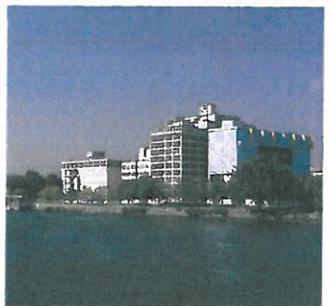
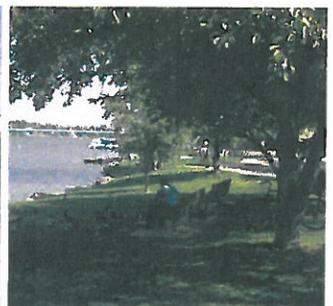
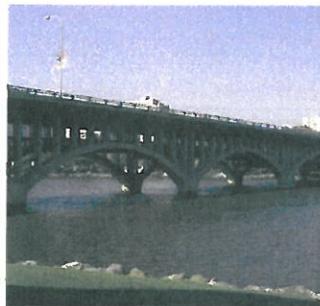


# River District Framework Plan Implementation Study

**Rockford, Illinois**

*Prepared for:*  
River District Association  
November 2006





**Sponsoring Partners:**

City of Rockford  
Rockford Park District  
Centre Events  
Burpee Museum of Natural History

**FARR ASSOCIATES**  
Architecture | Planning | Preservation

  
**Shaw**® Shaw Environmental & Infrastructure, Inc.



**GOODMAN WILLIAMS**  
GROUP  
REAL ESTATE RESEARCH

 **Scott-Balice Strategies**

**Sponsoring Organization:**

**River District Association**

**Kim Wheeler, Executive Director**  
**Scott R. Long, Design Committee Chair**

**Contact:**

**FARR ASSOCIATES**  
The Monadnock Building  
53 W Jackson Blvd. Suite 650  
Chicago, Illinois 60604  
312/408-1661  
www.farrside.com

**River District Association Board Members:**

Gary Anderson	Emily Kicklighter
Marge Bevers	Ruth Miller
Chad Bryden	Stephen T. Moore
Thomas D. Foss	Corey Pearson
Brian Harger	Matthew Provenzano
Pam Hein	Lauretta Rundgren
Jan Jann	Maureen Flanagan
Rebecca Kopf	Tonya Lamia
Scott Long	

**ex officio:**

Judy Barnard	John Phelps
Rick May	John Groh
Charlotte Hackin	Barb Connors

All photos, drawings, and illustrations produced by Farr Associates unless otherwise noted.  
This report should be reevaluated and revised after 5 years as implementation progresses.



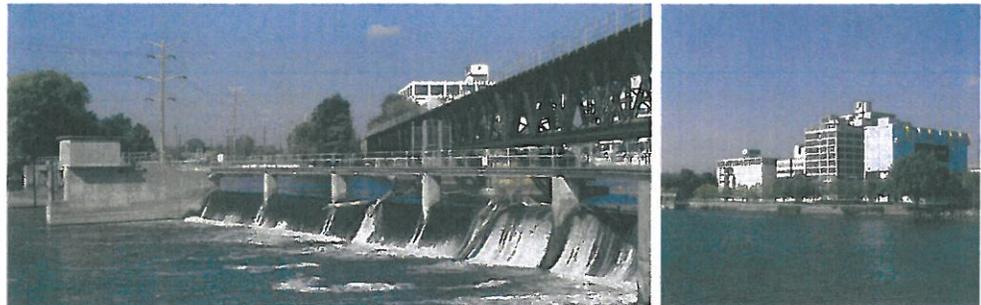
# Table of Contents

I. Introduction.....	5
<b>Core Principles.....</b>	<b>5</b>
<b>Catalytic Sites.....</b>	<b>7</b>
II. SitePrioritization.....	11
<b>Prioritization Factors and Process.....</b>	<b>12</b>
<b>Overall Average Scores.....</b>	<b>16</b>
<b>Catalytic Area 1a: Federal Courthouse Area.....</b>	<b>18</b>
<b>Catalytic Area 1b: Davis Park.....</b>	<b>20</b>
<b>Catalytic Area 2: Museum Campus.....</b>	<b>22</b>
<b>Catalytic Area 3: Madison Street.....</b>	<b>24</b>
<b>Catalytic Area 4: Ingersoll/ComEd Site.....</b>	<b>26</b>
<b>Catalytic Area 5: East Gateway Theater.....</b>	<b>28</b>
<b>Catalytic Area 6: Main Street Mall.....</b>	<b>30</b>
III. Critical Sites.....	35
<b>Catalytic Area 1b: Davis Park.....</b>	<b>36</b>
<b>Catalytic Area 1b: Davis Park Implementation Strategy.....</b>	<b>41</b>
<b>Catalytic Area 4: Ingersoll/ComEd Site.....</b>	<b>42</b>
<b>Catalytic Area 4: Ingersoll/ComEd Site Implementation Strategy.....</b>	<b>50</b>
<b>Stormwater Opportunities.....</b>	<b>52</b>
IV. Funding            Opportunities.....	53





*Downtown Rockford has a variety of public spaces on or with views of the river. These spaces should be built upon and multiplied along the length of the river in the downtown.*



*The Rock River plays an important role in the identity of downtown Rockford and should be maximized to further define downtown's sense of place.*



*Rockford has a beautiful downtown with several historic buildings that tell the story of Rockford and provide interest for visitors.*



# Introduction

## Core Principles

The River District Framework Plan Implementation Study was initiated by the River District Association (RDA) and funded by the RDA and the City of Rockford. A multi-disciplinary consultant team was established to identify implementation strategies and prioritize the redevelopment sites identified in the River District Framework Plan, prepared by Smith Group JJR for the River District Association in January 2003. The consultant team, lead by Farr Associates and Shaw Environmental, consisted of Goodman Williams Group, Scott Balice Strategies, and Fish Transportation Group.

### **Core Goals and Objectives**

The River District Framework Plan established six Core Revitalization Principles through a stakeholder and community process. These principles define the goals for the potential redevelopment projects.

#### *Capitalize on the River*

The Rock River is a key asset for the Rockford downtown, providing opportunities for connecting urban living with natural open space and recreational opportunities as well as helping to define the uniqueness of Rockford's downtown in this era of stiff competition among Illinois' downtowns. Capitalizing on the access to the river, views of the river from the downtown and adjacent neighborhoods, and opportunities for diverse activities related to the river will project Rockford's downtown into a vibrant future. The Rock River was a key reason for the establishment of the City of Rockford and served the city economically during the last century.

#### *Build on Economic Drivers*

The Burpee Museum and adjacent Riverfront Museum Park serve as potential key economic drivers to the downtown. This destination draws visitors from surrounding areas, providing an opportunity to capitalize on tourism spending, both at the museum and at neighboring businesses. Other existing economic drivers in the River District include the active office space in the downtown, the restaurants and shops throughout the River District, and several historic theaters and theater groups. The downtown is home to local, state, and federal government offices and all of their employees. Additionally, the downtown is home to several active industrial businesses; whether these businesses should be moved to a more appropriate location or not, they employ people and provide economic activity.

The River District Framework Plan has identified several potential economic drivers including expansion of the existing entertainment and cultural activities to perhaps include a multiplex cinema or additional space for existing theater groups. The city should also capitalize on the success of Rockford BMX and other exciting outdoor sports activities by planning for future expansion and creation of comparable facilities, defining the city as an adventure sport city.

#### *Reinvent the River District as a Premium and Diverse Residential District*

Economic drivers rely on people to spend their money. For entertainment and commercial businesses in particular, the more people available on a twenty-four hour basis the more successful businesses will be. The more successful a business, the more of a buzz it creates to stimulate tourism. Additionally, residents in downtown convert it to a neighborhood, complete with restaurants, corner stores, and services that can also serve the nine-to-five office workers. Residents also provide a sense of ownership to the streets of downtown, translating into eyes on the street, increased safety, and cleaner streets.

#### **Adventure Sport City:**

*The city should capitalize on the success of Rockford BMX and other exciting outdoor sports activities by planning for future expansion and creation of comparable facilities.*



# Introduction

## Core Principles

New units are emerging throughout the downtown in the form of loft conversions, apartments converted to condominiums and upper floors of historic mixed use buildings being renovated as residences. Building on the success of these early pioneers will only cement the success of downtown residential living.

Adjacent neighborhoods also provide opportunities for infill development. It is important, however, to maintain the existing housing stock in the community and ensure that this infill is of an appropriate scale for the community. Opportunities for denser development exist along the river.

### *Create Linkages*

Multi-modal transportation is key to the success of any downtown. Downtowns are meant for pedestrians, transit-riders, bicyclists, and automobiles. The River District Framework Plan suggests expanding transportation alternatives and facilities and the Rockford Area Transportation Study (RATS) is currently studying bicycle and pedestrian linkages. Existing intact pedestrian oriented streets should be maintained and expanded upon. Existing bicycle and transit access is limited, and should also be expanded. Overall, the number of one-way streets in the downtown are overwhelming and only serve to complicate movement and access.

Additionally, the downtown is quite large and split by the River, though multiple vehicular bridges exist. The Rock River should be considered a key opportunity in connecting both sides of the downtown for all travellers, providing both pedestrian and bicycle linkages to neighborhoods to the north and south, the museum district to downtown proper, and opportunities for unique transit options.

### **Recommendation: Manage the Downtown as One Entity**

A recent trend in retail is the development of lifestyle centers, located in greenfields outside of cities. These centers are modeled after downtowns just like Rockford's, but lack the history and sense of place that Rockford's downtown maintains. Rockford should capitalize on its leg up on these centers, while learning from the strategies that make these shopping centers and malls successful. Two key management strategies shopping centers utilize involve generating an appropriate mix of businesses in downtown and managing shared parking. Lifestyle centers, like most shopping malls, are typically managed by one organization. This organization leases the space to a mix of tenants that *overall* will generate the most traffic and sales. They may also seek out particular types of businesses to provide that service or product. Likewise, downtown businesses could participate in an organization such as a management authority that could manage the mix of businesses, promote the businesses, and seek missing business types.

Another advantage of shopping centers is the availability of parking and the ability to park once and visit multiple businesses. Downtown Rockford has a variety of public parking lots in key locations. The perception of little parking may be a product of lack of parking management. Donald Shoup's book, *The High Cost of Free Parking*, discusses many solutions to parking issues such as charging appropriate prices for parking to manage demand, and advertising appropriately to ensure that the public is aware of the availability and location of parking facilities.

# Introduction

## Catalytic Sites

### *Create a New Image*

Since the adoption of the River District Framework Plan, there has been a lot of activity in the downtown. This activity should be harnessed and focused to help define a new image of the River District, based on these core principles. Fermenting this image in the minds of Rockfordians will only increase the activity in the downtown area. This increase of activity and renewed vitality will be evident to potential residents and visitors, further augmenting interest in downtown and the City of Rockford as a whole.

### *Encourage Partnerships*

Successful redevelopment endeavors require sound relationships with a spectrum of organizations that play an active role throughout the process. The City of Rockford should partner with neighborhood groups, non-profit organizations, and other key stakeholders. Residents should be encouraged and invited to participate in the process to guarantee widespread community buy-in and support.

The City and the River District already work well together, as does the Burpee Museum. The importance of maintaining these key relationships cannot be emphasized enough. Additionally, the City should seek out partnerships with State agencies, especially Illinois Environmental Protection Agency, to target funding opportunities and increase the quality of the Rock River.

## The Catalytic Sites

The consultant team confirmed with the City and the River District Association that the six catalytic sites identified in the Framework Plan were the sites to prioritize.

Catalytic Site 1 consists of a very large area, an assortment of site types, and a variety of time frames for each site. While the Federal Courthouse is slated to begin construction in summer 2006, the parcels surrounding it include occupied businesses and will likely redevelop in a longer time frame. For prioritization purposes, the consultant team separated Catalytic Site 1 into two sites: 1a, consisting of the Federal Courthouse and surrounding parcels west of Main Street, and 1b, consisting of Davis Park and the Amerock and Tapco buildings east of Main Street.

### **Catalytic Site 1a: Federal Courthouse Area**

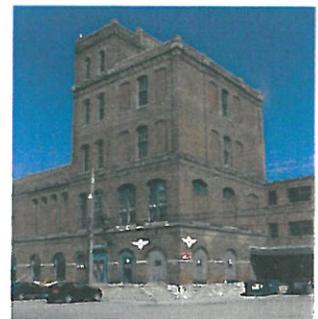
This redevelopment area includes the new Federal Courthouse site, occupying two blocks between Court, Church, Chestnut, and Cedar Streets and vacating the section of Green Street between Court and Church Streets. The area also includes the parcels surrounding the courthouse site to the west and the south. These parcels are less clearly defined in use; however, there has been some interest in the development of residential between Cedar Street and the railroad line.

### **Catalytic Site 1b: Davis Park**

The second portion of Catalytic Site 1 consists of more clearly defined redevelopment projects and Davis Park, a gateway into downtown and currently under utilized City-owned parcel. The Amerock and Tapco buildings are included within this site. The Park District facility is also included in this area along with the parcels adjacent to it to the south and the redevelopment parcels between Green Street and the MetroCentre.

