

**ORDINANCE NO. 107-2004**

**ORDINANCE APPROVING THE  
TAX INCREMENT FINANCING REDEVELOPMENT PLAN AND PROJECT  
FOR THE ROCK ISLAND  
PARKWAY/I-280 REDEVELOPMENT PROJECT AREA**

WHEREAS, the City of Rock Island, Illinois desires to implement tax increment financing pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et. seq., as amended, hereinafter referred to as the "Act" for the proposed Redevelopment Plan and Redevelopment Project within the municipal boundaries of the City of Rock Island and within the Parkway/I-280 Redevelopment Project Area (Area) as described in Section 1(a) of this Ordinance, which constitutes in the aggregate more than 1-1/2 acres; and

WHEREAS, due notice in respect to the availability of the Redevelopment Plan, which contains an eligibility report, was given by mail on September 24, 2004 pursuant to Section 11-74.4-5 of the Act, said notice being given to all residential addresses that, after a good faith effort, the City determined are located within 750 feet of the boundaries of the Parkway/I-280 Redevelopment Project Area; and

WHEREAS, on September 24, 2004 the interested parties registry for the proposed Parkway/I-280 Redevelopment Project Area was examined to determine if any party had registered on such registry and, there being none, the notice regarding the availability of the Redevelopment Plan as required under Section 11-74.4-5 of the Act was unnecessary; and

WHEREAS, pursuant to Section 11-74.4-5 of the Act, the City Council caused a public hearing to be held relative to the Redevelopment Plan and Redevelopment Project and the proposed designation of the Parkway/I-280 Redevelopment Project Area on November 8, 2004 at the Rock Island City Hall; and

WHEREAS, due notice in respect to such hearing was given pursuant to Section 11-74.4-5 and 6 of the Act, said notice being given to taxing districts and to the State of Illinois by certified mail on September 21, 2004; by publication on October 13, 2004 and October 20, 2004; and by certified mail to property owners within the Area on October 20, 2004; and

WHEREAS, the Redevelopment Plan and Project set forth the factors constituting the need for abatement of conditions in the proposed redevelopment project area that have caused the Area to qualify under the definition of "blight" as applied to vacant land under the Act, and the City Council has reviewed testimony concerning such need presented at the public hearing and has reviewed the eligibility report and is generally informed of the term "blight" as defined in the Act; and

WHEREAS, the City Council has reviewed the conditions pertaining to lack of private investment in the Parkway/I-280 Redevelopment Project Area to determine whether private development would take place in the proposed Area as a whole without the adoption of the proposed Tax Increment Redevelopment Plan and Project for said Area; and

WHEREAS, the City Council has reviewed the conditions pertaining to real property in the Parkway/I-280 Redevelopment Project Area to determine whether contiguous parcels of real property and improvements thereon in The Parkway/I-280 Redevelopment Project Area would be substantially benefited by the proposed redevelopment project improvements; and

WHEREAS, the City Council has reviewed its proposed Tax Increment Redevelopment Plan and Project and Comprehensive Plan for the development of the municipality as a whole to determine whether the proposed Redevelopment Plan and Project conform to the Comprehensive Plan of the City:

NOW, THEREFORE, BE IT ORDAINED, BY THE CITY COUNCIL OF THE CITY OF ROCK ISLAND, ILLINOIS, that:

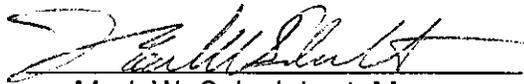
1. The City Council of the City of Rock Island hereby makes the following findings:
  - a. The area constituting the Parkway/I-280 Redevelopment Project Area in the City of Rock Island, Illinois is described as follows:

