental person to pay or reimburse said developer or other nongovernmental person for business district project costs incurred or to be incurred by said developer or other nongovernmental person shall not be deemed an economic incentive agreement under Section 8-11-20, notwithstanding the fact that such contract provides for the sharing, rebate, or payment of retailers' occupation taxes or service occupation taxes (including, without limitation, taxes imposed pursuant to subsection (11)) the municipality receives from the development or redevelopment of properties in the business district. Contracts entered into pursuant to this subsection shall be binding upon successor corporate authorities of the municipality and any party to such contract may seek to enforce and compel performance of the contract by civil action, mandamus, injunction, or other proceeding.*
- *Within a business district, to acquire by purchase, donation, or lease, and to own, convey, lease, mortgage, or dispose of land and other real or personal property or rights or interests therein; and to grant or acquire licenses, easements, and options with respect thereto, all in the manner and at such price authorized by law. No conveyance, lease, mortgage, disposition of land or other property acquired by the municipality or agreement relating to the development of property, shall be made or executed except pursuant to prior official action of the municipality. No conveyance, lease, mortgage, or other disposition of land owned by the municipality, and no agreement relating to the development of property, within a business district shall be made without making public disclosure of the terms and disposition of all bids and proposals submitted to the municipality in connection therewith. To acquire property by eminent domain in accordance with the Eminent Domain Act.*
- *To clear any area within a Business District by demolition or removal of any existing buildings, structures, fixtures, utilities, or improvements, and to clear and grade land.*
- *To install, repair, construct, reconstruct, or relocate public streets, public utilities, and other public site improvements within or without a business district which are essential to the preparation of a business district for use in accordance with a business district plan.*
- *To renovate, rehabilitate, reconstruct, relocate, repair, or remodel any existing buildings, structures, works, utilities, or fixtures within any business district.*
- *To construct public improvements, including but not limited to buildings, structures, works, utilities, or fixtures within any business district.*
- *To fix, charge, and collect fees, rents, and charges for the use of any building, facility, or property or any portion thereof owned or leased by the municipality within a business district.*

- *To pay or cause to be paid business district project costs. Any payments to be made by the municipality to developers or other nongovernmental persons for business district project costs incurred by such developer or other nongovernmental person shall be made only pursuant to the prior official action of the municipality evidencing an intent to pay or cause to be paid such business district project costs. A municipality is not required to obtain any right, title, or interest in any real or personal property in order to pay business district project costs associated with such property. The municipality shall adopt such accounting procedures as shall be necessary to determine that such business district project costs are properly paid.*
- *Utilize up to 1% of the revenue from a business district retailers' occupation tax and service occupation tax imposed under paragraph (10) and a hotel operators' occupation tax under paragraph (11) of Section 11-74.3-3 in connection with one business district for eligible costs in another business district that is: (A) contiguous to the business district from which the revenues are received; (B) separated only by a public right of way from the business district from which the revenues are received; or (C) separated only by forest preserve property from the business district from which the revenues are received if the closest boundaries of the business districts that are separated by the forest preserve property are less than one mile apart.*
- *To apply for and accept grants, guarantees, donations of property or labor or any other thing of value for use in connection with a business district project.*
- *If the municipality has by ordinance found and determined that the business district is a blighted area under this Law, to impose a retailers' occupation tax and a service occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for business district project costs as set forth in the business district plan approved by the municipality.*
- *If the municipality has by ordinance found and determined that the business district is a blighted area under this Law, to impose a hotel operators' occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for the business district project costs as set forth in the business district plan approved by the municipality.*

The Act specifies that before a municipality can designate a District which imposes a retailers' occupation tax and create a Plan for such a District, the municipality must find that the District is "blighted", as that term is defined in the Act.

The Act also requires that any Plan adopted by a municipality include:

- A specific description of the District boundaries and map;
- A general description of each project proposed to be undertaken within the District including a description of the approximate location of each project and a description of any developer, user, or tenant of any property to be located or improved within the proposed business district;
- The name of the proposed District;
- The estimated business district project costs;
- Anticipated source of funds to pay District project costs;
- Anticipated type and terms of any obligations to be issued; and
- The retailers' occupation tax and service occupation tax, if any, and the rate of such taxes and the period of time for which the tax shall be imposed.



## SECTION III. BLIGHT ANALYSIS

### A. Introduction

Municipalities are authorized to create business districts by the Illinois Municipal Code (65 ILCS 5/11-74.3 et seq. - the "Act"). The Act sets forth the requirements and procedures for establishing a business district and a business district plan. The City has deemed such action desirable in order to remedy existing conditions detrimental to existing development in this portion of the City.

The criteria and individual factors that were utilized in conducting the evaluation of the conditions in the proposed business district are outlined on the following pages.

### B. Statutory Qualifications

The definitions for qualifying the District as "blighted" are defined in the Act as follows:

*"Blighted area" means an area that is a blighted area which, by reason of the predominance of defective, non-existent, or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire or other causes, or any combination of those factors, retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.*

### C. Investigation and Analysis of Blighting Conditions

In determining whether or not the District meets the eligibility requirements of the Act, various methods of research and field surveys were utilized. These included:

- On-site field examination of conditions in the District by experienced staff of Moran Economic Development. These personnel are trained in techniques and procedures of determining conditions of local properties, utilities, streets, etc., and determination of eligibility of areas for business district designation.
- Contacts with City officials and other individuals knowledgeable about Area conditions and history, the age and condition of site improvements, and related items.
- Examination of maps, aerial photographs, and historic data related to the proposed Area.
- Research of McLean County property tax records and equalized assessed value ("EAV") information.
- Review of the City of Le Roy's Comprehensive and Economic Development Plans.
- Review of developer estimates on construction budgets for site improvements.
- Review of the findings and determinations established by the Act in creating business districts.

These findings include:

- That it may be considered essential to the economic or social welfare of the municipality that business districts be maintained and revitalized by assuring opportunities for development or redevelopment and attracting sound and stable business and commercial growth.
- That such a result should conform to the comprehensive plan of the municipality and a specific plan for business districts officially approved by the corporate authorities of the municipality after the public hearing.
- That the exercise of the powers provided in Section 11-74.3-1 (of the Act) is dedicated to the promotion of the public interest and to the enhancement of the tax base of business districts, and the use of such powers for the development and redevelopment of business districts of a municipality is hereby declared to be a public use essential to the public interest.

The Act specifies that certain requirements must be met before a municipality can proceed with implementing business district development and redevelopment projects and imposing the retailers'

occupation tax, service occupation tax, and hotel operators' occupation tax. One of these is that the municipality must demonstrate that the District qualifies as eligible for business district designation.

#### **D. The Proposed District**

The proposed District encompasses 280 parcels of property and rights-of-way in the City of Le Roy. Generally, this Area encompasses parcels from the interstate interchange through the downtown portion of the City, taking in the central commercial areas. Beginning at the I-74 interchange the Area takes in the surrounding properties and some property between I-74 and E Bicentennial Dr. The Area continues north along S Chestnut St taking in property on the north side of the intersection, and extends east to the railroad line. Continuing north, the Area takes in parcels in the downtown portion of the City, extending east to Pearl St and west to Hemlock St. The Area follows US-150 north and then west to the corporate boundary, where adjacent parcels make up the northwestern portion of the Area.

#### **E. Review of Findings & Qualifications of the District**

In order to impose the retailers' occupation tax and service occupation tax, the corporate authorities of the municipality shall make a formal finding that the Area is a "Blighted Area", as defined in Section III-B. The following is a review of the findings:

- **Deterioration of Site Improvements**

In terms of the physical conditions of the parcels in the Area, deteriorated conditions were present in 185 of the 320 structures (58%), and in 167 of the 280 parcels (60%). The field survey of main building conditions in the Area found 185 buildings to have notable defects in the secondary structural components, including roofs, windows, foundations, and fascia materials. These examples were evenly distributed throughout the Area both geographically and within the various land uses. The characteristics of the structural deterioration observed are not uncommon in an area where the structures were of this general age, which is shown in Exhibit C. City officials noted particular areas of need including properties along US-150 that are vacant and in need of repair. Another area noted was along West Center Street, where there are numerous vacant and unkempt properties. Other areas of focus are in some of those older structures which have not been maintained as well as some of the others in the Area, and the City noted a desire to expand the façade improvement program to facilitate the restoration of these structures to improve their condition yet maintain some of the architectural elements of their period. Generally the priority for redevelopment would be those decaying structures that have blighted conditions, and demolition for those structures which are beyond repair, including the former Hardee's.