### **Catalytic Site 2: Museum Campus**

The Museum Campus catalytic site is focused on the existing Riverfront Museum Park and the Burpee Museum of Natural History, including the Park District property along the river and the museum parking lots. The existing Armory building is also included as



*The Brewery Building on the Madison Street site is a beautiful historic building.*

# Introduction

## Catalytic Sites

potential addition to the Museum Campus. Additionally, several parcels across Main Street from the Museum Campus were identified in the River District Framework Plan.

### **Catalytic Site 3: Madison Street**

The Madison Street site is the largest of the redevelopment sites and the most complex. Extending along Madison Street between Whitman and Jefferson Streets, this site includes all of the properties west of Madison to the river and the properties fronting on the east side of Madison to the alley. On the south end, the site includes the Park District's Ice House and associated parking lot, and the old Brewery building. Two long-standing private clubs on the river are also included in this area: the Lombardi Club and the Verdi Society.

### **Catalytic Site 4: Ingersoll/ComEd Site**

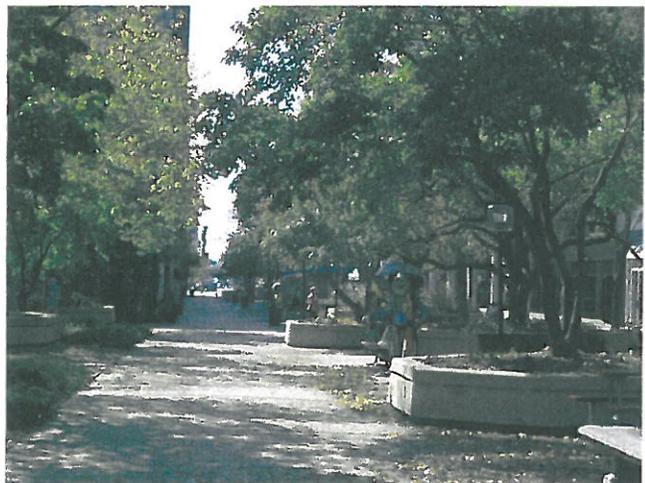
Catalytic Site 4 includes the properties west of Madison Street, south of Walnut Street. This site is largely the City-owned Ingersoll site between the railroad and the river, including the right-of-way of Water Street. To the east of the railroad tracks, the site includes the Watch Factory building and the Board of Education building on the corner of Madison and Walnut Streets. The other portion of the site includes the large parcel to the south currently owned by ComEd.

### **Catalytic Site 5: East Gateway Theater**

One of the smaller sites, Catalytic Site 5 includes the existing Midway Theater building and the parcels to the east to South 6<sup>th</sup> Street.

### **Catalytic Site 6: Main Street Mall**

Catalytic Site 6 consists of mostly intact, historic buildings along Main and Wyman Streets to the river between Elm and Jefferson. This area is the heart of downtown Rockford. There are few redevelopment sites here; however, the focus of this site is the connectivity within the area along the streets and the river. The site includes the pedestrian mall, closed to vehicular traffic and the north-south streets that are currently one-way.



*Main Street was converted to a pedestrian mall and is recommended to be re-opened to vehicular traffic.*

# Introduction



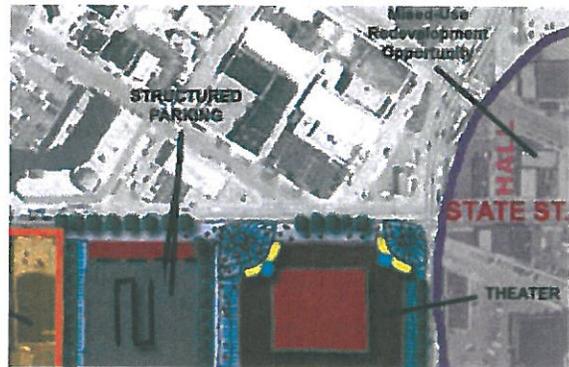
**Catalytic Area 1**



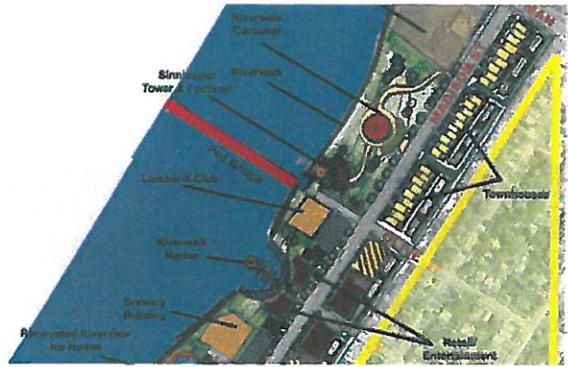
**Catalytic Area 4**



**Catalytic Area 2**



**Catalytic Area 5**

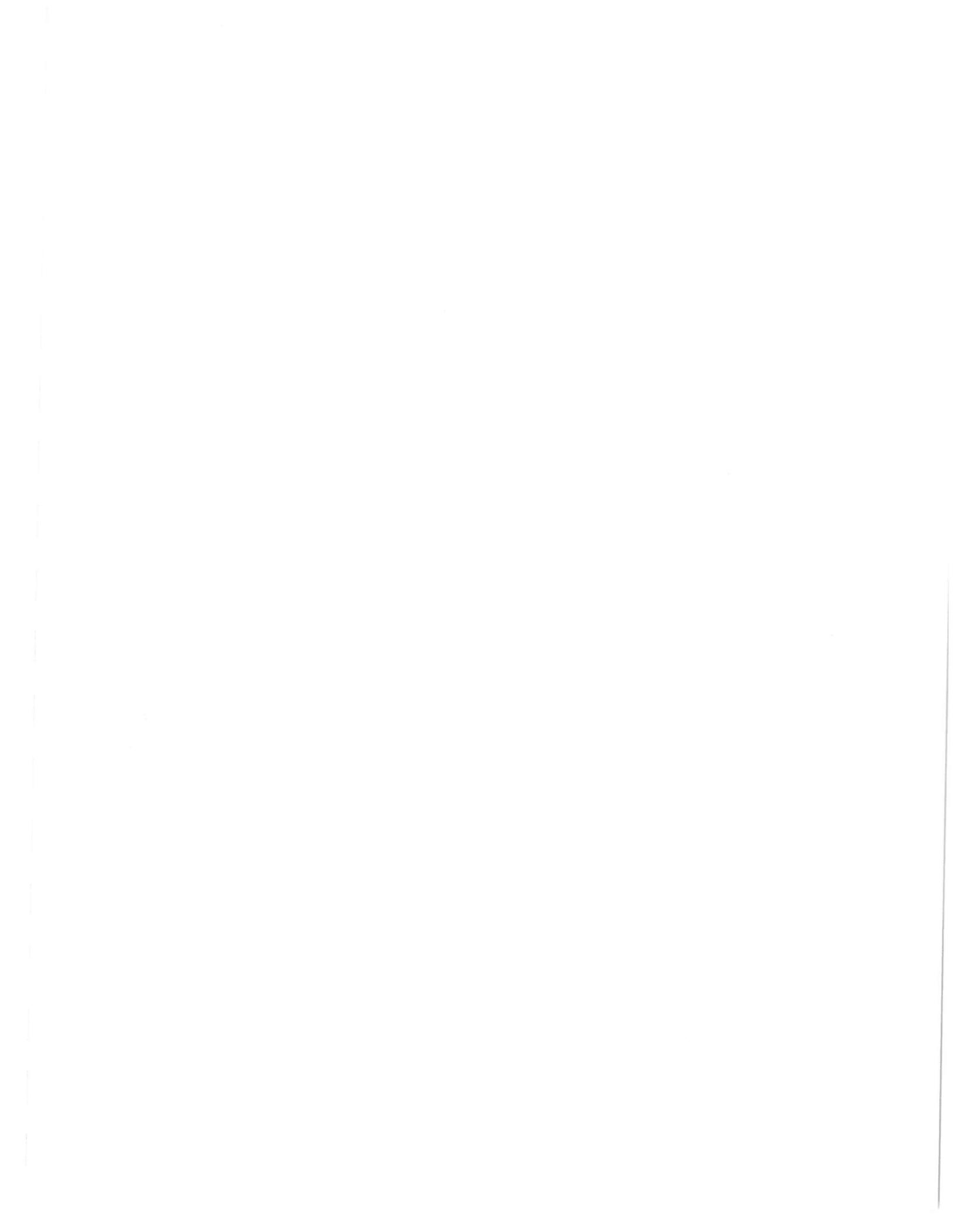


**Catalytic Area 3**



**Catalytic Area 6**

*Catalytic Areas as defined by SmithGroup JJR in their River District Framework Plan, completed January 2003.*



## Site Prioritization

The following section provides a summary of the process used by the consultant team to prioritize the catalytic areas. A scoring system was devised to balance the core principles and the obstacles to redevelopment.

# Site Prioritization

## Prioritization Factors

The six Core Revitalization Principles, delineated by JJR and discussed in the previous section, define the goals for the potential redevelopment projects and were utilized to help create the Prioritization Factors to guide the consultant team in determining which projects are key to the future success of downtown. The first step of the implementation process is to prioritize the catalytic areas to determine the which one or two redevelopment sites to focus on. In order to clearly and efficiently prioritize, the consultant team established eight prioritization criteria, based on the goals and core principles for downtown.

### **Generating a Fresh Image**

One element of the revitalization effort for the River District is generating a fresh image. There are four components to generating a fresh image, detailed below. Generally, to effectively create a fresh image, a project needs to happen in a quick time frame. It should grab the attention of passersby, creating a new image while capitalizing on the existing assets of downtown Rockford, including the cultural and physical history and wonderful institutions such as the Burpee Museum. Finally, it is critical that the projects are visible to visitors alike to market the new image on a larger scale.

### *Near Term Action*

The River District Framework Plan was adopted in January 2003. Some implementation activity is taking place including the planned expansion of the Burpee Museum and Discovery Center as well as the impending construction of the Federal Courthouse. Many of the key Opportunity Sites identified in the Framework Plan have been stagnant; however, there has been a significant amount of interest in all of these sites.

The consultant team examined the catalytic areas based on the opportunity for the most immediate success, attempting to answer the following questions:

- Who owns the property, and is it available for purchase?  
City ownership scored the highest, as the City can immediately sell the parcels for development or develop them for its own use. Multiple adjacent parcels owned by one entity or single large parcels owned by different entities, especially parties interested in selling, are available for more immediate development, and received a high score. Acquiring and combining smaller parcels owned by several owners for appropriate development can take multiple years, and, therefore, scored the lowest.
- What is the anticipated time frame of the project?  
The highest score was given to developments that could be completed within 1 to 4 years, a mid-range score was given to projects with a 4 to 8 year time frame, and the lowest score was given to projects that would take longer than 8 years. There is higher value in those projects that can be completed sooner. It is essential that residents and visitors see the new image come to life in a timely manner in order to maintain a level of excitement and interest.
- Is the property occupied by an active business?  
If no active or relatively few active businesses were present, the site received a high score. It is always preferable to avoid having to relocate existing, functioning businesses. Sites with numerous existing and active businesses scored lowest since the businesses contribute to the Rockford economy and would require relocation effort.

# Site Prioritization

## Prioritization Factors

- Are existing uses appropriate for the area?  
Sites with high levels of vacancy scored higher because they offer fewer barriers to new development that may be incompatible with existing uses. Sites with active industrial uses scored lower because, in general, any proposed uses would be considered incompatible and have a high potential for conflict.

### *“Wow” Factor*

In order to create a new image for downtown Rockford, the Catalytic Areas were analyzed based on what the consultant team called the “wow” factor. Along with a short time frame for the redevelopment, the project(s) should be unique, interesting, exciting, and should garner attention. Additionally, the project should help to define the new image of downtown Rockford: fresh, active, innovative. When scoring sites on their “wow” factor, the consultant team considered the following questions:

- Is the project unique to Rockford, to the region and perhaps the country?  
New developments that incorporate creative land uses or activities received high scores because they help set Rockford apart from other cities. More common or less active projects scored lowest.
- Will the project inspire conversation? Would it be interesting enough to write about in a newspaper?  
Sites with the potential to accommodate new uses that would be unparalleled in their ability to attract people and attention scored highest in this category. Similar to the question above, more banal uses scored lowest.

### *Capitalize on Existing Assets*

Downtown Rockford has many wonderful physical and cultural assets in addition to the Rock River. Many existing historic buildings are intact and well cared for. Several streets have maintained their pedestrian quality despite the influx of automobiles into the downtown. The industrial history of Rockford is illustrated in many of the existing buildings poised for re-use and the rail lines throughout Rockford tell a large part of that history. Many of these existing assets should be highlighted in the image of downtown as well, so it is important for the key sites to display them. The question to answer in this category was:

- Does this project maintain existing cultural or physical assets and incorporate them into the development concept?  
Projects that maintain existing features as-is or suggest adaptive re-use of existing structures received a high score. Maintenance and re-use of structures helps preserve the heritage of Rockford and can reduce costs. Projects requiring the destruction of many existing buildings in favor of new ones received a low score.