*Parts of Section 16, 21 and 22, Township 17 North, Range 2 West of the 4<sup>th</sup> Principal Meridian, Blackhawk Township, Rock Island County, Illinois, more particularly described as follows:  
Commencing as a point of reference at the Northeast Corner of said Section 21; Thence south 02° 05' 24" west 489.74 feet along the east line of said Section 21 to the southerly right-of-way line F.A.I. 280, said point is located 150 feet southerly of and normally distance from the center line of said F.A.I. 280 also being the point of beginning; Thence continuing south 02° 05' 24" west 17.05 feet along the east line of said Section 21 to a point located 165 feet southerly of and normally distant from the center line of said F.A.I. 280; Thence southeasterly along the said right-of-way 144.61 feet along the arc of a 7804.49 foot radius curve concave northeasterly (the chord of said curve bears south 60° 03' 20" east 144.60 feet); Thence continuing along the said southerly right-of-way south 60° 34' 56" east 1147.37 feet to a point located 165 feet southerly of and normally distant from the centerline of said F.A.I. 280; Thence south 43° 32' 48" west 296.87 feet; Thence south 59° 14' 43" west 517.01 feet; Thence south 81° 01' 44" west 430.24 feet; Thence south 84° 11' 40" west 438.41 feet; Thence 147.09 feet along the arc of a 290.00 foot radius curve concave northerly (the chord of said curve bears north 81° 16' 30" west 145.52 feet); Thence north 66° 44' 40" west 237.87 feet; Thence north 57° 41' 28" west 518.34 feet; Thence 231.97 feet along the arc of a 350.00 foot radius curve concave northeasterly (the chord of said curve bears north 38° 42' 14" west 227.75 feet); Thence north 19° 43' 00" west 97.75 feet; Thence north 29° 12' 04" west 298.86 feet; Thence 33° 33' 30" west 77.58 feet; Thence north 84° 30' 17" west 280.88 feet; Thence north 54° 32' 37" west 155.67 feet; Thence north 20° 22' 11" west 612.36 feet; Thence north 61° 45' 14" west 281.82 feet; Thence north 64° 09' 48" west 317.26 feet; Thence 245.04 feet along the arc of a 1015.37 foot radius curve concave southerly (the chord of said curve bears north 72° 11' 26" west 244.44 feet); Thence north 82°*

23' 13" west 92.73 feet; Thence south 20° 45' 55" west 809.32 feet; Thence north 69° 39' 25" west 200.00 feet to the easterly right-of-way of F.A. Route 199, and the west line of Parcel B-190-1; Thence southerly along the west line of Parcel B-190-1 and the easterly right-of-way line of F.A. Route 199 to the southwest corner of Parcel B-190-1, said corner also being the northwest corner of Parcel B-190; Thence west on the extended southline of Parcel B-190-1 to the west right-of-way line of F.A. Route 199; Thence northeasterly along the westerly right-of-way line of F.A. Route 199 to the south line of Section 16; Thence northeasterly along the westerly right-of-way line of F.A. 199, located 200 feet westerly of and normally distance from the centerline station 516+00 of F.A. Route 199; Thence southeasterly along the westerly right-of-way line of F.A. 199 located 185 feet westerly of and normally distance from the centerline station 516+00 of said F.A. Route 199; Thence northeasterly along the westerly right-of-way of F.A. Route 199, located 185 feet westerly of and normally distance from the centerline station 512+00 of said F.A. Route 199; Thence northwesterly along the westerly right-of-way of F.A. route 199; Thence continuing northwesterly along the westerly right-of-way line of F.A. Route 199, located 800 feet westerly of and normally distance from the centerline station 505+50 of said F.A. Route 199; Thence northeasterly along the westerly right-of-way line of F.A. Route 199 to the intersection of the southerly right-of-way line of F.A.I. 280, located 450 feet southerly of and normally distance from centerline station 98+00 of said F.A.I. 280; Thence northwesterly along the southerly right-of-way line of F.A.I. 280 on a line located 450 feet southerly of and normally distance from the centerline of F.A.I. 280 to the south line of Parcel B-126; Thence east along the south line of Parcel B-126 and the southerly right-of-way line of F.A.I. 280 to the southeast corner of Parcel B-126; Thence north along the east line of Parcel B-126 and the southerly right-of-way line of F.A.I. 280 to a point located 165 feet southerly and normally distance from the centerline of F.A.I. 280; Thence northeasterly to the southerly edge of the east bound lane of F.A.I. 280; Thence southeasterly along the southerly edge of the eastbound lane of F.A.I. 280 to station 118+50; Thence southwest to a point located 150 feet southerly and normally distance from the centerline station 118+50 F.A.I. 280; Thence continuing along said southerly right-of-way 2376.78 feet along the arc of a 7789.49 radius curve concave northeasterly (the chord of said curve bears south 50° 42' 45" east 2367.58 feet) to the point of beginning. This parcel contains 176.95 acres more or less.