The Area exhibited deteriorated surface improvements as well. Common forms of this type of deterioration are cracking sidewalks, unkempt gravel areas, cracked and deteriorated roadway surfacing, and grass or weed growth in some of the surface improvements. In other portions of the proposed district parking lots, entry ways, and driveways lack proper pavement and exhibit clear signs of deterioration. City officials noted the need for general road improvements in the form of resurfacing, additional areas with curb and gutter, and the repair or replacement of sidewalks throughout the area. Specific improvements cited as goals for the redevelopment plan include the replacement of the brick portions of Chestnut and Oak Streets, repairs to Bicentennial Drive from Chestnut Street to the Shell station, repairs to Persimmon Drive from Sunset Drive to the area by Flanagan State Bank, repair of the intersection of East Street and Sunset Drive, and the repair of Pearl Street between Pine Street and Cedar Street. Other necessary surface improvements noted were the widening of the intersection at Vine and Chestnut Streets, and the maintenance of the "Rails to Trails" properties.

There are much needed improvements to the utilities and infrastructure serving the sites in the Area as well. Officials cited the sanitary sewer system in the Area is as old as 90 years in some portions, with nearly all of the lines being vitrified clay pipe ("VCP"). This type of material for the lines is undesirable compared to the more modern polyvinyl chloride ("PVC") material due to VCP's susceptibility to breakages and other issues that contribute to infiltration/inflow ("I/I") problems, which are noted to exist in the Area. Other issues with these lines are offset joints, and their general age will require them to be relined or replaced. The treatment plant was constructed in 1979, and while it

is in adequate conditions there are improvements that are needed to be made to meet pending Environmental Protection Agency (“EPA”) mandates. These improvements include the rebuilding of the clarifier, updating of the sludge storage lagoons, and updating the aeration systems in the lagoons. The City is currently within the acceptable limits of EPA standards relating to ammonia, but these standards are likely to change which would require upgrades in order to avoid non-compliance.

Other infrastructure elements in need of replacement are related to fire hydrants, with 18 in need of replacement along with another 20 added. Also the City wishes to replace or add 80 new service lines, and increase 55 blocks of 6-inch water main to 8-inch as well as increase 48 blocks of 4-inch to 8-inches. The presence of undersized mains, as well as the need for the new fire hydrants, contributes to the existence of conditions which threaten property by fire, a factor discussed below.

- **Existence of Conditions Which Threaten Property by Fire**

The need for the replacement and addition of fire hydrants throughout the Area could indicate a lack of proper infrastructure to support fire suppression efforts. Additionally, the fact that there are over 100 blocks with water mains that would be considered undersized could also contribute to issues with sufficient fire flows. These problems become more threatening in some of the older blocks of the Area where there are examples of overcrowding of structures, which contributes to the conditions which threaten property by fire in that it creates an increased threat of the spread of fire due to the close proximity of buildings.

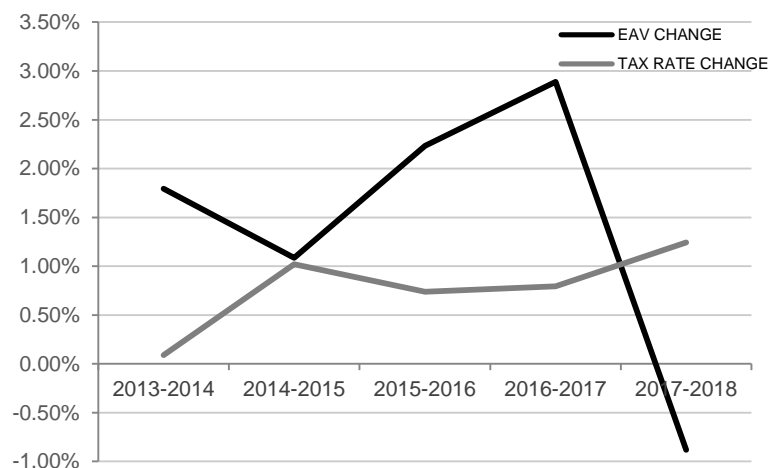
- **Improper Subdivision or Obsolete Platting**

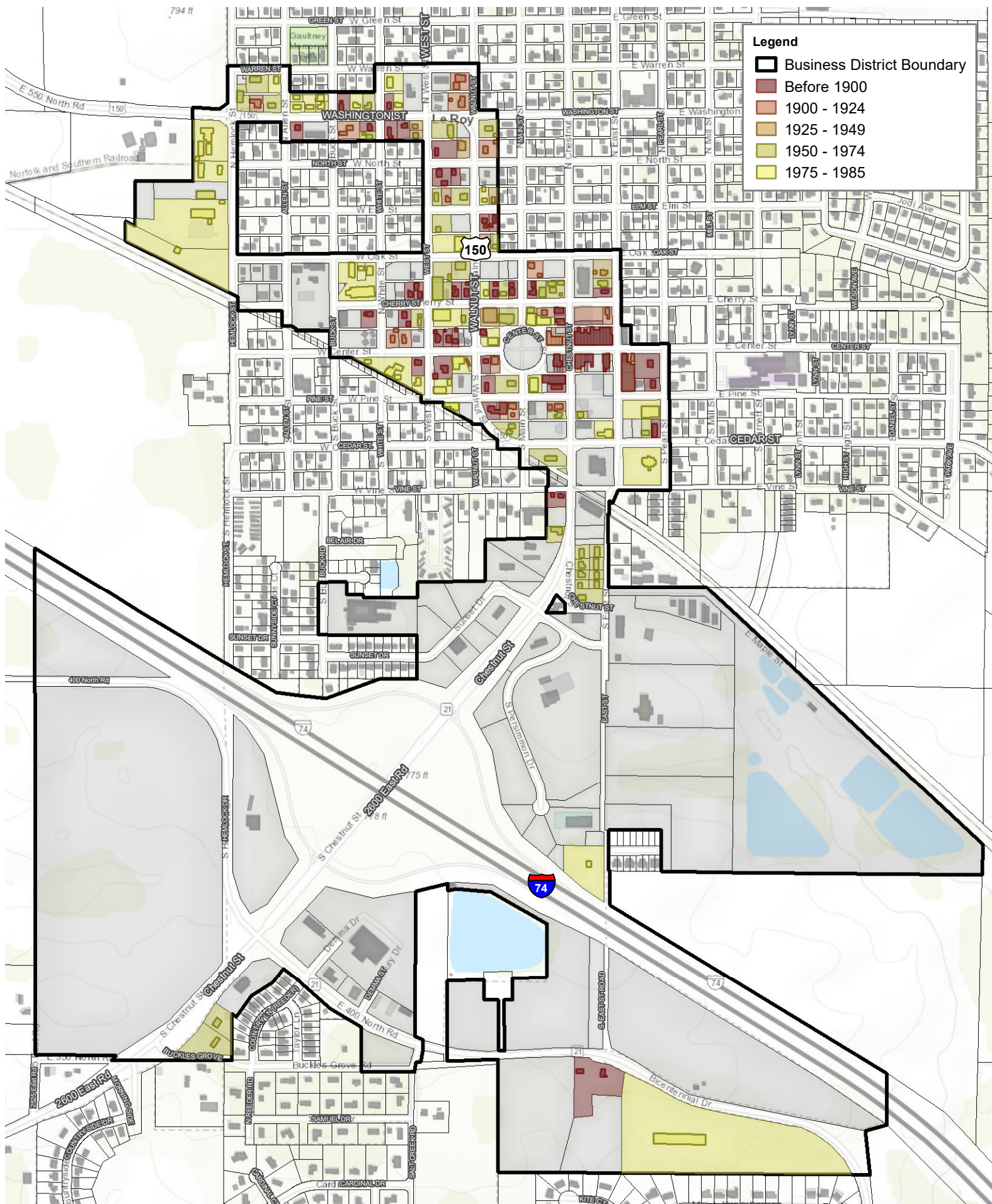
Many of the parcels within the Study Area are characterized by improper subdivision or obsolete platting. Some of the existing platting does not meet the needs of the contemporary standards, exhibited by characteristics such as being too large, too small, or in a size or shape that would not comply with guidelines for development. Many of the larger undeveloped properties are unlikely to be utilized to their highest and best use until they are subdivided in accordance with a guided plan for redevelopment. Other smaller parcels were divided in a way that seems to have occurred on an as-needed basis, but has left properties in dimensions that are unusable in their current configuration. These parcels would need to be combined with adjacent parcels in order to see any future development possibilities.