### *Visibility and Connectivity*

Highly visible locations are prime candidates for new development. Sites that are seen by a high volume of people offer the best return in terms of awareness and success. In order to be visible, the site must be well-connected to the surrounding area and the remainder of the city. People should be able to access the site by many modes of transportation, including bicycle, car, and foot. To judge a site’s visibility and connectivity, the following questions were asked:

- Is this site situated in a gateway location or any other highly visible area?  
Gateway locations can be considered entranceways to the downtown, places along major roads that many people pass. If a project is located in such a spot, it scored high. Projects in more obscure locations, perhaps located on roads with limited traffic, scored low.

# Site Prioritization

## Prioritization Factors

- Is the area well connected to its surroundings and the rest of Rockford?  
High scoring projects were those located on sites that have many street connections, can be reached by many modes of transportation, and are easy to find. Low scoring projects are isolated and difficult to access.

### **Incorporating Catalytic Uses**

The River District Framework Plan calls for people to “live, work, shop, and play” in the River District. Truthfully, the shopping is not as feasible without the living, and the playing is usually more successful with the living. All of these activities are needed to support each other. A well-rounded selection of land uses can create a complete neighborhood that can support many activities. The components of this element are detailed below.

#### *Addition of Residential Units*

Residential units in the downtown will create a 24-hour population and day-to-day activities. Additionally, a mix of housing types in a neighborhood helps to ensure longer term residents and a diversity of residents. Single family neighborhoods adjacent to downtown serve that type of housing well; additional types of housing including townhomes, condominiums and rental apartments are needed. The question asked for this category is obvious, but necessary just the same:

- Does this project add residential units?  
Projects that incorporate many residential units in a wide variety of housing types earned the highest score. Projects with fewer residential units or only one type of housing option scored lowest.

#### *Incorporation of Destination Uses*

Destination uses are those that attract people downtown, particularly people who do not reside in Rockford. Destination uses are not found in every community, and stand out due to their uniqueness. They not only attract people for themselves, but for other complementary uses, as described below. To score destination uses, the following question was considered:

- Does the proposed project bring people downtown from outside the area or region?  
This question was answered without formalized analysis, but rather with common sense and a general knowledge of destinations in the region. If the project incorporates a special use or activity, without rival in the region, it scored a high mark. If it lacks a special place, or would not increase attraction to Rockford, it scored low.

#### *Generating Complementary Uses*

Complementary uses are those that co-locate with other uses to which they are closely tied. For example, a theater would spur development of restaurants to cater to the “dinner-and-a-show” crowd. National entertainment would support a hotel use to accommodate visitors. Residential uses inevitably require a grocery store. To evaluate the ability of a project to generate complementary uses, the consultant team asked:

- Would the proposed uses and development help to serve existing uses in the area or draw new uses into the downtown?  
A high score was given to those projects that had the potential to add the most complementary uses. The aggregate of these uses results in a complete neighborhood that attracts and retains both residents and visitors. Low scores went to developments with single uses, or those that do not attract other uses.

# Site Prioritization

## Prioritization Factors

### **Potential for Other Funding**

In any development or redevelopment effort, the ability to attract funding is paramount. A project may seem to have great potential, but if appropriate funding sources cannot be identified and secured, its realization may not be feasible. To assess the funding potential of the projects, two sources of funding were considered: private and public.

### *Ability to Attract Private Funding*

Private funders include commercial and residential developers and other investors who seek to invest their money in projects they believe have the most market potential. To score a redevelopment area in terms of private funding, the consultant team asked:

- Are there uses identified in the project for private investment?  
Many of the redevelopment areas include public projects that will encourage private investment in surrounding properties. A significant amount of targeted residential development, however, tends to yield the highest level of private investment.
- Are there specific properties that private developers have expressed serious interest in?  
Developers have expressed interest in investing in most of the catalytic areas. In some cases, developers have already purchased properties and achieved some level of effort towards redeveloping them. Catalytic areas with vacant properties either owned by developers or the City scored the highest.

### *Ability to Attract Public Funding*

Sources of public funding include state and federal grants, low-interest loans and tax incentives, as well as municipal revenue from TIF districts. General Obligation (G.O.) bond revenue was not considered a potential source of public funding by the consultant team since it is typically programmed to support traditional municipal services and improvements. When considering the potential of a project to attract public funds, the consultant team asked:

- Do the projects in the Catalytic Area include features or uses that may make it eligible for tax incentives or other types of public funding?  
With the consultant team's knowledge of available funding sources, the team reviewed the potential projects within each catalytic area for their potential for utilizing public funds. Some areas could incorporate historic redevelopment, renewable energy, open space, and stormwater treatment facilities and those scored the highest. Other areas incorporated fewer of these aspects and scored lower.
- Are portions of the Catalytic Area included within an existing Tax Increment Finance (TIF) district?  
Potential for generating increment as well as utilizing funding within an existing district was discussed as a positive attribute. Portions of several sites are within existing TIF districts.

# Site Prioritization

## Overall Average Scores

### Overall Average Scores

The application of the prioritization factors outlined on the previous pages is discussed on the following pages, site by site. In many ways, these factors served as a discussion tool for the team; the factors and resulting overall scores were also discussed to confirm they represented the opinions of the team members. The scores were generated during a team workshop on October 25, 2005, and the categories for scoring are detailed in the Prioritization Factors section of the Introduction of this document. The scores ranged from 1-3, 3 being the highest and 1 being the lowest. The individual scores for each catalytic area and each factor are listed in the table below, with average scores indicated in the furthest right column. To summarize, the sites are ordered by overall scoring as follows:

- Catalytic Area 1b: Davis Park
- Catalytic Area 4: Ingersoll/ComEd Site
  
- Catalytic Area 6: Main Street Mall
- Catalytic Area 2: Museum Campus
  
- Catalytic Area 1a: Federal Courthouse
- Catalytic Area 3: Madison Street
- Catalytic Area 5: East Gateway Theater

All of the catalytic areas are important for full redevelopment of the downtown, and recommendations have been included to further their redevelopment during the interim period of concentration on 4 and 1b.

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	"Wow" Factor	Capitalize on Existing Assets	Visibility & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
1a: Federal Courthouse	3	2	1	2	2	1	2	2	3	18
1b: Davis Park	2	3	3	3	3	3	3	2	2	24
2: Museum Campus	3	3	3	2	1	3	2	2	2	21
3: Madison Street	1	2	1	2	3	2	2	2	2	17
4: Ingersoll/ComEd	2	3	2	2	3	3	3	2	3	23
5: East Gateway Theater	1	1	3	3	1	2	2	1	2	16
6: Main Street Mall	3	2	3	2	1	2	2	2	3	20

*Overall scoring matrix developed by the consultant team to prioritize the opportunity sites.*

# Site Prioritization

## Overall Average Scores

### *Critical Sites - Catalytic Area 4: Ingersoll/ComEd Site and Catalytic Area 1b: Davis Park*

It is recommended that the City of Rockford focus its attention on Catalytic Areas 4 and 1b, the two areas that scored the highest. Redevelopment on these sites is believed to have the most impact in the shortest term, and will ultimately help generate more interest and activity in the other locations. A full discussion of these two sites, including ideas for implementation and funding, can be found in the Implementation section.

### *A note on Catalytic Areas 2: Museum Campus and 6: Main Street Mall*

The Museum Campus scored closely behind these other areas. The Museum Campus will continue to grow and evolve with its current leadership, and the city should continue to support their efforts, recognizing the value of this unique destination in such close proximity to downtown.

The Main Street Mall could be accomplished with relatively little effort, but will result in less impact than the sites discussed above. The City should move forward with this project to increase visibility of the Metro Centre and the two theaters and to improve downtown traffic circulation, however, it is not a significant redevelopment project.

### *Other Catalytic Areas*

The remaining three sites, Catalytic Areas 1a, 3, and 5, are not crucial to the immediate vitality of the downtown, and, therefore, can be considered long term projects. There are several vacant parcels near the courthouse, for example, whose future uses have not yet been determined. The Madison Street Area has many existing businesses, and only a few parcels are currently available for redevelopment. The East Gateway Theater should be preserved, but since there is no current user identified, the redevelopment of that area can wait until the right tenant is secured.

# Site Prioritization

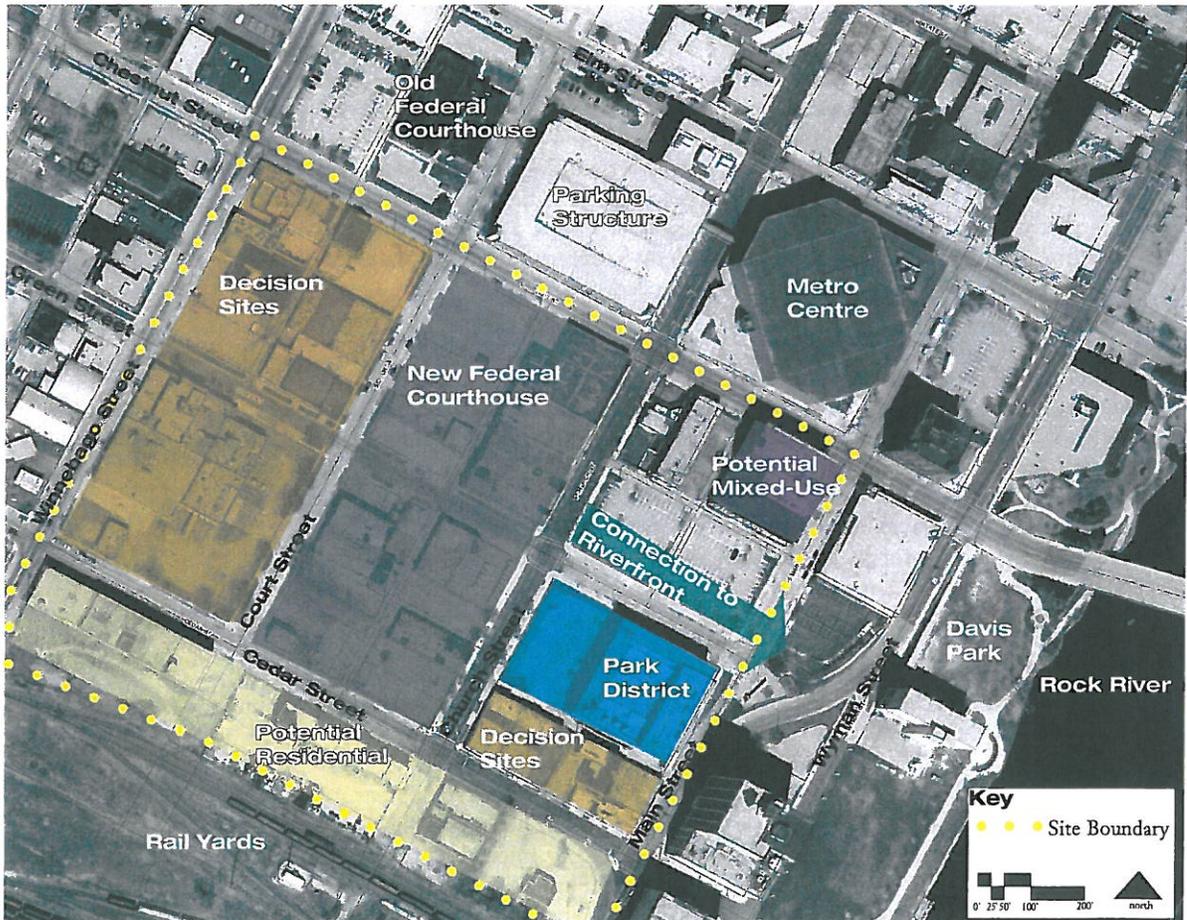
## Catalytic Area 1a: Federal Courthouse District

Catalytic Area 1a scored moderately during the prioritization process and is not considered a key area of concentration of City funding and efforts. This area received the same overall score as Catalytic Area 5, the second lowest overall score.

Key considerations under each category were as follows:

### Generating a Fresh Image

- The courthouse construction is scheduled to begin in the summer of 2006 and significant progress is expected in the *near term*.
- The parcels surrounding the courthouse are still in flux and recommended future uses have not been determined.
- The parcels west of Court Street are currently occupied by industrial employers so the redevelopment of these parcels is likely longer term.
- A significant factor in determining the “wow” factor for this area is the lack of proximity to the river. As a source for green infrastructure focus, recreational activity, and a generator of identity for Rockford, the Rock River should be the focus of any downtown redevelopment. However, the design of the new courthouse, with the main entrance focusing down Green Street to the river, increases its “wow” factor.
- The reuse of the old post office building for Park District facilities as well as potential



Catalytic Area 1a - Courthouse: Aerial View

# Site Prioritization

## Catalytic Area 1a: Federal Courthouse District

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	"Wow" Factor	Capitalize on Existing Assets	Visibility & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
1a: Federal Courthouse	3	2	1	2	2	1	2	2	3	18

### Catalytic Area 1a - Courthouse: Prioritization Score

reuse of other buildings on the site increases the score of this catalytic area for the category of *capitalizing on existing assets*.