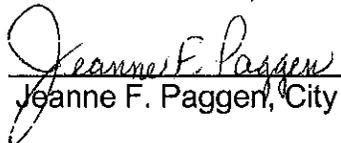
- b. There exist conditions that allow the area to be designated as a Redevelopment Project Area and to be classified as "blighted" as defined in Section 11-74.4-3 (a) (3) of the Act.
- c. The Parkway/I-280 Redevelopment Project Area, on the whole, has not been subject to growth and development through investment by private enterprise and would not be reasonably anticipated to be developed without the adoption of the Redevelopment Plan.
- d. The Redevelopment Plan and Redevelopment Project for the Parkway/I-280 Redevelopment Project Area conforms to the Comprehensive Plan for the development of the municipality as a whole.
- e. The parcels of real property in the proposed Redevelopment Project Area are contiguous and only those contiguous parcels of real property, which will be substantially benefited by the proposed redevelopment project, are included in the Parkway/I-280 Redevelopment Project Area.

- f. The estimated date for the completion of the Redevelopment Project or retirement of obligations issued shall not be later than December 31 of the year in which the payment to the City Treasurer as provided in subsection (b) of Section 11-74.4-8 of the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving the redevelopment project area is adopted.
2. The Tax Increment Redevelopment Plan and Project for the Parkway/I-280 Redevelopment Project Area, which were the subject matter of the hearing held on November 8, 2004, is hereby adopted and approved. A copy of the aforementioned Redevelopment Plan and Project, marked as Exhibit A is attached to and made a part of this Ordinance.
3. All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.
4. This Ordinance shall be in full force and effect from and after its passage, approval and publication as required by law.

  
Mark W. Schwiebert, Mayor

PASSED: November 22, 2004

APPROVED: November 23, 2004

ATTEST:   
Jeanne F. Pagger, City Clerk

AYES: Aldermen Brooks  
Conroy  
Bauersfeld  
White  
Austin

NAYS: None

ABSTAIN: Alderman Rockwell

ABSENT: Alderman Keefe

**ORDINANCE NO. 108-2004**  
**ORDINANCE DESIGNATING THE ROCK ISLAND**  
**PARKWAY/I-280 REDEVELOPMENT PROJECT AREA**

WHEREAS, the City Council has heretofore in Ordinance No. 107-2004 adopted and approved the Tax Increment Redevelopment Plan and Project for the Parkway/I-280 Redevelopment Project Area with respect to which a public hearing was held on November 8, 2004 and it is now necessary and desirable to designate the area referred to in said plan as the Parkway/I-280 Redevelopment Project Area;

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCK ISLAND, ILLINOIS, that the following described area is hereby designated as the Parkway/I-280 Redevelopment Project Area pursuant to Section 11-74.4.4 of the Tax Increment Allocation Redevelopment Act:

*Parts of Section 16, 21 and 22, Township 17 North, Range 2 West of the 4<sup>th</sup> Principal Meridian, Blackhawk Township, Rock Island County, Illinois, more particularly described as follows: Commencing as a point of reference at the Northeast Corner of said Section 21; Thence south 02° 05' 24" west 489.74 feet along the east line of said Section 21 to the southerly right-of-way line F.A.I. 280, said point is located 150 feet southerly of and normally distance from the center line of said F.A.I. 280 also being the point of beginning; Thence continuing south 02° 05' 24" west 17.05 feet along the east line of said Section 21 to a point located 165 feet southerly of and normally distant from the center line of said F.A.I. 280; Thence southeasterly along the said right-of-way 144.61 feet along the arc of a 7804.49 foot radius curve concave northeasterly (the chord of said curve bears south 60° 03' 20" east 144.60 feet); Thence continuing along the said southerly right-of-way south 60° 34' 56" east 1147.37 feet to a point located 165 feet southerly of and normally distant from the centerline of said F.A.I. 280; Thence south 43° 32' 48" west 296.87 feet; Thence south 59° 14' 43" west 517.01 feet; Thence south 81° 01' 44" west 430.24 feet; Thence south 84° 11' 40" west 438.41 feet; Thence 147.09 feet along the arc of a 290.00 foot radius curve concave northerly (the chord of said curve bears north 81° 16' 30" west 145.52 feet); Thence north 66° 44' 40" west 237.87 feet; Thence north 57° 41' 28" west 518.34 feet; Thence 231.97 feet along the arc of a 350.00 foot radius curve concave northeasterly (the chord of said curve bears north 38° 42' 14" west 227.75 feet); Thence north 19° 43' 00" west 97.75 feet; Thence north 29° 12' 04" west 298.86 feet; Thence 33° 33' 30" west 77.58 feet; Thence north 84° 30' 17" west 280.88 feet; Thence north 54° 32' 37" west 155.67 feet; Thence north 20° 22' 11" west 612.36 feet; Thence north 61° 45' 14" west 281.82 feet; Thence north 64° 09' 48" west 317.26 feet; Thence 245.04 feet along the arc of a 1015.37 foot radius curve concave southerly (the chord of said curve bears north 72° 11' 26" west 244.44 feet); Thence north 82° 23' 13" west 92.73 feet; Thence south 20° 45' 55" west 809.32 feet; Thence north 69° 39' 25" west 200.00 feet to the easterly right-of-way of F.A. Route 199, and the west line of Parcel B-190-1; Thence southerly along the west line of Parcel B-190-1 and the easterly right-of-way line of F.A. Route 199 to the southwest corner of Parcel B-190-1, said corner also being the northwest corner of Parcel B-190; Thence west on the extended southline of Parcel B-190-1 to the west right-of-way line of F.A. Route 199; Thence northeasterly along the westerly right-of-way line of F.A. Route 199 to the south line of Section 16; Thence northeasterly along the westerly right-of-way line of F.A. 199, located 200 feet westerly of and normally distance from the centerline station 516+00 of F.A. Route 199; Thence southeasterly along the westerly right-of-way line of F.A. 199 located 185 feet westerly of and normally distance from the centerline*

station 516+00 of said F.A. Route 199; Thence northeasterly along the westerly right-of-way of F.A. Route 199, located 185 feet westerly of and normally distance from the centerline station 512+00 of said F.A. Route 199; Thence northwesterly along the westerly right-of-way of F.A. route 199; Thence continuing northwesterly along the westerly right-of-way line of F.A. Route 199, located 800 feet westerly of and normally distance from the centerline station 505+50 of said F.A. Route 199; Thence northeasterly along the westerly right-of-way line of F.A. Route 199 to the intersection of the southerly right-of-way line of F.A.I. 280, located 450 feet southerly of and normally distance from centerline station 98+00 of said F.A.I. 280; Thence northwesterly along the southerly right-of-way line of F.A.I. 280 on a line located 450 feet southerly of and normally distance from the centerline of F.A.I. 280 to the south line of Parcel B-126; Thence east along the south line of Parcel B-126 and the southerly right-of-way line of F.A.I. 280 to the southeast corner of Parcel B-126; Thence north along the east line of Parcel B-126 and the southerly right-of-way line of F.A.I. 280 to a point located 165 feet southerly and normally distance from the centerline of F.A.I. 280; Thence northeasterly to the southerly edge of the east bound lane of F.A.I. 280; Thence southeasterly along the southerly edge of the eastbound lane of F.A.I. 280 to station 118+50; Thence southwestly to a point located 150 feet southerly and normally distance from the centerline station 118+50 F.A.I. 280; Thence continuing along said southerly right-of-way 2376.78 feet along the arc of a 7789.49 radius curve concave northeasterly (the chord of said curve bears south 50° 42' 45" east 2367.58 feet) to the point of beginning. This parcel contains 176.95 acres more or less.