The Area, by reason of a predominance of the deterioration of site improvements, the existence of conditions which threaten property by fire, and improper subdivision or obsolete platting, constitutes an economic liability to the City. Additionally, these factors in combination contribute to the economic underutilization of the Area. Finally, there could be conditions which are considered a menace to public health, safety, or welfare.

The presence of deteriorated conditions can create a perception of an area in decline, where investment or reinvestment is not occurring. The Area consists of the City’s older downtown commercial area and some of the older residential blocks. When reinvestment does not occur in aging properties then the structural and surface improvements decline, and in turn property values decrease. In order to maintain funding for existing levels of service to compensate for declining property values tax rates must rise. The relationship between the City’s total EAV and the tax rate from 2013-2018 is shown in Figure A. The City has also

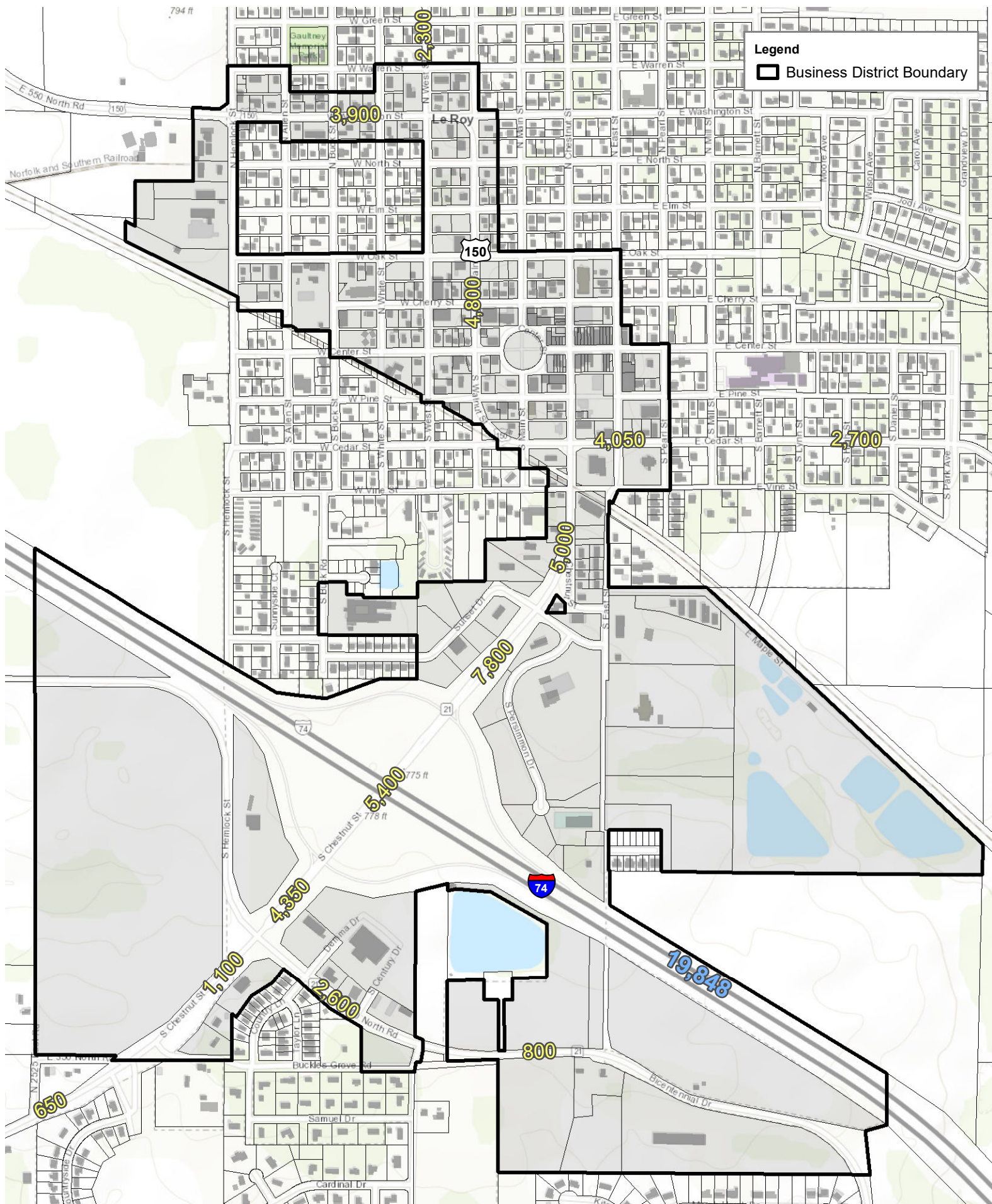
FIGURE A - EAV AND TAX RATE CHANGE 2013-2018





**EXHIBIT C - STRUCTURE AGE  
BUSINESS DISTRICT**  
Le Roy, IL





**EXHIBIT D - AADT COUNTS**  
**BUSINESS DISTRICT**  
 Le Roy, IL



experienced insignificant growth when compared to other communities in the region, as detailed in Table A.

TABLE A - EAV GROWTH TREND COMPARISON 2013-2018

CITY	AVG. ANNUAL CHG.	TOTAL CHG.
LE ROY	1.43%	7.29%
FARMER CITY	7.59%	41.61%
DOWNS	8.90%	52.66%
MAHOMET	6.09%	34.27%
HEYWORTH	1.96%	10.15%

Source: McLean, DeWitt, and Champaign Co. Clerk

When looking at the Area specifically, it is clearly underperforming when compared to the balance of the City, which is the total EAV of Le Roy minus that of the parcels which make up the Area.

TABLE B - PROJECT AREA & CITY BALANCE GROWTH RATES

YEAR	LE ROY <sup>1</sup>	PROJECT AREA <sup>2</sup>	%	BALANCE <sup>3</sup>	%
2018	\$57,036,603	\$12,706,167	-3.39%	\$44,330,436	-0.14%
2017	\$57,542,501	\$13,152,068	4.27%	\$44,390,433	2.49%
2016	\$55,926,796	\$12,613,398	-2.78%	\$43,313,398	3.79%
2015	\$54,704,437	\$12,973,515	6.04%	\$41,730,922	-0.36%
2014	\$54,116,253	\$12,234,171	-2.05%	\$41,882,082	2.97%
2013	\$53,162,179	\$12,489,603	-	\$40,672,576	-

<sup>1</sup>Total City Equalized Assessed Value (EAV). Source: McLean County Clerk

<sup>2</sup>Total EAV of the Parcels in the Project Area. Source: McLean County Property Tax Records

<sup>3</sup>Total City EAV Minus the EAV of the Parcels in the Project Area

From 2013-2018 the properties in the Business District had lower annual EAV growth rates than the balance of the City for three of the five years. Additionally, the properties in the Area had several years of negative EAV growth. This meets both of the established criteria the State of Illinois uses in determining whether a Redevelopment Project Area can be considered to be economically underperforming when compared to the balance of a municipality. The third metric is to compare the Project Area growth rates to the Consumer Price Index for All Urban Consumers ("CPI"), as prepared by the United States Department of Labor, which is shown in Table C. The Project Area had lower growth rates than the CPI for three of the past five years, which again meets the state statutory established threshold for Redevelopment Project Areas.