- The river is one of the greatest *existing assets* of downtown and the distance to the river reduces the potential of these parcels capitalizing on it.
- The shopping boulevard, as shown in the Framework Plan, connecting the courthouse to the river could significantly increase the "wow" factor for this project, however, due to market constraints and the courthouse's low generation of activity, a retail district in this location seems isolated and unlikely. Additionally, we recommend concentrating retail business recruiting in the existing downtown areas to bolster existing businesses.

### Incorporating Catalytic Uses

- Typically a courthouse does not generate enough additional visitors to the area to constitute a regional *destination*. Additionally, a courthouse does not generate a significant need for *complementary uses* with the exception of potential lunch crowds.
- The parcels surrounding the courthouse are designated for mixed use in the Framework Plan (mixed use buildings contain retail on the ground floor and office and/or residential above). Retail is likely inappropriate for these parcels as they are somewhat isolated from the remainder of downtown by the new courthouse, a large existing parking structure, and the MetroCentre. Further study to determine appropriate, market-supportable future uses on these parcels is needed.
- *Residential*, perhaps denser residential connecting the adjacent neighborhoods to downtown, may be appropriate for these parcels.
- The potential for *residential* in the existing building across from the MetroCentre also increases the residential score for this area as well as the *complementary uses* score. Residential development automatically generates the need for complementary uses such as grocery stores, dry cleaners, and restaurants.
- These parcels are a potentially more appropriate location for a multiplex cinema than the East Gateway Theater area. The parcels here are larger and as accessible. Additionally, parking for the courthouse and MetroCentre could be utilized off-peak for the cinema. In the current market, however, a multiplex cinema does not appear feasible in the near term.

### Potential for Other Funding

- Construction of the new Federal Courthouse and adjacent plazas attracted significant *public funding*; additional public funding would likely support further enhancements to the area.
- Catalytic Area 1a (as well as 1b) is located in the Westside Redevelopment Area TIF. TIF revenues were significantly lower than TIF commitments for 2004, indicating that it may be some time before additional capacity for projects can be expected. The proposed Westside TIF #2 may provide additional funding streams.
- With few near-term private development projects in the area, the potential to *attract private funding* is higher in other locations.

### Additional Recommendations

- Study existing industrial area to the west of the new courthouse and beyond to determine appropriate use.
- Perform a market study to determine the amount of retail the area can accommodate will help to consolidate that retail in one or more continuous walkable areas.
- Consider locating a multiplex cinema in this location, instead of the East Gateway area, if feasible per the market study.

# Site Prioritization

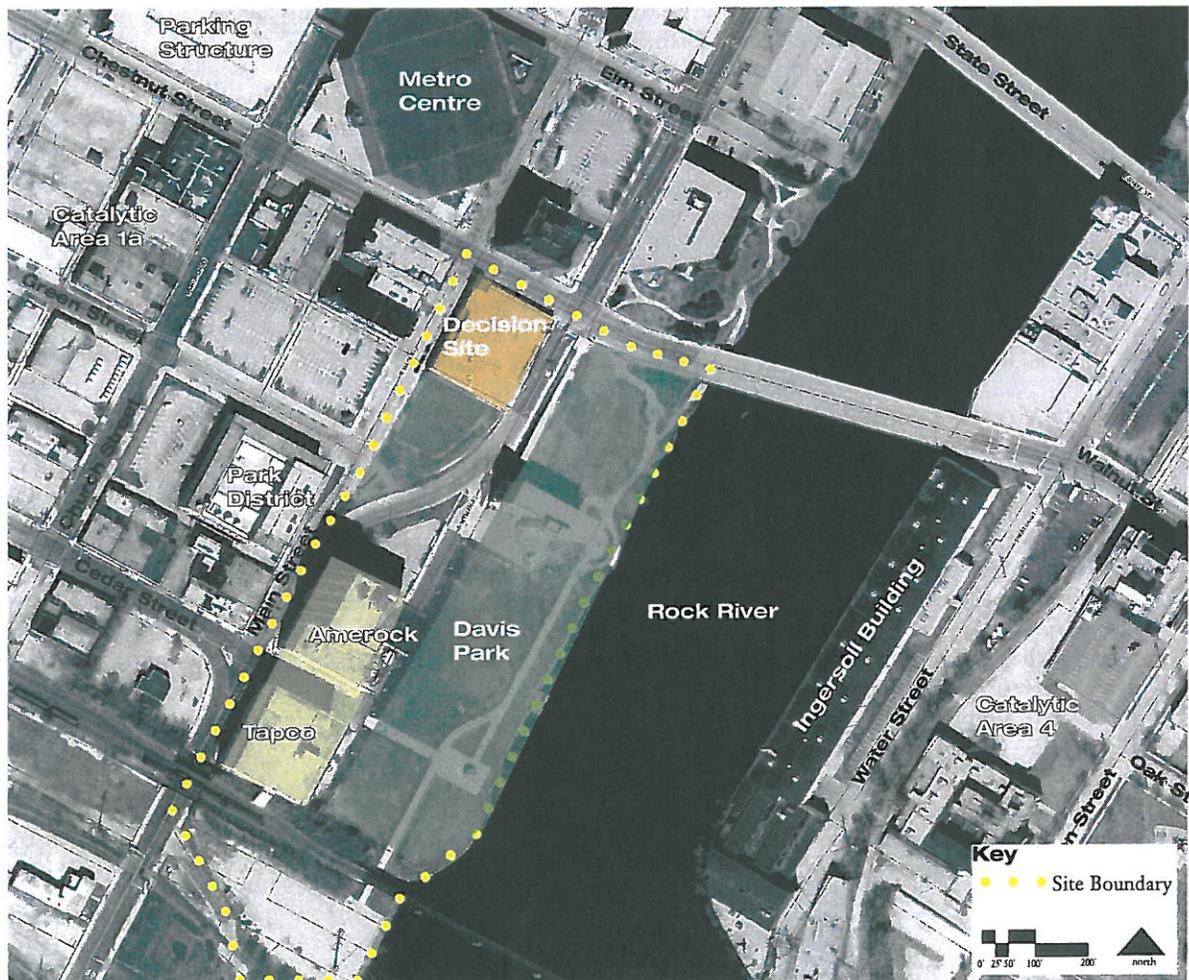
## Catalytic Area 1b: Davis Park

The Davis Park area has the capability to create a new district in downtown Rockford that maximizes the potential of the area and promotes a new image of living, working, and playing downtown. This site scored second highest in terms of all of the prioritization factors.

Key considerations under each category were as follows:

### Generating a Fresh Image

- The site serves as a gateway to downtown from the south and, if developed appropriately, will be the most *visible* example of the new image for downtown.
- Located along the river and with existing on-site trails, the site should serve as an integral component of the riverwalk system.
- Both the Tapco and Amerock building provide opportunities for redevelopment, though not in the immediate *near term*, likely in the next few years. Additionally, because both of these projects utilize existing buildings, improvements could potentially be visible more quickly than new construction.



Catalytic Area 1 - Davis Park: Aerial View

# Site Prioritization

## Catalytic Area 1b: Davis Park

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	"Wow" Factor	Capitalize on Existing Assets	Visibility & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
1b: Davis Park	2	3	3	3	3	3	3	2	2	24

### Catalytic Area 1b - Davis Park: Prioritization Score

- The City maintains control over Davis Park and has significant power to control the timeline of improvements.
- The adjacency to the Rock River provides significant opportunity for incorporation of unique stormwater features, increasing the *"wow" factor* for the area.
- The potential reuse of the Amerock and Tapco buildings and Centre Event's use of the Lorden Building maintain some of the industrial history of the area while moving forward to modern living. This results in a higher score for *capitalizing on existing assets* as well as contributing to the *"wow" factor*.
- The opportunity to utilize a corner of the Lorden Building for a climbing facility or other modern sporting attraction would further increase the *"wow" factor*.

### Incorporating Catalytic Uses

- The proposals for converting the Amerock and Tapco buildings to apartments would yield a large number of *additional residential units*.
- Residential units in the area will contribute to drawing and supporting other daily uses (*generating complementary uses*), such as grocery stores, dry cleaners, and restaurants.
- Davis Park is currently not programmed to its potential to serve regularly as a *destination*, but the opportunity exists and the City/Centre Events have control. While maintaining the park's ability to host events, the possibility of converting Davis Park to include a climbing facility, skateboard park, and other recreational opportunities would increase its draw of regional visitors and add to its everyday useability.

### Potential for Other Funding

- The potential to convert Amerock and Tapco buildings to residential use should attract *private funding* for residential and complementary uses.
- Devoting a portion of Davis Park to active recreation could yield *private investment* opportunities, which might include food and beverage concessions, movie rentals, book stores and other family-oriented activities. Corporate sponsorship opportunities may help mitigate the construction costs associated with recreational development.
- *Public funding* in the form of federal, regional and state grants intended to improve water quality and restore natural habitat can enhance the quality of open space while managing stormwater within Davis Park.
- Pedestrian and bike paths can be installed or enhanced with *public* grants.
- Illinois EPA 319(h) grants and other *public funding* could offset the cost of a roundabout at the intersection of the proposed two-way street system at Green, Main, and Wyman Streets, and could provide an opportunity for a natural stormwater connection from the courthouse to the river.
- Area 1b, like Area 1a, resides in the Westside TIF district, which is currently not available for funding significant projects.

Reference Section III for more specific recommendations for this site.

# Site Prioritization

## Catalytic Area 2: Museum Campus

Very few downtowns can boast a destination as interesting and exciting as the Museum Campus, featuring the Burpee Museum of Natural History, the Discovery Center, and the Rockford Art Museum. The Museum Campus should be a focus of City efforts; however, in terms of supporting the vitality of the downtown as a whole, this catalytic site scored third amongst the sites.

### Generating a Fresh Image

- Portions of the Museum Campus expansion may very well occur within the *near term*.
- An important renovation to the campus is the relocation of the main parking. Constructing a parking structure below grade or locating the parking across Main Street would be assets to the campus, but these solutions would be much longer term. The parcels across Main Street are currently under varied ownership and occupied by active businesses.
- The Armory building, an existing historic building and *asset* to capitalize upon, is



Catalytic Area 2 - Museum Campus: Aerial View

# Site Prioritization

## Catalytic Area 2: Museum Campus

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	"Wow" Factor	Capitalize on Existing Assets	Visibility & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
2: Museum Campus	3	3	3	2	1	3	2	2	2	21

### Catalytic Area 2 - Museum Campus: Prioritization Score

- currently under private ownership. Although discussions may result in an interesting addition to the Museum Campus, the timing would likely be longer than near term.
- The **"wow" factor** of the Museum Campus is already quite high and can only be increased by the potential projects currently being discussed. The uniqueness of a natural history museum located adjacent to a river is being capitalized on by museum policy and programming. The City and Park District should continue to support the museum's efforts.
  - Currently, the **visibility** of the site is limited because of the one way couplet, Church and Main Streets at this location, in and out of downtown. The Museum Campus is not visible from inbound traffic on Church Street and traffic on Main Street is exiting downtown. Efforts to convert these streets to two way will improve the visibility of the campus to inbound traffic.
  - Increasing **connectivity** to the campus through pedestrian and bicycle connections via bridges and the proposed riverwalk would be a great advantage. Additionally, developing transit connections either by water taxi, bus trolley, or future rail trolley would not only increase **accessibility** but also increase the "wow" factor.

#### Incorporating Catalytic Uses

- Obviously, the Museum Campus is an excellent **destination** for regional visitors. The key is to connect these visitors to the downtown, via the riverwalk and the streets.
- There is an opportunity to develop somewhat denser residential units in the parcels to the west of the museum, **connecting** the campus and the river to the neighborhood further west. The **addition of residential units** in this location would need further study but would increase the score of the site significantly.
- Unfortunately, the opportunities for **complementary uses** in the area are limited. Retail adjacent to the museum is not currently supportable by the market and would only detract from opportunities in the downtown proper. Again, the key is to make connections between the museum and the downtown very easy.

#### Potential for Other Funding

- The Museum Campus has been successful and will hopefully continue to **attract private funding** through philanthropic support for programs and capital improvements.
- The riverfront location of this area presents opportunities for **public grants** to support shoreline restoration, pedestrian and bike paths, and similar enhancements that would add natural beauty and recreational opportunities along the river.
- Additionally, other **public funding** means, such as a museum tax, will assist the Museum Campus further.