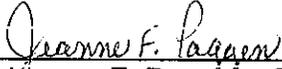
All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

This Ordinance shall be in full force and effect from and after its approval, passage, and publication as required by law.

  
Mark W. Schwiebert, Mayor

PASSED: November 22, 2004

APPROVED: November 23, 2004

ATTEST:   
Jeanne F. Pagen, City Clerk

AYES: Aldermen Brooks  
Conroy  
Bauersfeld  
White  
Austin  
NAYS: None  
ABSTAIN: Alderman Rockwell  
ABSENT: Alderman Keefe

## ORDINANCE NO. 109-2004

### ADOPTING TAX INCREMENT FINANCING

WHEREAS, the City of Rock Island, Illinois desires to adopt tax increment financing pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et. seq., as amended, hereinafter referred to as the "Act".

WHEREAS, the City of Rock Island has adopted a Tax Increment Redevelopment Plan and Project, designated the Parkway/I-280 Redevelopment Project Area pursuant to the provisions of the Act, and has otherwise complied with all other conditions precedent required by the Act.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCK ISLAND, ILLINOIS, that:

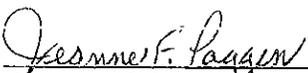
1. Tax increment financing is hereby adopted in respect to the Tax Increment Redevelopment Plan and Project approved and adopted pursuant to Ordinance No. 107-2004 of the City of Rock Island in respect to the Parkway/I-280 Redevelopment Project Area, which said Project Area was designated pursuant to Ordinance No. 108-2004 and the boundaries thereof being legally described therein.
2. After the total equalized assessed valuation of taxable real property in the Parkway/I-280 Redevelopment Project Area exceeds the total initial equalized assessed value of all taxable real property in the Parkway/I-280 Redevelopment Project Area, the ad valorem taxes, if any, arising from the levies upon real property in the Parkway/I-280 Redevelopment Project Area by taxing districts and the rates determined in the manner provided in paragraph (c) of Section 11-74.4-9 of the Act each year after the effective date of this Ordinance until the redevelopment project costs and all municipal obligations issued in respect thereto have been paid shall be divided as follows:
  - a. That portion of taxes levied upon each taxable lot, block, tract or parcel of real property which is attributable to the lower of the current equalized assessed value or the initial equalized assessed value of each such taxable lot, block, tract or parcel of real property in the Parkway/I-280 Redevelopment Project Area shall be allocated to and when collected shall be paid by the County Collector to the respective affected taxing districts in the manner required by law in the absence of the adoption of tax increment allocation financing.

- b. That portion, if any, of such taxes which is attributable to the increase in the current equalized assessed valuation of each lot, block, tract or parcel of real property in the redevelopment project area over and above the initial equalized assessed value of each property in the Parkway/I-280 Redevelopment Project Area shall be allocated to and when collected shall be paid to the municipal treasurer who shall deposit said taxes into a special fund called "the Special Tax Allocation Fund for the Parkway/I-280 Redevelopment Project Area" of the City of Rock Island for the purpose of paying the Parkway/I-280 Redevelopment Project Area costs and obligations incurred in the payment thereof, pursuant to such appropriations which may be subsequently made.
3. All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.
4. This Ordinance shall be in full force and effect from and after its approval, passage, and publication as required by law.

  
Mark W. Schwiebert, Mayor

PASSED: November 22, 2004

APPROVED: November 23, 2004

ATTEST:   
Jeanne F. Paggén, City Clerk

AYES: Aldermen Brooks  
Conroy  
Bauersfeld  
White  
Austin

NAYS: None

ABSTAIN: Alderman Rockwell

ABSENT: Alderman Keefe