TABLE C - PROJECT AREA & CPI GROWTH RATES

YEAR	PROJECT AREA <sup>1</sup>	%	CPI <sup>2</sup>
2018	\$12,706,167	-3.39%	2.40%
2017	\$13,152,068	4.27%	2.10%
2016	\$12,613,398	-2.78%	1.30%
2015	\$12,973,515	6.04%	0.10%
2014	\$12,234,171	-2.05%	1.60%
2013	\$12,489,603	-	-

<sup>1</sup>Total EAV of the Parcels in the Project Area. Source: McLean County Property Tax Records

<sup>2</sup>Consumer Price Index for All Urban Consumers. Source: U.S. Dept. of Labor

This property value analysis points to the fact that the City of Le Roy has not been able to maintain regional rates of growth, and that the properties that make up the Redevelopment Project Area contribute to the lack of growth in the City. This demonstrates that there are conditions present in the Area which cause it to be an economic liability to the City, and if there is not some program of intervention to reverse the trend of stagnant or declining property values then the conditions will continue to worsen, which in turn will reduce the amount of tax revenues the City will draw from the properties. This could result in the need to raise tax rates and potentially limit the City's ability to provide adequate levels of service, especially in an Area with aged infrastructure that is in need of investment to make requisite improvements.

The Area is also economically underutilized. Located on both a US highway and interstate, the City has a high level of visibility in terms of the annual average daily traffic ("AADT") counts, shown in Exhibit D. Along I-74 near the Area there are nearly 20,000 vehicles that pass through on a daily basis. Just off of the interchange going north on Chestnut Street the AADT is nearly 8,000, and on US-150 near the downtown portion of the City there are nearly 5,000 vehicles daily. The City should be able to capitalize on this visibility, particularly in the development of commercial properties which would benefit from the

aforementioned traffic counts. However the City has seen only an increase of 0.13% in commercial EAV since 2013, and has averaged a growth rate of just 0.09%. This means that new development of commercial properties has not been occurring. With a program of intervention, and a means to achieve those ends, the City could overcome the obstacles presented by the blighting factors discussed prior, however in their current condition the properties which make up the Area could be considered economically underutilized.

The blighting conditions in the Area, in combination, create a menace to the public health, safety, and welfare. This is largely represented by the aging and inadequate infrastructure serving the properties in the Area. Undersized water mains and the need to replace existing fire hydrants, as well as install new fire hydrants, could result in issues with fire suppression in the future if none of the improvements are made. With the Area being an economic liability to the City, as discussed prior, funding for public works projects could be difficult without an alternative revenue source to provide for those projects that would not be supported by existing revenue streams.

#### **F. Qualification Summary & Findings**

The District is found to be eligible as “blighted” due to the presence conditions representative of those outlined in the Act. These include:

- Deterioration of Site Improvements
- Existence of Conditions which Threaten Property by Fire
- Improper Subdivision or Obsolete Platting

These factors, in combination, contribute to the Proposed District Area being an economic liability to the City, as well as contribute to the economic underutilization of the Area.

- The Proposed Business District, on the whole, has not been subject to growth and development through private enterprise.
- The Proposed Business District would not reasonably be anticipated to be developed or redeveloped without the adoption of the Business District Development or Redevelopment Plan.
- The Business District Development Plan conforms to the Comprehensive Plan for the development of the municipality as a whole.

## SECTION IV. BUSINESS DISTRICT REDEVELOPMENT PLAN

The City of Le Roy, Illinois is considering the approval of the Business District Plan in order to provide an important tool for the remediation of blighting conditions present in the City. In looking to achieve this end, the City will seek to adhere to certain objectives and policies.

### A. Objectives

The objectives of the Plan are to:

- Redevelop and revitalize retail and commercial properties throughout the Area.
- Achieve better design and aesthetics in retail and commercial areas throughout the Business District, including these areas' private and public structures, landscaping and signage.
- Reclaim the City's historic downtown through (re)development utilizing historic architecture, design and materials, for both public and private investment.
- Make downtown more accessible to residents and visitors by integrating parking needs into land use planning and zoning, as well as pedestrian access through the creation of walking/bike paths and crossings.
- Attract destination-style businesses to take advantage of the City's level of access provided by Interstate 74 and US Highway 150.
- Promote interstate-based development located adjacent to the interchange.
- Promote tourism through the creation of marketing materials such as brochures, video and other media, and use of the City's website.
- Ameliorate the blighting conditions within the District.
- Upgrade the utilities and infrastructure throughout the Area, in particular the water main replacements and fire hydrant improvements.
- Redevelopment of those properties exhibiting deteriorated conditions, and other general site improvements.
- Demolition of those structures which are beyond repair.
- Enhance the sales tax base of the District.
- Recruit new retail businesses to promote future sales tax growth.
- Retain small businesses to the community.
- Enhance the property tax base of the District.
- Recruit new development and encourage redevelopment to increase the EAV of the properties in the Area, which in turn creates new property tax revenues for all associated taxing districts.

### B. Policies

The City of Le Roy will follow certain policies to achieve the objectives outlined above.

These policies include:

- Use Business District-derived revenues to implement the Plan.
- Utilize City staff and consultants to undertake those actions necessary to accomplish the specific public-side actions and activities outlined in the Business District Plan.
- Provide financial assistance, as permitted by the Act, to complete those certain private actions and activities as outlined in the Business District Plan.
- Use Business District-derived revenues to support new development.
- Use Business District-derived revenues to carry out public infrastructure improvements.
- Utilize the powers extended to the corporate authorities in a designated District.
- The City of Le Roy hereby declares that the qualifying characteristics as provided herein for the purpose of establishing the Le Roy Business District as a Blighted Area pursuant to the Act (65 ILCS 5/11-74.3 et seq.) shall not be used by the City for the purpose of exercising its authority under the Eminent Domain Act (735 ILCS 30/ 1-1-1 et. seq.). Further, the City of Le Roy hereby certifies that its authority under the Eminent Domain Act will not be exercised for any property in the Redevelopment Project Area during the lifespan of the Redevelopment Project.

These objectives and policies may be amended from time to time as determined by the City.



## **C. Components of the Business District Plan**

### **1. Boundary Delineation**

A number of factors were taken into consideration in establishing the boundary of the District. Established planning guidelines and standards have been followed in delineating the boundary and preparing the Plan.

Field investigators employed by Moran Economic Development conducted research of the area and environs in order to ascertain the existence and prevalence of blighting factors. Moran Economic Development was assisted by information from McLean County and the City of Le Roy. Based upon these investigations, the eligibility requirements for establishing and enabling taxes, the determination of redevelopment needs within the City, and the location of the blighting factors found, the boundaries of the District were determined.

The proposed District encompasses 280 parcels of property and rights-of-way in the City of Le Roy. Generally, this Area encompasses parcels from the interstate interchange through the downtown portion of the City, taking in the central commercial areas. Beginning at the I-74 interchange the Area takes in the surrounding properties and some property between I-74 and E Bicentennial Dr. The Area continues north along S Chestnut St taking in property on the north side of the intersection, and extends east to the railroad line. Continuing north, the Area takes in parcels in the downtown portion of the City, extending east to Pearl St and west to Hemlock St. The Area follows US-150 north and then west to the corporate boundary, where adjacent parcels make up the northwestern portion of the Area.

### **2. The Development Project**

The development goals of the City of Le Roy for the Business District envision a program resulting in the redevelopment of the interstate and downtown corridor in the City, through repair and rehabilitation of the existing improvements and construction of new improvements. The satisfaction of these needs will increase the sales and property tax revenues generated in the Area for the City, as well as provide a revenue source for the City to make necessary infrastructure improvements throughout the Area. Additionally the City wishes to promote and enhance the existing commercial properties in the City, and to promote tourism to take advantage of the City's interstate location. These goals will be accomplished through both public and private projects to encourage commercial growth in the District. These projects will be undertaken by a range of stakeholders, from developers and property owners in the Area to the City itself. The Plan is to be adopted without specific designation of the developers for these projects as they will be executed in phases throughout the life of the Business District. Projects may include multiple developers on a larger scale site development, individual property owners making building or site improvements on a smaller scale, or improvement projects initiated by the City. Thus, no specific users or tenants are presently identified; rather, as Developers are attracted to redevelop the Area, these will be considered by the City.