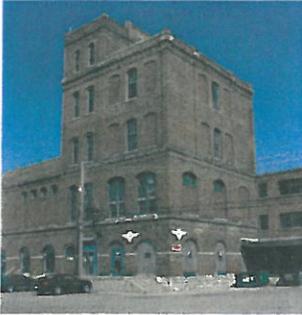
#### Additional Recommendations

- Support efforts of the Burpee Museum and Discovery Center towards expanding and greening the campus.
- Perform a market study to determine the feasibility of a hotel location in the vicinity.
- Study options for relocating parking to a less visible location.
- Study the creation of a boulevard or gateway entrance to the museum campus from Church and Main Streets.
- Prioritize the riverwalk connection between the museum campus and the downtown.
- Study the potential for incorporating residential units into the parcels between Church and Main Street.
- Planning and creating bike trails and pedestrian pathways along the riverfront could utilize grants from the Illinois Department of Natural Resources.

# Site Prioritization

## Catalytic Area 3: Madison Street

The Madison Street area provides a long term opportunity to add a variety of housing types near the downtown and to connect the neighborhood to the east to the river and downtown. In terms of the vitality of downtown, however, this area is not key to near term success.



Brewery Building



Verdi Club

### Generating a Fresh Image

- The size and complexity of development parcels; many small parcels, privately owned by multiple owners, lengthen the development process due to necessary parcel purchase negotiation.
- There are many existing, active businesses that contribute to the economy of Rockford, coupled with few vacancies along the corridor. Relocating these businesses would be time consuming and perhaps detrimental to the businesses in the short term.
- The length of available river frontage in this catalytic area is limited due to existing property ownership and usage. The two private clubs that operate on the waterfront, combined with the existing park facility and associated parking, effectively reduce the available riverfront for redevelopment to 50%. Additionally, this river frontage is not contiguous. Opportunities for *capitalizing on the asset* of the river in those locations exist, however, further study is needed to determine the options.
- The possibility of connecting across the water from this site to the Museum Campus with a pedestrian/bicycle bridge seems expensive and possibly redundant with the existing connection under the Jefferson Street bridge; however, this would increase access to the Museum Campus. *Connections* from the neighborhood to the east of the riverfront should be incorporated into all site development, further connecting to the Ice House and the Jefferson Street bridge.
- The “wow” factor for this catalytic area is lower than others, simply because these sites should serve as urban fabric in support of downtown. In the future, as the industrial parcels in the area redevelop as residential, this area will become a neighborhood adjacent to downtown. The proposed riverwalk and the addition of marinas would increase the “wow” factor and create more connections to the river.
- Although this site serves as gateway to the downtown, the *visibility* of this area is probably not as high as the other gateways because the traffic counts on Madison Street are lower. Once Madison Street is connected to the Morgan Street bridge to the south, it is possible that this area will see more traffic; however, this will be a longer term effect.
- The majority of the redevelopable parcels on the site do not contain significant buildings, with the exception of the Brewery building. The redevelopment of the Brewery building to residential on the river is the type of “*capitalizing on existing assets*” that helps increase the “wow” factor for the catalytic area.

### Incorporating Catalytic Uses

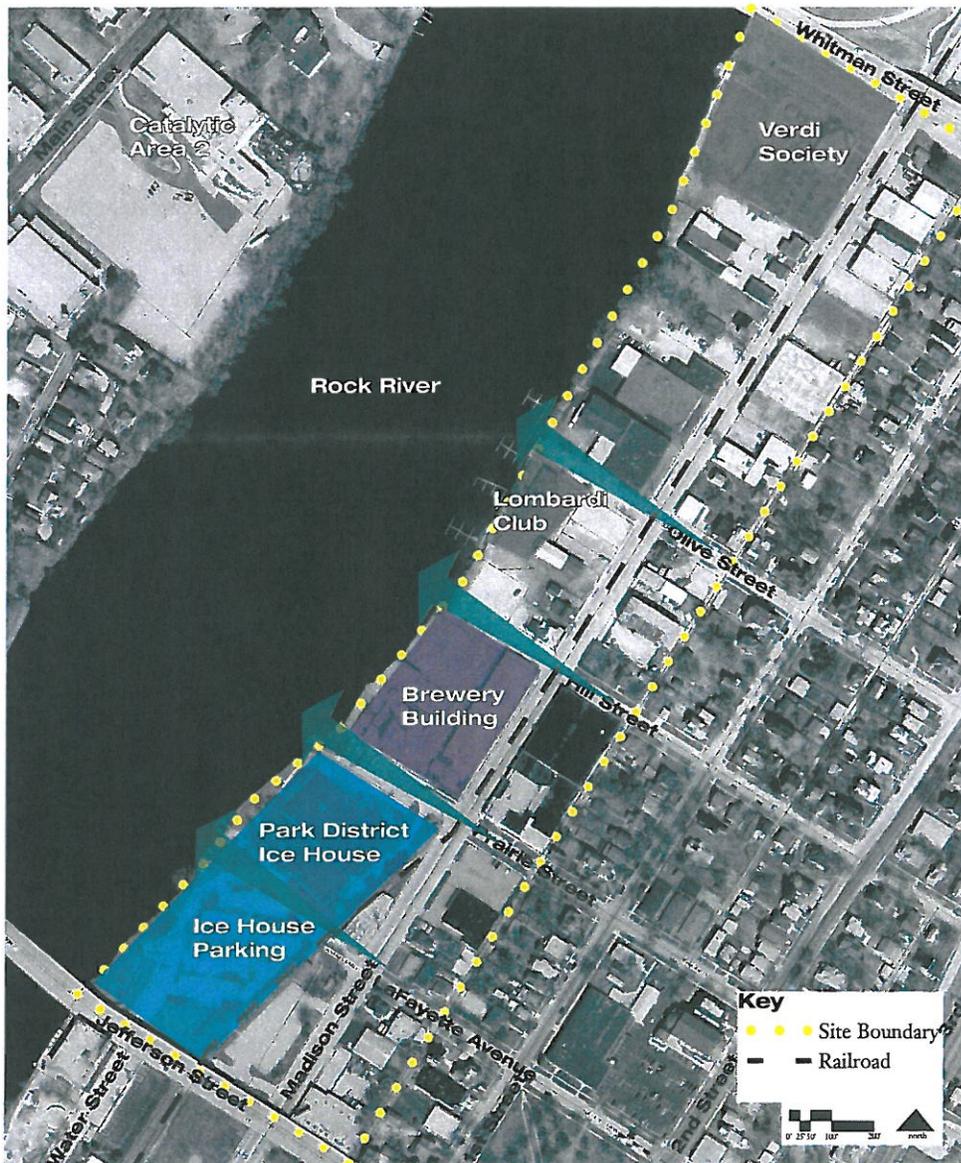
- The highest scoring prioritization factor for this site is the *addition of residential units* to downtown. As already mentioned, this will likely not occur in the near term, however, this is an important addition to the future of downtown.

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	“Wow” Factor	Capitalize on Existing Assets	Visibility & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
3: Madison Street	1	2	1	2	3	2	2	2	2	17

Catalytic Area 3 - Madison Street: Prioritization Score

# Site Prioritization

## Catalytic Area 3: Madison Street



Catalytic Area 3 - Madison Street: Aerial View

- The inclusion of a limited amount of live/work units could provide a nice transition between the existing industrial nature of the area and new residential development.
- The existing Park District facility, the Ice House, is a *destination* for city residents, however, the potential *complementary uses* generated by it are limited.
- Regional *destinations* should be limited to recreational uses such as marinas and the riverwalk. The consultant team recommends limiting retail uses in this location until other locations in the downtown proper are stronger.

### Potential for Other Funding

- The absence of vacant parcels for development in this area limits opportunities for *private investment* in the near term.
- The Park District facility, and, possibly other parcels adjacent to the river, may be eligible for some *public funding* to improve water quality and restore natural habitat.

### Additional Recommendations

- Study and determine a timeline for the potential relocation of existing industrial businesses to other locations within Rockford.
- Study the feasibility of expanding service and extending the existing trolley line along the existing rail to downtown to establish this area in the future as a transit oriented development site with larger scale residential.
- Establish greenways from the residential neighborhood to the east to the river that could serve as stormwater parks and pedestrian and bicycle access to the river.
- Designation of the Brewery Building and stone house as historic structures and their subsequent redevelopment could qualify for the Federal Historic Preservation Tax Credit.
- Form-based coding should be considered to provide the necessary design and zoning standards for this unique neighborhood within the downtown.

# Site Prioritization

## Catalytic Area 4: Ingersoll/ComEd Site

The Ingersoll/ComEd site scored the highest of the catalytic areas and is discussed in the final section of this document. The following factors were considered during the prioritization process.

### Generating a Fresh Image

- The key to *near term* development is the control of the parcels to redevelop. The City currently owns most of the parcels on the northern portion of the site. The large parcel on the south end of the site is owned by ComEd, along with the adjacent dam. Negotiations with ComEd could yield City ownership of this parcel in the short term.
- The *existing assets* of this site include the railroad lines through the site, the existing historic structures, the grade of the site, the dam adjacent to the site, and the river frontage.
- The amount of river frontage, coupled with the historic buildings on the site yielded the highest “*wow*” *factor*, next to the Museum Campus. The opportunities for utilizing the grade on the site for views, hiding parking and interesting stormwater options also contributed to this score.
- The site is currently very visible from the Chestnut Street bridge; however, the bridge is one-way, leaving downtown. The reversion of Chestnut and Walnut Streets to two-way traffic would provide more *visibility* of the site from both the downtown across the river and traffic entering downtown from the east.
- *Access* to the site is also limited to Madison Street, which essentially deadends at the site to the south. Connections to the new Morgan Street bridge to the south would provide more access to the site and visibility of the southern portion of the site.
- The existing railroad lines on the site could provide some interesting *connections* to the rest of downtown, via trolley connections and utilization of the railroad bridge crossing the river for pedestrian and bicycle connections to Davis Park.

### Incorporating Catalytic Uses

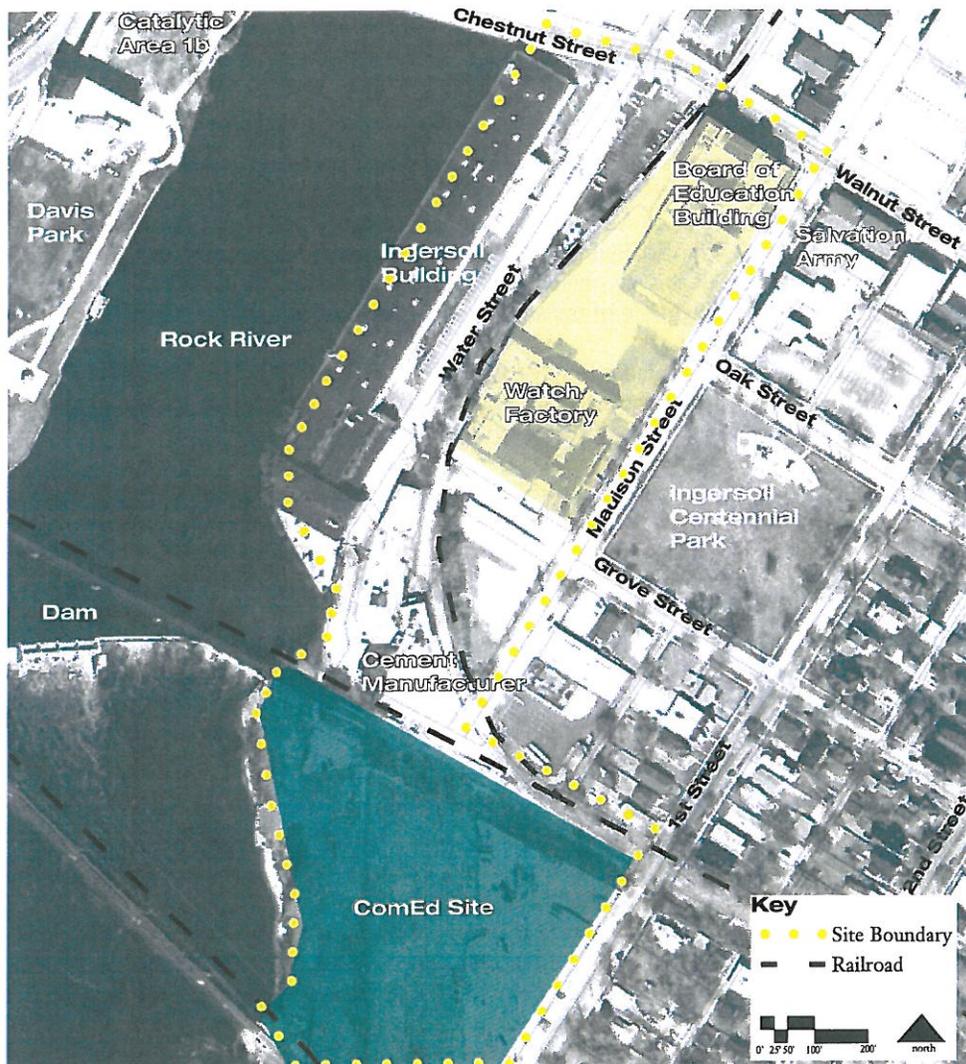
- The potential of the ComEd portion of the site to be used as a white water rapids course could create a *destination*. The dam could be utilized to generate electricity for the site and control the water level of the rapids course.
- Although the *complementary uses* of this type of destination activity are limited, the potential to define Rockford as an adventure sports center exists, combining the rapids course with a rock climbing wall in Davis Park and the existing BMX championship facility outside of downtown.
- The north portion of the site, including the Watch Factory building and the existing Board of Education building, could be developed as *residential*. Additionally, with removal of the existing Ingersoll warehouse building, views from these units of the river’s edge would be opened up. Additional units, with some small scale retail, could be developed along the waterfront, keeping heights low to allow views over the roof from Madison Street above.
- As discussed in other sections, the *complementary uses* associated with residential are high and would also serve the adjacent single family neighborhood to the east.

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	*Wow Factor	Capitalize on Existing Assets	Visibility & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
4: Ingersoll/ComEd	2	3	2	2	3	3	3	2	3	23

Catalytic Area 4 - Ingersoll/ComEd: Prioritization Score

# Site Prioritization

## Catalytic Area 4: Ingersoll/ComEd Site



Catalytic Area 4 - Ingersoll/ComEd: Aerial View

### Potential for Other Funding

- City ownership of riverfront parcels along the northern portion of the site enhances the likelihood of *private funding* for residential redevelopment.
- Redevelopment that includes a white water rapids course or other types of active recreational uses could generate *private funding* opportunities that would bring in white water competitors and enthusiasts and stimulate tourist-oriented commercial opportunities in the area.
- Federal tax incentives for historic preservation, energy efficiency and affordable housing could aid in attracting *private investment* for the adaptive reuse of the historic Board of Education building and watch factory.
- The City is under contract to remediate brownfield conditions on the property.
- The sustainable redevelopment of riverfront parcels could qualify for state and federal grants to manage stormwater, improve water quality and restore natural habitat.
- Catalytic Area 4 is located in the Eastside Redevelopment Area TIF District. TIF revenues for 2004 were \$500,000 and total commitments were \$7.2 million, indicating that it may be some time before additional capacity for projects can be expected.

Reference Section III for more specific recommendation for this site.

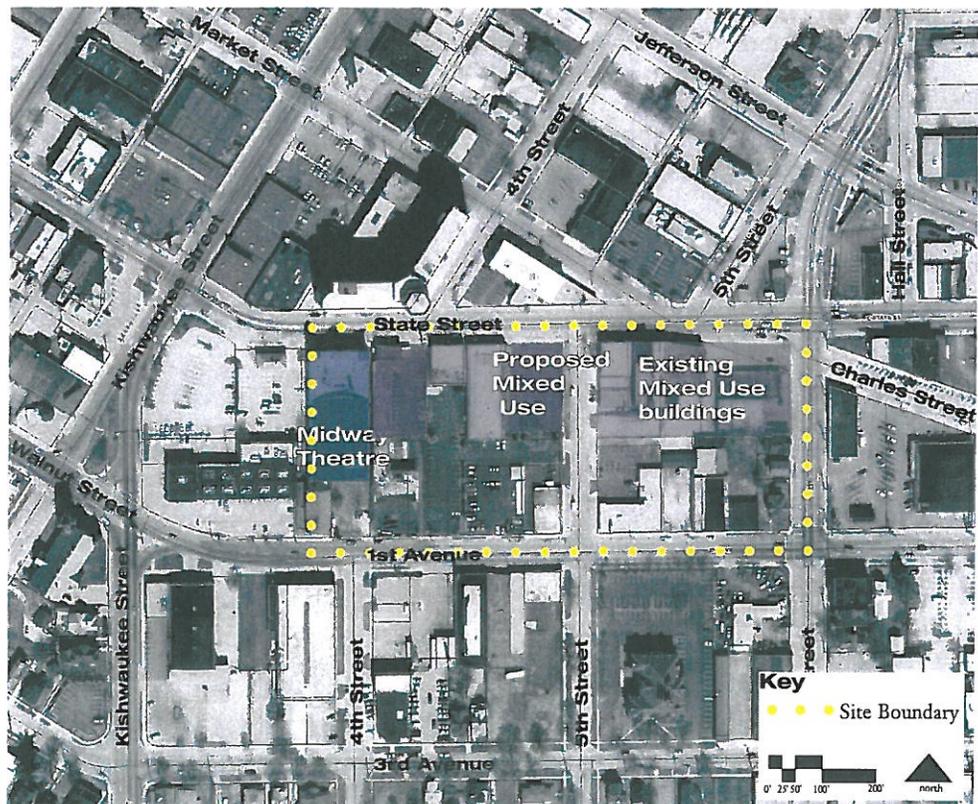
# Site Prioritization

## Catalytic Area 5: East Gateway Theater District

The Midway Theater is a jewel for the East Gateway district, however, the viability of development of a multiplex cinema in the East Gateway District is low. The district is located far from the river and the other catalytic areas to have significant impact on the vitality of downtown.

### Generating a Fresh Image

- The key to the redevelopment of this district is the renovation of the Midway Theater, *capitalizing on this existing asset*. This theater should be preserved; however, currently a viable use has not been identified. The time frame associated with determining the appropriate use of the theater projects the redevelopment of this area outside *near term action*.
- The theater is a beautiful building with significant “wow” potential; however, Rockford has two other theaters that have been renovated and are currently in active use. If the theater were located closer to downtown proper, it likely would have been renovated sooner. The theater needs a catalytic use to drive its renovation.
- The lack of proximity of this site to the river also affected its “wow” factor score. The river is the key to the draw of downtown and this site cannot take advantage of that.
- The site has excellent **visibility & connectivity**, located on State Street, a gateway street into the downtown from the east. Additionally, State Street has been maintained as two-way and the location of the theater tower on the curve of State just east of Kishwaukee Street creates a focal point.
- State Street once contained a streetcar line. Re-establishment of a streetcar-like transit line, perhaps a dedicated bus lane, down this street could not only generate significant “wow” factor but could also carry visitors between downtown and the theater area.



Catalytic Area 5 - East Gateway Theater: Aerial View

# Site Prioritization

## Catalytic Area 5: East Gateway Theater District

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	"Wow" Factor	Capitalize on Existing Assets	Visibility & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
5: East Gateway Theater	1	1	3	3	1	2	2	1	2	16

### Catalytic Area 5 - East Gateway Theater: Aerial View

- Renovation of the existing main street style buildings to the east of the theater along State Street would utilize other *existing assets* and hone pedestrian quality of the urban fabric. This type of development, however, does not generate a significant "wow" factor.

#### Incorporating Catalytic Uses

- With an appropriate use, the theater could be a significant *destination* for the area; however, that use has not been identified.
- Though recommended in the original Framework Plan as a potential *destination*, a multi-plex theater in this location is not feasible in the near term.
- A successful theater could generate a series of *complementary uses* such as restaurants.
- Some *residential units* could be generated above the businesses in the main street style buildings between the theater and 6th Street.

#### Potential for Other Funding

- With no near term plans to redevelop the Midway Theater, *private investment* in residential or complementary uses is unlikely.
- The absence of vacant parcels for development in this area limits opportunities for *private investment* in the near term.
- Public funding*, such as federal tax incentives for historic preservation and energy efficiency, could aid in attracting *private investment* for adaptive reuse of the Midway Theater.



Midway Theater



State Street streetscape

#### Additional Recommendations

- Establish a committee to identify a user for the theater.
- Infill gaps in the streetwall with new mixed use structures to create a continuous neighborhood retail district to serve surrounding residential.
- Once the tenant for the theater is established, develop a parking plan to share parking for various uses in the area, potentially creating a parking improvement district to manage parking. Avoid the development of another surface parking lot in the area.
- Strongly recommend studying the re-establishment of the streetcar line from the downtown to this district.
- Redevelop existing motel site with more appropriate Main Street buildings and activities.

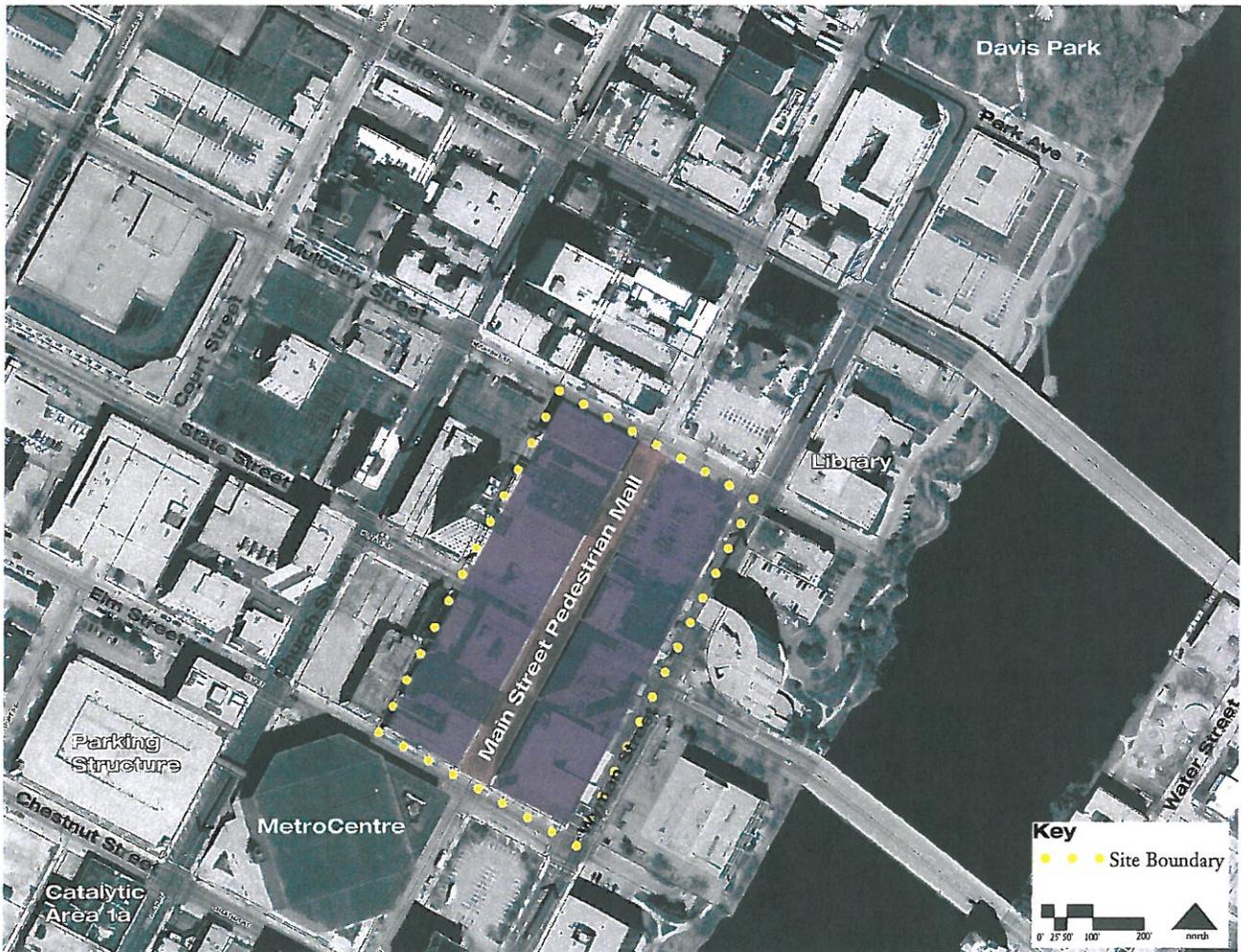
# Site Prioritization

## Catalytic Area 6: Main Street Mall

The Main Street Mall has been linked to the reversion of the north-south one way couplet to two-way streets. This conversion is discussed throughout this document as necessary to the success of most of the catalytic areas. The following prioritization relates to the Main Street Mall and recommended redevelopments in the Framework Plan.

### Generating a Fresh Image

- The opening of the Main Street Mall to vehicular traffic, perhaps allowing it to be closed for regular or special events, could be accomplished in the *near term*.
- The “*wow*” factor of opening the mall is limited, but opportunities exist for incorporating cutting edge stormwater management in the new street.
- The unique businesses along the mall and the existing buildings along Main Street are *assets* to the downtown that should be capitalized upon. *Visibility* of these assets is currently limited to the pedestrians on the mall.
- The mall is also an important *connection* across downtown to the MetroCentre, the Museum Campus and the Coronado Theater.



Catalytic Area 6 - Main Street Mall: Aerial View

# Site Prioritization

## Catalytic Area 6: Main Street Mall

Catalytic Area	Generating a Fresh Image				Incorporating Catalytic Uses			Potential for Funding		Total Score
	Near Term Action	"Wow" Factor	Capitalize on Existing Assets	Viability & Connectivity	Addition of Residential Units	Incorporation of Destination Uses	Generating Complementary Uses	Ability to Attract Private Funding	Ability to Attract Public Funding	
6: Main Street Mall	3	2	3	2	1	2	2	2	3	20

### Catalytic Area 6 - Main Street Mall: Prioritization Score

- The reconstruction of Main Street in the mall area could serve as a unique demonstration project, illustrating stormwater management techniques on an urban street.