#### **Examples of Key Projects for the Plan include:**

- Improve pedestrian/bike access throughout the Proposed District, including the creation of crossings, additional parking, lighting, etc., particularly between the historic downtown and the commercial sector near the interstate and along US-150;
- Market the existing businesses and attractions within the Area, including new or updated signage for the interstate properties, creation of business-specific marking materials, general marketing for the City as a whole, and additional support for special events;
- Accommodate interstate-based overnight business through the creation of recreational vehicle/camper parking with access to local businesses, registration of these facilities with recreational vehicle (or the equivalent) groups, and increased semi-truck parking;
- Attract new businesses to fill vacancies, as well as new development on those appropriate parcels which are currently undeveloped;

- Address community needs, including elder care facilities, urgent-care facilities, veterinarians, and increased dining options;
- Recruit destination-style businesses, including furniture store, specialty stores, and bed and breakfasts;
- Promote aesthetic improvements, including seasonal décor (such as planters, banners, lights), seating along pedestrian routes, professional art installations, and park improvements;
- Encourage investment in the downtown portion of the City, specifically promoting small shops, boutiques, sandwich shops, and coffee shops with historic appeal;
- Recruit interstate-based retail establishments to draw travelers off the highway;
- Promote local tourism through the creation of materials including brochures with photos, the development and production of a video of the City, and other materials for the City's website and other uses;
- Implement streetscape improvements, including trees, public art such as murals and sculptures, and repainting of Indian statue;
- Explore the option of creating a business incubator to develop new businesses through reduced rents and lease limitations;
- Landscape improvements including planting new trees throughout the Area, and specifically around the north water tower;
- Improve the downtown area, including the structure facades, planters and trees, updated awnings and other signage;
- Promote the history of the downtown by installing plaques with specific information for each business/building to create a walking tour of downtown;
- Expand façade grants/loan programs to include the central corridors of the City that are within the Area, specifically along US-150, Chestnut Street, and Cherry Street to incentivize property owners to improve their properties;
- Expand existing programs to assist organizations in activities that promote tourism, including Shop Local Saturday, Smokin' in the Park, Car Show, and Octoberfest;

The City intends to provide limited economic development assistance through the funding of certain development costs to be incurred by a developer(s) for these Projects under the terms and conditions of separate development agreements, as guided by the policies of this Plan. Economic development assistance shall include expenditures for public improvements and extraordinary project costs. These costs for the Projects are estimated in Table D on the following page.

Table D should not be construed to limit the ability of the City to enter into development agreements, which provide for other costs, additional costs, or a different distribution of these costs among the various line items. Specific limitations on such cost items and any distribution between them will be specified in development agreements by and between the City and any developer(s).

### **3. Name of Business District**

The name of the District is the Le Roy Business District.

### **4. Estimated Business District Project Costs**

The cost estimate associated with development activities to be funded from available revenues of the City (the "Pledged Revenues") as discussed below, is presented in Table D - Estimated Business District Project Costs. The estimate includes reasonable and necessary costs incurred, or estimated to be incurred, during the implementation of the Business District Plan. The estimated costs in Table D are subject to refinement as specific plans and designs are finalized and experience is gained in implementing the Plan and do not include financing costs and the

retail sales tax which will be applied to pay the portion of such costs which are eligible to be funded under the Act. As such, debt service and expenses associated with issuance bonds, or other obligations, are in addition to costs stated in Table D. It should also be noted that the Estimated Business District Project Costs listed below are likely to be more than might be extended to a developer through any formal agreement between a developer and the City.

TABLE D - ESTIMATED BUSINESS DISTRICT PROJECT COSTS

DESCRIPTION	ESTIMATED COSTS
Costs of studies, surveys development of plans, and specifications, implementation and administration of the district including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning and other services;	\$255,000
Costs of installation, repair, construction, reconstruction, extension, or relocation of public streets, public utilities, and other public site improvements within or without the business district which are essential to the preparation of the business district for use in accordance with the business district plan, and specifically including payments to developers or other nongovernmental persons as reimbursement for site preparation costs incurred by the developer or nongovernmental person;	\$2,275,000
Costs of renovation, rehabilitation, reconstruction, relocation, repair, or remodeling of any existing buildings, improvements, and fixtures within the business district, and specifically including payments to developers or other nongovernmental persons as reimbursement for costs incurred by those developers or nongovernmental persons;	\$1,895,000
Costs of installation or construction within the business district of buildings, including structures, works, streets, improvements, equipment, utilities, or fixtures	\$1,565,000
General financing costs including but not limited to all necessary and incidental expenses related to the issuance of obligations including payment of interest on obligations;	\$1,260,000
<b>TOTAL ESTIMATED BUDGET</b>	<b>\$7,250,000</b>

Expenditures in individual categories may differ from those shown above; however, the total amount of the Estimated Redevelopment Project Costs will not exceed \$7,250,000 plus any additional interest and financing costs as may be required. Adjustments may be made among budget categories to reflect implementation of the Plan.

**5. Anticipated Source of Funds to Pay Business District Project Costs**

The anticipated source of funds to pay District project costs are those tax revenues raised by the retailers' occupation tax to be imposed by the Business District (the "Business District Tax") which will be applied to pay eligible costs under the Act. In addition, the District's costs and obligations may be paid for, in whole or in part, by revenues from other funding sources. These may include state and federal programs, municipal sales tax revenue and tax increment financing revenues in those portions of the Business District which overlap with the Business District Redevelopment Area (collectively, the "Pledged Revenues").

**6. Anticipated Type and Terms of Any Obligations to be issued**

In order to expedite the implementation of the Business District Plan, The City of Le Roy, pursuant to the authority granted to it under the Act, may issue obligations to pay for the Business District Costs. These obligations may be secured by future amounts to be collected and allocated to the Business District Tax Allocation Fund. Such obligations may take the form of any loan instruments authorized by the Act.

Such loans or obligations may be issued pursuant to the Business District Plan. The City anticipates that notes, bonds, or similar obligations may be issued secured by revenues in the Business District Tax Allocation Fund to fund eligible District costs.

When District costs, including all municipal obligations financing Business District project costs incurred under Section 11-74.3-3 have been paid, any surplus funds then remaining in the Business District Tax Allocation Fund shall then be distributed to the municipal treasurer for deposit into the municipal general corporate fund.

**7. The rate of Any Tax to be Imposed pursuant to Subsection (10) and (11) of Section 11-74.3-3 of the Act**

Within the District, a rate of tax of 1.0% shall be imposed as a retailer's occupation tax and service occupation tax. Such tax shall be imposed for up to, but no more than, 23 years.

## **SECTION V. FINDINGS AND COMPLETION OF OBLIGATIONS**

### **A. Formal Findings**

The City of Le Roy makes the following formal findings with respect to establishing the Business District Plan:

The area to be designated as a Business District is contiguous and includes only parcels of real property directly and substantially benefited by the Business District Plan.

The Business District, in its entirety, is located within the City limits of Le Roy, Illinois.

The City's exercise of the powers provided in the Act is dedicated to the promotion of the public interest and to the enhancement of the tax base of the Business District, and the use of the powers for the development and redevelopment of the Business District as provided in this Plan is declared to be a public use essential to the public interest of the residents of the City of Le Roy, Illinois.

The Business District is a blighted area; that, by reason of the presence of deterioration of site improvements, existence of conditions which threaten property by fire, and improper subdivision or obsolete platting. These factors, in combination, constitute an economic liability to the City, contribute to the economic underutilization of the Area, and potentially create a menace to the public health, safety, and welfare.

The Business District, on the whole, has not been subject to growth and development through investment by private enterprise or would not reasonably be anticipated to be redeveloped without the adoption of the Business District Development Plan.

The Business District Development Plan conforms to the Comprehensive Plan for the development of the municipality as a whole, as determined by the City Council.

### **B. Completion of Business District Projects / Retirement of Obligations**

Upon payment of all Business District project costs and retirement of outstanding obligations, but in no event more than 23 years after the date of adoption of the ordinance approving the Business District Plan, the municipality shall adopt an ordinance immediately rescinding the taxes imposed pursuant to subsections of (10) and (11) of Section 11-74.3-3.