#### Incorporating Catalytic Uses

- Redevelopment sites on the mall, such as the two large parking lots at Mulberry Street, provide the opportunity to develop mixed use buildings with retail and restaurant space on the groundfloor, and *residential units* above.
- Residential units* in the downtown are key to supporting existing business during the evening hours and weekends.
- Some restaurants along the mall and the New America Theater may be *destinations* for a larger area than downtown. There is opportunity for more destination-type businesses along the mall, however, these will grow out of the day-to-day traffic of people living and working in downtown.

#### Potential for other funding

- The availability of two large parking lots on the Main Street Mall, combined with the opening of the mall to vehicular traffic, would present redevelopment opportunities for *private investors*.
- Opening Main Street Mall to vehicular traffic could attract state *public funding* for roadways.
- Reconstruction of Main Street to include cutting-edge stormwater practices could serve as a "sustainability" demonstration project, attracting *public funds* and leveraging additional sources of support for other sustainability projects.
- The area is within the Westside Redevelopment TIF district, which currently has a limited amount of funding available.

#### Increase Connectivity by Allowing Two-Way Traffic

Church and Wyman Streets together form a north-south couplet in Catalytic Area 6. The City is already studying options to allow two-way traffic on both of these streets. The consultant team supports this action, and has made recommendations for the intersection of Green, Main, and Wyman Streets.

Chestnut and Jefferson Streets form an east-west couplet through downtown and crossing the river. It is also recommended that both of these streets become two-way. Accommodating two-way traffic will enhance access to Catalytic Area 4 (Ingersoll/ComEd Site) and Davis Park. It will also decrease the perceived vastness of the Chestnut Street bridge by allowing traffic in both directions. Pedestrian enhancements to this bridge should also be made (reference Riverwalk Plan, currently being prepared by Hitchcock Design Group).

#### Additional Recommendations

- Utilize existing organizations in the downtown area to act as a downtown retail management district, monitoring and managing the retail and restaurant uses in downtown.
- Utilize existing organizations in the downtown area to act as a parking management authority, monitoring and managing existing parking and the price of parking in the downtown.
- Consider redevelopment of the existing parking structure at the intersection of Main Street and State Street to a mixed use building, relocating parking off the primary street of downtown.
- Open the mall up to vehicular traffic while maintaining the option of closing the street for special or regular events. Develop pedestrian scaled streetscape, maintaining outdoor restaurant seating, to define the area from surrounding streets.
- Illinois EPA 319(h) grants could offset the cost of making Main Street a demonstration project for cutting-edge stormwater practices.

# Site Prioritization

## Implementation Strategies

The chart on these pages outlines next steps for these areas, however, master planning should take place for each site to maintain momentum so that ultimately all areas will redevelop. After these steps are completed, a true implementation strategy needs to be established for each one of these sites. Sites 1b and 4 are not included here, but each has its own implementation table providing more detail and encouraging more upfront action.

### Implementation Task Table

Task	Action Type	Task	Specifics	Responsible Party	Priority Level
<b>Catalytic Area 1a: Federal Courthouse Area</b>					
1a.1	Study	Land Use	Define a planning area to include the areas west and south of the Federal Courthouse to study the neighborhood beyond and the realistic land uses in between.	City Department of Planning	4
1a.2	Study	Market Study	Perform a market study to determine the retail leakage from downtown and the available market for retail. Locate retail uses in downtown first, then determine secondary retail nodes and prioritize them to come online as the market changes.	City Economic Development	2
1a.3	Study	Multiplex Cinema	Contact cinema developers to determine the necessary characteristics to support a cinema in this location.	City Economic Development	4
<b>Catalytic Area 2: Museum Campus</b>					
2.1	Ongoing Support	Burpee Museum & Discovery Center expansion	Continue to support the Burpee Museum and Discovery Center expansion and support the greening of the overall campus.	City	1
2.2	Study	Market Study	Perform a market study to determine the feasibility of locating a hotel adjacent to the Museum Campus. The study should include the needed steps to support a hotel, such as the establishment of a conference facility if supportable in Rockford's downtown, or the steps toward support of a hotel.	Museum Campus & City Economic Development	2
2.3	Study	Parking for the Museum Campus	Hire a parking consultant for the Museum to determine more appropriate methods of getting people to the museum and providing parking. Large amounts of surface parking adjacent to the river degrades the water quality of the river and interrupts views of the campus and the river from Main Street.	Museum Campus & City Planning	1
2.4	Study	Boulevard and Residential Development	Hire a planning consultant to research the feasibility and design a boulevard connection between Church and Main Streets to serve both as an entrance to the Museum and accommodate residential development.	City Planning	3
2.5	Purchase	Museum Entrance	Based on the feasibility study in 2.4, purchase the parcels necessary to implement the redesign and construct the boulevard.	Museum Campus/City Planning	4
2.6	Prioritize	Riverwalk	Prioritize the riverwalk connection, currently being developed by Hitchcock Group, between the Museum Campus and downtown first.	City & Parks District?	1
2.7	Funding Application	Riverwalk Funding	Apply for grants through the Illinois Department of Natural Resources for further planning and construction of the riverwalk as pedestrian and bike trails.	City & Parks District?	1
<b>Catalytic Area 3: Madison Street</b>					
3.1	Study	Industrial Business Relocation	Conduct a study to understand the existing industrial businesses functioning in the area and to determine an appropriate place to relocate them. Establish a timeline for the relocation. Once the relocation process has been determined, consider rezoning the area for mostly residential uses.	City Economic Development	3
3.2	Study	Trolley Line	Study the feasibility of extending a trolley line utilizing the existing rail to carry passengers from the neighborhoods to the north down to the Ingersoll/ComEd site. This could facilitate utilizing the Ice House parking for events at the proposed whitewater park as well as events at Davis Park. Additionally, the establishment of transit could increase the development potential of the area, especially with further connections to downtown.	City Transportation Planning	4
3.3	Study	Greenways to the River	Study the utilization of the rights-of-way of Lafayette Avenue, Prairie Street, Hill Street, and Olive Street between Madison Street and the river for the installation of greenways, allowing stormwater to filter through to the river. Coordinate with the Park District for Lafayette and maintain City control of the other rights-of-way.	City Public Works & Parks District	3
3.4	Funding Application	Brewery Building	Assist the developer of the Brewery Building with the Federal Historic Preservation Tax Credit program.	Developer	2

# Site Prioritization Implementation Strategies

Task	Action Type	Task	Specifics	Responsible Party	Priority Level
3.5	Purchase	Assemble Parcels	Because of the diversity of ownership and the small size of the parcels in the area, the City should study and may consider purchasing key parcels to assist in assembling developable parcels for redevelopment.		3-4
3.6	Rezone	Revised Zoning & Design Standards	To guide the redevelopment of this Catalytic Area appropriately, the City should establish a form-based code for the entire district. This code would provide street design, building design, open space, and use standards.		2
<b>Catalytic Area 5: East Gateway Theater District</b>					
5.1	Establish	Midway Theater Use	Establish a committee to study and identify an appropriate user for the theater and to assist in implementation of the renovations.	City Planning or Historic Preservation	1
5.2	Assist	Infill Development	Assist property owners in the area with development of buildings on all vacant parcels to re-establish a streetwall. Provide incentives to encourage development through speedier development permit process.	City Planning and Economic Development	4
5.3	Study	Parking Plan	Hire a parking consultant to study the available parking, existing parking needs and proposed needs with the establishment of the theater. Set up a parking management authority to purchase the available spaces and manage their availability. (Reference Shoup's book, <i>The High Cost of Parking</i> )	City Planning	3
5.4	Study	Trolley Line	Study the re-establishment of a trolley line down State Street to connect downtown to the theater area and increase the development potential for the area. Additionally, a trolley line could serve the large senior citizen population in the area.	City Transportation, Area Transit Org	3
5.5	Funding Opportunities	Midway Theater Renovation	Once a user has been established, assist the building owner in seeking federal tax incentives for historic preservation and energy efficiency for renovations.	City Economic Development	4
<b>Catalytic Area 6: Main Street Mall</b>					
6.1	Construct	Two-way Traffic on North-South Streets	Revert north-south streets back to two-way traffic. Consider establishing a median at Mulberry between Main Street and Wyman to help with truck left-turning radii. Avoid crossing the grid or cutting shortcuts between Wyman and Main Street.	Public Works	1
6.2	Study	Market Study	Conduct a market analysis to determine the retail needs of the area and compare with the retail space available in the downtown as a whole. The market analysis should consider the future ability to handle additional retail with increase residential units in the area.	City Economic Development	2
6.3	Establish	Downtown Business Management	Choose an existing downtown organization to act as a downtown management authority, monitoring and mapping existing businesses and targeting key new businesses to fill in the gaps. Surveying downtown visitors for businesses they would like to see would be a good first step.		4
6.3	Study	Downtown Parking	Hire a consultant to study the available parking spaces, including on-street parking, off-street surface, and off-street garage parking spaces. Determine the parking needs of existing and future uses in the downtown. Consider the replacement parking needed if demolition of the parking structure at State and Main for redevelopment and development of the parking lots at Mulberry and Main occurs.		4
6.4	Establish	Parking Management Authority	Choose an existing downtown organization to act as a parking management authority for the downtown to implement the parking plan set up in Task 6.3. (Refer to Shoup's book <i>The High Cost of Parking</i> for parking management strategies)		4
6.5	Construct	Main Street Pedestrian Mall	Reconstruct the mall to allow two-way traffic during peak times or all the time with the exception of special events. The street construction should provide pedestrian scale pavement and bollards to treat the streetscape like a large plaza. The project could be a stormwater demonstration project, with funding from Illinois EPA. Also, we strongly suggest spading the nice existing trees in the mall area for relocation in a park.	Public Works	2
6.6	Study & Construct	Two-way Traffic on East-West Streets	Revert Chestnut and Jefferson to two-way streets and reconstruct the pavement on the Chestnut Bridge to provide wider sidewalks.	Public Works	1

## Critical Sites

During the Prioritization Process, two key sites were identified as having the highest level of potential impact on the overall redevelopment of downtown Rockford. As discussed in the previous section, all of the Catalytic Areas identified in the River District Framework Plan (prepared by Smith Group/JJR) are valuable opportunities. The two critical sites discussed in this section should be redeveloped in the short term and will provide support and encourage the future redevelopment of the remaining sites.

# Critical Sites

## Catalytic Area 1b: Davis Park

### **Specific funding to pursue for this site:**

The following funding sources are keyed to the Resource Inventory included in the last section of this document.

Federal Historic Tax Credits (Key: F-3) could be used for the Amerock and Tapco Buildings in particular, assuming that they are certified as historic structures, to rehabilitate and update the buildings.

US DOT SAFETEA-LU (Key F-18 and F-19) is a program that could be used to improve pedestrian access across the river by renovating the existing railroad bridge south of Cedar Street.

Illinois Department of Natural Resources Bicycle Path Grant Program and Recreational Trails Program (Keys S-6 and S-7) could be utilized for trails portions of the riverwalk.

Illinois EPA Section 319 grant (Key S-8) could provide grant money to be used in the construction of the proposed stormwater feature along Green Street, in the roundabout, in Davis Park, and culminating at the river.

### **Davis Park Area Recommendation**

As defined in the previous sections, the Davis Park area is key to the redevelopment of downtown Rockford for many reasons. The theme for the redevelopment areas is capitalizing on the Rock River, through its economic potential for adjacent land uses and the downtown as a whole, its recreational potential as a destination and for the health of the community, and its environmental potential through the education of visitors and contributions to the health of the ecosystem. Generally, the recommendations for Davis Park include:

- providing a significant number of residential units;
- maintaining an accessible, interconnected two-way street system for all modes of transportation;
- incorporating interesting and beneficial stormwater treatment systems that connect the inner areas to the river;
- defining a gateway to the downtown;
- and re-programming Davis Park for daily use as well as special events.

The following pages illustrate the potential of the Davis Park area and annotate specific points to consider when redeveloping it. The plan illustration and photographs on the following pages depict one set of solutions that meet the goals outlined in this document.

### **Connections between the Two Critical Sites**

The aerial photograph on the following page shows the proximity of the two critical sites as well as several existing opportunities to forge many connections between them across the river.

#### *Chestnut Vehicular Bridge*

The Chestnut Bridge is the primary opportunity for connection. It currently accommodates traffic travelling east only and should be reconfigured for two way traffic. Additionally, the bridge should be studied to accommodate pedestrians on wider sidewalks, perhaps incorporating a cantilevered overlook for views of the river and the parks adjacent to it. Coordinate with the Riverwalk Master Plan, currently being developed by Hitchcock Design Group.

#### *Union Pacific Railroad Bridge*

Redeveloping the bridge as a pedestrian and bicycle bridge connecting the two parks would enhance the connections to the two areas, especially for residents of the two critical areas. Coordinate efforts with the Riverwalk Master Plan, currently being developed by Hitchcock Design Group.

#### *Boat Connections*

Locating boat docks on either side of the river and contracting with a private operator to run a water taxi back and forth between the two parks could be a destination in itself.