# APPENDIX A

## LEGAL DESCRIPTION

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## APPENDIX A – LEGAL DESCRIPTION

PARTS OF SECTIONS 20, 21, 28, AND 29 IN TOWNSHIP 22 NORTH, RANGE 4 EAST OF THE THIRD PRINCIPAL MERIDIAN (CALLED "TOWNSHIP 22N 4E" HEREAFTER) IN THE CITY OF LEROY AND MCCLEAN COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE POINT OF INTERSECT WITH THE EASTERN EXTENSION OF THE SOUTH LINE OF MCLEAN COUNTY ASSESSOR'S PARCEL WITH PIN 3028300012 (CALLED "ASSESSOR'S PARCEL" HEREAFTER) AND THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 3028400012 FOR THE POINT OF BEGINNING FOR THIS DESCRIPTION; THENCE NORTHERLY ALONG SAID WEST LINE A DISTANCE OF 310 FEET TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE NORTHEASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 158 FEET TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE NORTHERLY A DISTANCE OF 360 FEET TO THE SOUTH LINE OF ASSESSOR'S PARCEL WITH PIN 3028200005, ALSO THE NORTH RIGHT-OF-WAY LINE OF INTERSTATE 74; THENCE NORTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 2,269 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE NORTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF 536 FEET TO THE SOUTH LINE OF ASSESSOR'S PARCEL WITH PIN 3028126009; THENCE EASTERLY AND SOUTHERLY ALONG SAID SOUTH LINE A DISTANCE OF 658 FEET TO THE SOUTHERNMOST SOUTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 2,250 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3028200006; THENCE NORTHERLY ALONG THE EAST LINE OF SAID PARCEL A DISTANCE OF 212 FEET TO THE SOUTH LINE OF ASSESSOR'S PARCEL WITH PIN 3028504001; THENCE NORTHWESTERLY ALONG SAID SOUTH LINE A DISTANCE OF 2,654 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021376013; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 683 FEET TO THE EAST RIGHT-OF-WAY LINE OF EAST STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 740 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF VINE STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 367 TO THE EAST RIGHT-OF-WAY LINE OF PEARL STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 1,027 FEET TO THE NORTH RIGHT-OF-WAY LINE OF CENTER STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 264 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021326012; THENCE NORTHERLY ALONG THE EAST LINE OF SAID PARCEL A DISTANCE OF 132 FEET TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE WESTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 67 FEET TO THE EAST RIGHT-OF-WAY LINE OF EAST STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 528 FEET TO THE NORTH RIGHT-OF-WAY LINE OF OAK STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 858 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021160009; THENCE NORTHERLY ALONG THE EAST LINE OF SAID PARCEL A DISTANCE OF 993 FEET TO THE NORTH RIGHT-OF-WAY LINE OF WASHINGTON STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 133 FEET TO THE EAST RIGHT-OF-WAY LINE OF WALNUT STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 331 FEET TO THE NORTH RIGHT-OF-WAY LINE OF WARREN STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 727 FEET TO THE WEST RIGHT-OF-WAY LINE OF WHITE STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 190 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020240013; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 595 FEET TO THE EAST RIGHT-OF-WAY LINE OF ALLEN STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 190 FEET TO THE NORTH RIGHT-OF-WAY LINE OF WARREN STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 440 FEET TO THE WEST RIGHT-OF-WAY LINE OF HEMLOCK STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 259 FEET TO THE NORTH RIGHT-OF-WAY LINE OF WASHINGTON STREET/US-150; THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID NORTH RIGHT-OF-WAY A DISTANCE OF 257 FEET TO THE POINT OF INTERSECT WITH THE NORTHERN EXTENSION OF THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 3020251006; THENCE SOUTHERLY ALONG SAID NORTHERN EXTENSION AND WEST LINE A DISTANCE OF 518 FEET TO THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 3020251013; THENCE WESTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 409 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020251012; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF 325 FEET TO THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 3020251019; THENCE NORTHWESTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 79 FEET TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE SOUTHERLY ALONG THE WEST LINE A DISTANCE OF 140 FEET TO THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 3020504002; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 879 FEET TO THE EAST RIGHT-OF-WAY LINE OF HEMLOCK STREET; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 101 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020427010; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 308 FEET TO THE WEST RIGHT-OF-WAY LINE OF ALLEN STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 108 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 66 FEET TO THE WESTERNMOST SOUTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020289003; THENCE SOUTHEASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 36 FEET TO THE SOUTHERNMOST SOUTHWEST CORNER OF SAID PARCEL; THENCE SOUTHERLY A DISTANCE OF 17 FEET TO THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 3020504010; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 233 FEET TO THE WEST RIGHT-OF-WAY LINE OF BUCK STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 191 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF CENTER STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 155 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020442003; THENCE SOUTHEASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 550 FEET TO THE NORTH RIGHT-OF-WAY LINE OF PINE STREET; THENCE SOUTHERLY A DISTANCE OF 58 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID STREET; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 158 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021313004; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A



DISTANCE OF 28 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE SOUTHEASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 227 FEET TO THE NORTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021504008; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL A DISTANCE OF 14 FEET; THENCE EASTERLY A DISTANCE OF 66 FEET TO THE WEST RIGHT-OF-WAY LINE OF WALNUT STREET/US-150; THENCE SOUTHEASTERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 158 FEET TO THE NORTH RIGHT-OF-WAY LINE OF CEDAR STREET; THENCE SOUTHERLY A DISTANCE OF 66 FEET TO THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 3021319002; THENCE EASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 152 FEET TO THE WEST RIGHT-OF-WAY LINE OF MAIN STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 140 FEET TO THE NORTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021319004; THENCE EASTERLY ALONG THE EASTERN EXTENSION OF THE NORTH LINE OF SAID PARCEL A DISTANCE OF 186 FEET TO THE NORTHERNMOST NORTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021504013; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 14 FEET TO THE EASTERNMOST NORTHEAST CORNER OF SAID PARCEL; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID PARCEL A DISTANCE OF 117 FEET TO THE NORTH RIGHT-OF-WAY LINE OF VINE STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 10 FEET TO THE POINT OF INTERSECT WITH THE NORTHERN EXTENSION OF THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 3021351010; THENCE SOUTHERLY ALONG SAID NORTHERN EXTENSION AND WEST LINE A DISTANCE OF 361 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021351017; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 429 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021351050; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF 291 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021351003; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 474 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021351042; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF 116 FEET TO THE NORTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020481029; THENCE WESTERLY, NORTHERLY, WESTERLY, NORTHERLY, AND WESTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 800 FEET TO THE WEST RIGHT-OF-WAY LINE OF BUCK ROAD; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 371 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020478019; THENCE EASTERLY ALONG THE WESTERN EXTENSION OF THE SOUTH LINE OF ASSESSOR'S PARCEL WITH PIN 3020481029 A DISTANCE OF 693 FEET TO THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 3021351041; THENCE SOUTHERLY ALONG SAID WEST LINE A DISTANCE OF 306 FEET TO THE NORTH RIGHT-OF-WAY LINE OF THE INTERSTATE 74 INTERCHANGE; THENCE SOUTHWESTERLY, WESTERLY, AND NORTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 2,988 FEET TO THE POINT OF INTERSECT WITH THE NORTHERN EXTENSION OF THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 3020451002; THENCE SOUTHERLY ALONG SAID NORTHERN EXTENSION AND WEST LINE A DISTANCE OF 3,557 FEET TO THE NORTH RIGHT-OF-WAY LINE OF 350 NORTH ROAD; THENCE EASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 564 FEET TO THE NORTH RIGHT-OF-WAY LINE OF 2600 EAST ROAD; THENCE SOUTHEASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 48 FEET TO THE POINT OF INTERSECT WITH THE WESTERN EXTENSION OF THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 3029401002; THENCE EASTERLY ALONG SAID WESTERN EXTENSION AND NORTH LINE A DISTANCE OF 844 FEET TO THE NORTH RIGHT-OF-WAY LINE OF BUCKLES GROVE ROAD; THENCE NORTHERLY ALONG THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 3029278006 A DISTANCE OF 326 FEET TO THE SOUTH LINE OF ASSESSOR'S PARCEL WITH PIN 3029280015; THENCE SOUTHEASTERLY ALONG SAID SOUTH LINE A DISTANCE OF 37 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE NORTHEASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 483 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF EAST BICENTENNIAL DRIVE; THENCE SOUTHEASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 687 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3029278003; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF 311 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF BUCKLES GROVE ROAD; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 371 FEET TO THE EAST RIGHT-OF-WAY LINE OF SALT CREEK ROAD; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 257 FEET TO THE NORTH RIGHT-OF-WAY LINE OF EAST BICENTENNIAL DRIVE; THENCE NORTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 64 FEET TO THE SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3029284001; THENCE NORTHERLY ALONG THE EAST LINE OF SAID PARCEL A DISTANCE OF 1,020 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3028100006; THENCE NORTHEASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 231 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3028100035; THENCE SOUTHERLY, EASTERLY, SOUTHERLY, WESTERLY, AND SOUTHERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 1,989 FEET TO THE NORTH RIGHT-OF-WAY LINE OF EAST BICENTENNIAL DRIVE; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 40 FEET TO THE SOUTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3028100037; THENCE NORTHERLY, WESTERLY, AND NORTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF 600 FEET TO THE WESTERNMOST SOUTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3028100036; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 257 FEET TO THE EAST LINE OF ASSESSOR'S PARCEL WITH PIN 3028100006; THENCE SOUTHERLY ALONG SAID EAST LINE A DISTANCE OF 561 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF EAST CENTENNIAL DRIVE; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 355 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3028301004; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PARCEL A DISTANCE OF 792 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID PARCEL A DISTANCE OF 2,609 FEET TO THE WEST LINE OF ASSESSOR'S PARCEL WITH PIN 3028400012, AND THE POINT OF BEGINNING FOR THIS DESCRIPTION.

EXCEPTING THE FOLLOWING:

COMMENCING AT THE POINT OF INTERSECT WITH THE WEST RIGHT-OF-WAY LINE OF WEST STREET AND THE NORTH RIGHT-OF-WAY LINE OF OAK STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 1,299 FEET TO THE EAST RIGHT-OF-WAY LINE OF HEMLOCK STREET; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 928 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WASHINGTON STREET/US-150;

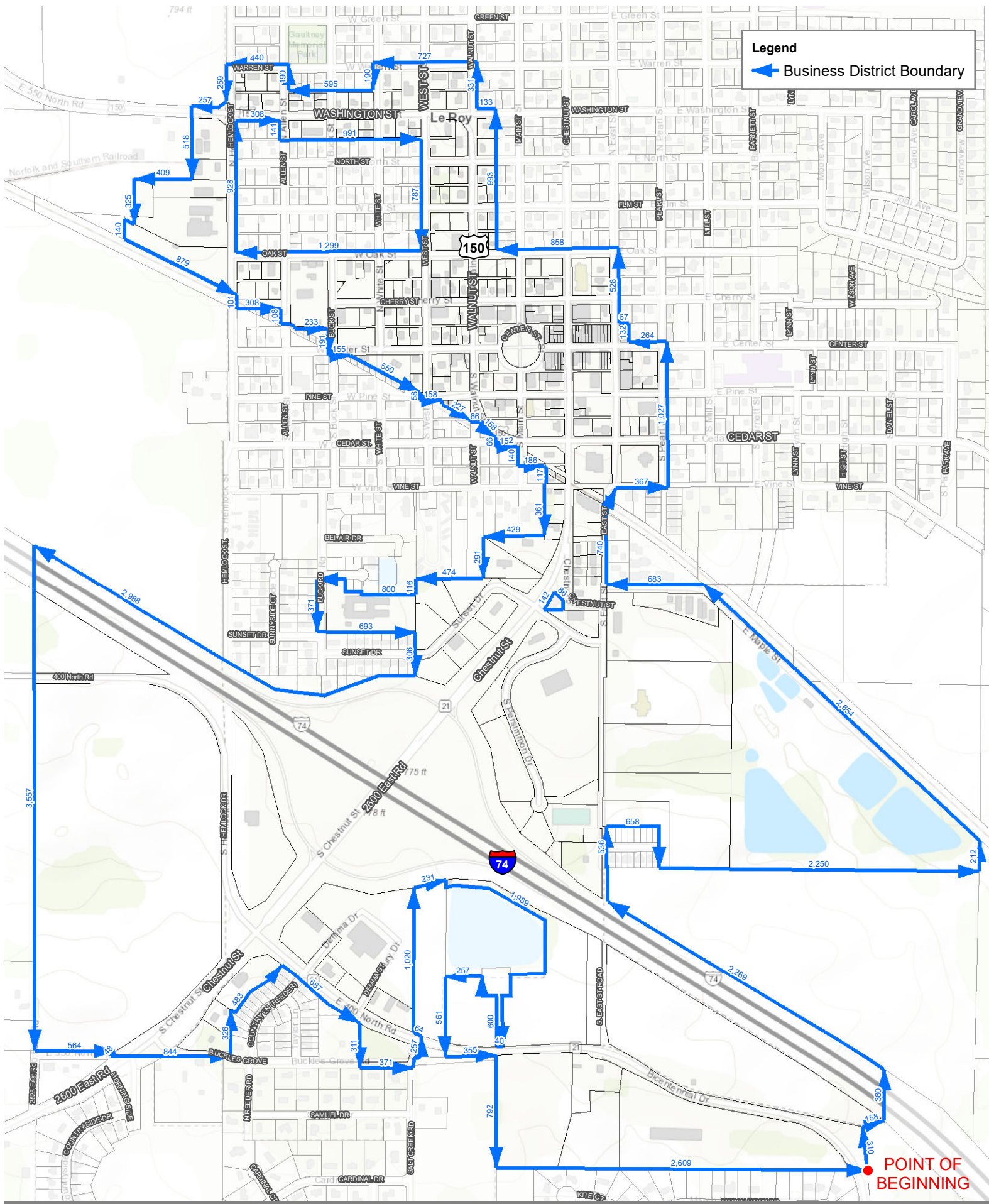
THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE A DISTANCE OF 308 FEET TO THE WEST RIGHT-OF-WAY LINE OF ALLEN STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 141 FEET TO THE NORTHEAST CORNER OF ASSESSOR'S PARCEL WITH PIN 3020276005; THENCE EASTERLY ALONG THE WESTERN EXTENSION OF THE NORTH RIGHT-OF-WAY LINE OF ASSESSOR'S PARCEL WITH PIN 3020277003 A DISTANCE OF 991 FEET TO THE WEST RIGHT-OF-WAY LINE OF WEST STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 787 FEET TO THE NORTH RIGHT-OF-WAY LINE OF OAK STREET, AND THE POINT OF BEGINNING FOR THIS DESCRIPTION.

ALSO EXCEPTING THE FOLLOWING:

COMMENCING AT THE POINT OF INTERSECT WITH THE WEST RIGHT-OF-WAY LINE OF CHESTNUT STREET AND THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 3021353003; THENCE WESTERLY ALONG SAID NORTH LINE A DISTANCE OF 135 FEET TO THE EAST RIGHT-OF-WAY LINE OF SOUTH CHESTNUT STREET; THENCE NORTHEASTERLY ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 142 FEET TO THE NORTHWEST CORNER OF ASSESSOR'S PARCEL WITH PIN 3021353001; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 86 FEET TO THE WEST RIGHT-OF-WAY LINE OF CHESTNUT STREET; THENCE SOUTHERLY ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 68 FEET TO THE NORTH LINE OF ASSESSOR'S PARCEL WITH PIN 302135003, AND THE POINT OF BEGINNING FOR THIS DESCRIPTION.

DISTANCES REFERENCED ARE CALCULATED IN ACCORDANCE WITH THE ILLINOIS COORDINATE SYSTEM ACT (765 ILCS 225/1), MORE PRECISELY DEFINED AS THE ILLINOIS COORDINATE SYSTEM, EAST ZONE, BASED ON THE TRANSVERSE MERCATOR PROJECTION OF THE NORTH AMERICAN DATUM 1983, AND SHOWN IN THE ATTACHED EXHIBIT E – BOUNDARY DESCRIPTION.

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**Legend**  
 Business District Boundary

**EXHIBIT E - BOUNDARY DESCRIPTION**  
**BUSINESS DISTRICT**  
 Le Roy, IL



# APPENDIX B

## PARCEL ID LIST

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**APPENDIX B - PARCEL ID NUMBERS**

3020238005	3020291003	3021163001	3021303020	3021310016	3021352005	3029226001
3020238008	3020291004	3021163002	3021303021	3021310018	3021352006	3029251003
3020238013	3020291005	3021163003	3021304003	3021310019	3021352007	3029251004
3020238014	3020291006	3021163004	3021304004	3021313001	3021352009	3029278003
3020238015	3020437002	3021164003	3021304005	3021313004	3021352010	3029280015
3020238016	3020437005	3021164004	3021304006	3021313006	3021352011	3029282001
3020238017	3020437006	3021164005	3021304007	3021314003	3021352013	3029283001
3020239008	3020441001	3021164006	3021304008	3021314004	3021352014	3029283002
3020239012	3020441002	3021164007	3021304009	3021314011	3021352015	3029283003
3020239013	3020441003	3021164008	3021304010	3021314012	3021353003	3029284001
3020239014	3020441004	3021164009	3021304011	3021315007	3021354003	
3020239015	3020441005	3021165001	3021304012	3021315008	3021354004	
3020240001	3020441006	3021165003	3021304013	3021315009	3021354005	
3020240004	3020442003	3021165004	3021304014	3021316002	3021354006	
3020240010	3020451002	3021165005	3021304015	3021316010	3021355005	
3020241003	3020481029	3021165006	3021304016	3021316011	3021376009	
3020241007	3020502008	3021166002	3021305002	3021320004	3021376011	
3020241008	3020502009	3021166004	3021305003	3021321001	3021504011	
3020241009	3020502010	3021166005	3021306003	3021322001	3021504012	
3020251006	3021113001	3021166006	3021306004	3021326012	3021504015	
3020251007	3021113002	3021301001	3021306005	3021330001	3021504016	
3020251012	3021113004	3021301002	3021306010	3021330002	3021504017	
3020251013	3021113005	3021301003	3021306012	3021330003	3028100004	
3020251015	3021151002	3021301004	3021307001	3021330004	3028100012	
3020251019	3021151003	3021301005	3021307002	3021330005	3028100013	
3020277001	3021151004	3021301006	3021307003	3021330010	3028100016	
3020277002	3021151005	3021301007	3021307004	3021330012	3028100019	
3020278001	3021152001	3021302001	3021308001	3021333001	3028100022	
3020278006	3021152004	3021302002	3021309001	3021333002	3028100023	
3020278007	3021155001	3021302003	3021309002	3021333003	3028100025	
3020279001	3021155002	3021302009	3021309003	3021333004	3028100026	
3020279002	3021155003	3021303000	3021309004	3021333005	3028100027	
3020279003	3021155004	3021303003	3021309005	3021337004	3028100028	
3020279004	3021155005	3021303004	3021309006	3021351010	3028100029	
3020288003	3021155006	3021303005	3021309007	3021351011	3028100030	
3020288004	3021156001	3021303006	3021309008	3021351012	3028100031	
3020288005	3021156004	3021303007	3021309009	3021351041	3028100032	
3020288007	3021156005	3021303008	3021309010	3021351042	3028100035	
3020288008	3021159001	3021303013	3021310001	3021351043	3028126009	
3020289003	3021159002	3021303014	3021310002	3021351044	3028200006	
3020290005	3021159003	3021303015	3021310003	3021351050	3028300010	
3020290010	3021160001	3021303016	3021310008	3021351052	3028300012	
3020290011	3021160002	3021303017	3021310009	3021352001	3028301004	
3020291001	3021160008	3021303018	3021310014	3021352002	3028301005	
3020291002	3021160009	3021303019	3021310015	3021352003	3029200001	

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# APPENDIX C

## ADDRESS LIST

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**APPENDIX C - ADDRESS LIST**

8605 N 2400 EAST RD	112 N CHESTNUT ST	111 W NORTH ST
1750 N. 2700 EAST RD	115 N CHESTNUT ST	204 W NORTH ST
3845 N 2825 EAST RD	116 N CHESTNUT ST	206 W NORTH ST
7490 N 2850 EAST RD	200 N CHESTNUT ST	106 W. NORTH ST
22995 E 400 NORTH RD	201 N CHESTNUT ST	608 W OAK ST
29871 E 700 NORTH RD	501 N CHESTNUT ST	206 S PARK AVE
605 N ALLEN ST	702 N CHESTNUT ST	109 S PEARL ST
303 S ALLEN ST	103 S CHESTNUT ST	505 S PERSIMMON DR
807 ARCADIA DR	107 S CHESTNUT ST	101 E PINE ST
601 N BARNETT ST	111 S CHESTNUT ST	304 E PINE ST
300 BICENTENNIAL DR	202 S CHESTNUT ST	409 E PINE ST
302 N BUCK ST	203 S CHESTNUT ST	104 W PINE ST
604 N BUCK ST	301 S CHESTNUT ST	107 W PINE ST
607 N BUCK ST	405 S CHESTNUT ST	4 PINTO DR
505 W BUCKLES GROVE RD	408 S CHESTNUT ST	7 PINTO DR
306 E CEDAR ST	416 S CHESTNUT ST	100 STALEY CT
310 E CEDAR ST	417 S CHESTNUT ST	210 SUNSET DR
101 W CEDAR ST	418 S CHESTNUT ST	300 SUNSET DR
100 E CENTER ST	917 S CHESTNUT ST	27143 US HIGHWAY 150
104 E CENTER ST	24972 CHESTNUT DR	208 W VINE ST
117 E CENTER ST	906 COUNTRY LN	506 W VINE ST
119 E CENTER ST	1 DEMMA DR	100 N WALNUT ST
120 E CENTER ST	7 DEMMA DR	103 N WALNUT ST
201 E CENTER ST	200 N EAST ST	409 N WALNUT ST
205 E CENTER ST	202 N EAST ST	504 N WALNUT St
206 E CENTER ST	204 N EAST ST	602 N WALNUT ST
207 E CENTER ST	100 S EAST ST	610 N WALNUT ST
218 E CENTER ST	200 S EAST ST	101 S WALNUT ST
223 E CENTER ST	207 S EAST ST	304 W WASHINGTON ST
300 E CENTER ST	412 S EAST ST	307 W WASHINGTON ST
800 E CENTER ST	416 S EAST ST	310 W WASHINGTON ST
101 W CENTER ST	418 S EAST ST	311 W WASHINGTON ST
102 W CENTER ST	602 S EAST ST	401 W WASHINGTON ST
104 W CENTER ST	207 S. EAST ST	405 W WASHINGTON ST
106 W CENTER ST	801 E ELM ST	409 W WASHINGTON ST
204 W CENTER ST	104 W ELM ST	500 W WASHINGTON ST
205 W CENTER ST	205 W ELM ST	502 W WASHINGTON ST
207 W CENTER ST	102 FALCON RIDGE DR	507 W WASHINGTON ST
301 W CENTER ST	107 FALCON RIDGE DR	605 W WASHINGTON ST
307 W CENTER ST	27173 GOLDEN ACRES DR	607 W WASHINGTON ST
309 W CENTER ST	207 N HEMLOCK ST	110 N WEST ST
202 W CENTER ST	508 N HEMLOCK ST	309 N WEST ST
100 E CHERRY ST	113 S HEMLOCK ST	401 N WEST ST
103 E CHERRY ST	805 S HEMLOCK ST	506 N WEST ST
211 E CHERRY ST	25741 HIGHWAY 150	509 N WEST ST
501 E CHERRY ST	100 N MAIN ST	510 N WEST ST
201 W CHERRY ST	103 N MAIN ST	110 N WHITE ST
208 W CHERRY ST	200 N MAIN ST	506 N WHITE ST
305 W CHERRY ST	207 N MAIN ST	508 N WHITE ST
306 W CHERRY ST	201 S MAIN ST	611 N WHITE ST
106 N CHESTNUT ST	204 N MILL ST	