### **Market Analysis**

For both critical catalytic sites, prior to proceeding with development, it is of the utmost importance for the City to have a realistic analysis of the market situation. This analysis should look at the existing potential of residential and commercial development for the first phase of development. The market for new types of residential units in the downtown area will demand some creative analysis; however, the consultant team believes that additional loft-style units as well as townhomes, especially with river views, will generate demand. The market for commercial space is likely limited and large amounts of new retail space should be avoided in the near term. Phase one retail space in both of these areas should serve the neighborhood.

# Critical Sites

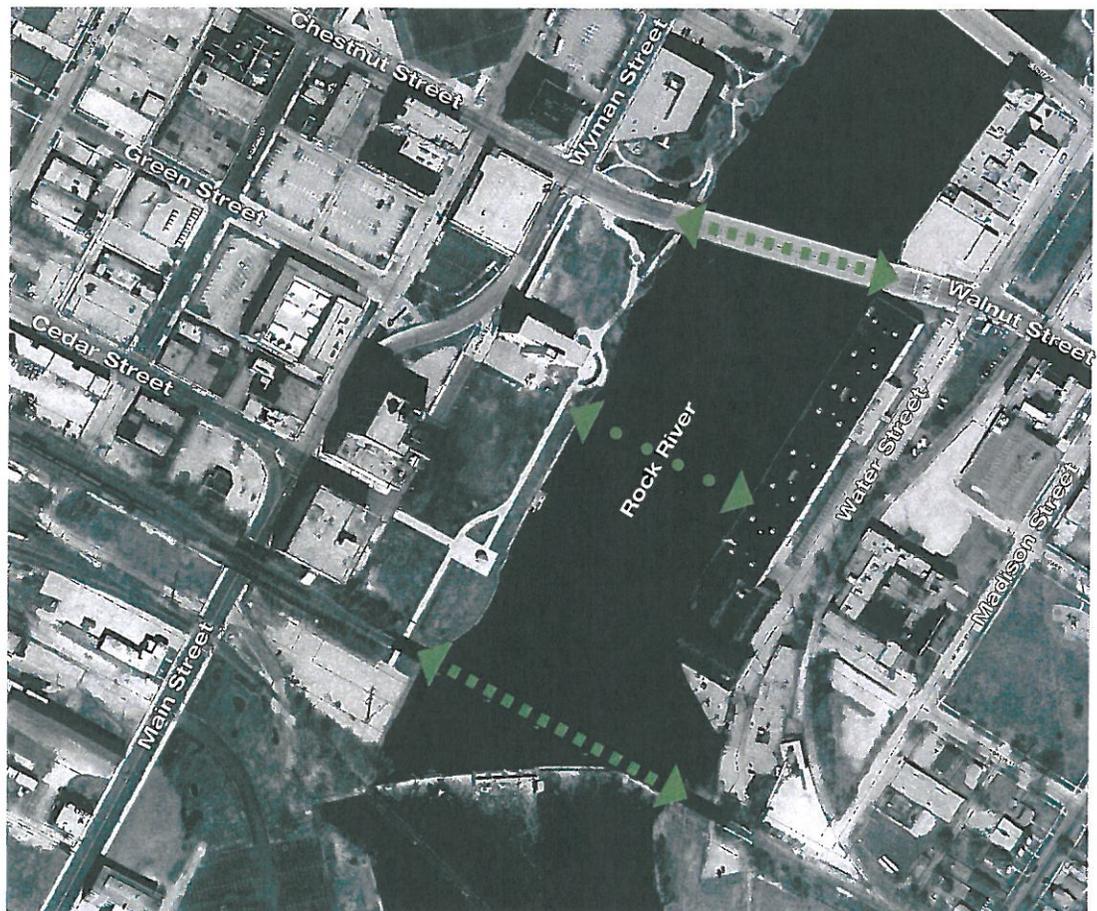
## Catalytic Area 1b: Davis Park

The market analysis should also look at the potential market demand for additional retail created by new residents in the phase one housing units. Keeping this in mind, some units could be developed as flexible units, allowing conversion to retail in future phases.

### Funding Opportunities

A combination of historic buildings, contiguous river frontage and parkland make the Davis Park area ripe for both private and public funding. Renovation of the Amerock and Tapco buildings, for example, could qualify for the Federal Historic Preservation Tax Incentives Program for Income-Producing Properties. If energy efficiency or renewable energy features were incorporated in the renovation—or in new construction—builders and home owners would qualify for tax credits and reductions under the Energy Policy Act of 2005. The availability of these and other federal tax incentives frequently stimulates private investment, which in turn will generate additional TIF revenues.

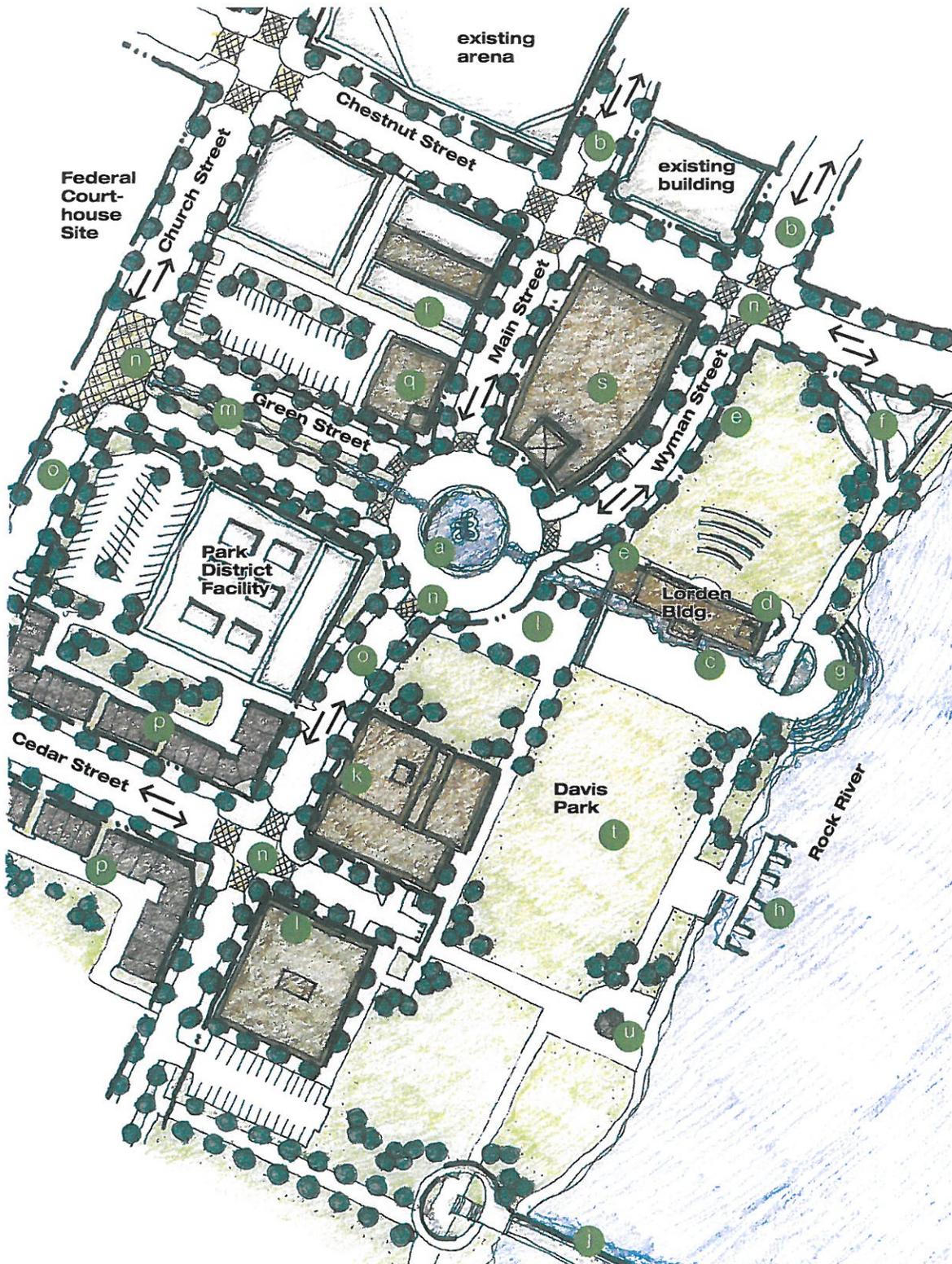
Additionally, State and federal grants from the Department of Natural Resources, Environmental Protection Agency and others may be available for the enhancement of Davis Park. These grant programs funding water quality improvement through the use of stormwater best management practices (BMPs), native landscaping and the restoration of riparian and other habitats. These public funds can beautify the riverfront, enhancing the area's "wow" factor and spurring additional private investment.



*Aerial of Existing Davis Park and potential pedestrian/bicycle/boat connections to Catalytic Site 4, Ingersoll/ComEd Site.*

# Critical Sites

## Catalytic Area 1b: Davis Park



Conceptual Illustration of Recommendations for Catalytic Area 1b: Davis Park

# Critical Sites

## Catalytic Area 1b: Davis Park

Reference the Illustration at left for plan descriptions of the following recommendations for the Davis Park area of downtown Rockford.

- a Roundabout**

With the recommended conversion of Main and Wyman to two way streets, a roundabout at the intersection of Main, Wyman and Green Streets will not only direct traffic appropriately but will also provide a plaza space to draw the park area up into the intersection. A fountain that could be linked to stormwater collected from the streets could announce the entrance to downtown as well as provide a focal point from the federal courthouse down Green Street .
- b Two-way Street Traffic**

Converting Main and Wyman Streets to two-way traffic and opening up the Main Street pedestrian mall to vehicular traffic during non-event periods will provide clearer circulation and more visibility to the destinations of the downtown area.
- c Stormwater Feature**

A unique stormwater feature could be designed, flowing along the Green Street boulevard, linked to the roundabout fountain, continuing through Davis Park, and culminating at the river that would show the progression of stormwater from the street to the river. Atelier Dreiseitl, a German design company, has created similar water features, celebrating stormwater in public spaces.
- d Climbing Wall**

A climbing wall could be constructed on the northeastern corner of the Lorden Building, visible from the Chestnut Street bridge, that would further support the image of Rockford as an “adventure sports city”.
- e Ramp to Lorden Building**

The existing ramp up to the second floor of the Lorden Building blocks views and access to the park along Wyman Street. Access to the second floor of the building should be provided in an addition to the Lorden Building on the west side. This addition could provide ramp, stairs, and/or elevator access to upper floors of the building.
- f Skateboard Park**

Locate a skateboard park in Davis Park to expand the park use daily and support the image of Rockford as an “adventure sports city”.
- g Direct River Access**

Provide tiered access to the river to extend the park down to the river’s edge, perhaps linking the tiers to the stormwater feature item C.
- h Boat Docks**

Provide boat access to the river and perhaps provide a ferry boat to take people from the Ingersoll/ComEd site to Davis Park or from Davis Park to the IceHouse.
- i Plaza Entrance**

Provide a large plaza area, extending to the southside of the Lorden Building, to provide an entrance to the park, especially during festival days. The specific design of the area should be determined based on the functional requirements of festivals at Davis Park, while considering day-to-day park useage.
- j Pedestrian Walkway**

Convert the existing railroad bridge to a pedestrian/ bicycle walkway over the river, with ramps at each end.
- k Amerock Building**

Convert the Amerock building to residential with internal parking located in the rear of the first floor and the upper floors. A limited amount of retail/ restaurant could be located in the ground floor, however, retail should be located closer to Chestnut Street. Office space could be included if the market can accommodate it. Some live/work units might also be supportable.
- l Tapco Building**

Reuse Tapco Building for additional residential units with parking on the interior of the building. Parking should be located in the rear of the building to allow lobby or limited retail uses on the ground floor adjacent to Main Street. Some live/work units might also be supportable.
- m Green Street Boulevard**

Widen Green Street at the entrance to the Federal Courthouse Building to the Roundabout and install a wide median. The median could support a stormwater feature, collecting the stormwater from the street, sending it to the river. Street trees and wide parkways will define the boulevard to a pedestrian scale, while pulling the park up toward the courthouse.
- n Intersection Treatments**

Intersection widths should be limited by providing bulb-outs where the on-street parking does not extend to the corners. Pavers or stamped and colored

# Critical Sites

## Catalytic Area 1b: Davis Park

concrete or asphalt should be used to designate crosswalks. Turning radii should be minimized (less than 15') to reduce the distance pedestrians have to cross the street. These recommendations are consistent with Illinois Department of Transportation's Context Sensitive Design.

**O Street Treatment**

Streets should be minimized in width to reduce the scale and amount of pavement. On-street parking should be provided throughout the area to provide access to front doors and reduce the amount of off-street parking needed. Driveway access into off-street parking should be located on side streets where possible and the number of driveways should be limited to one per parcel.

Street trees in tree grates should be provided along all streets in the district. On Cedar, trees may be located in parkways if lower density residential is developed, such as the townhomes shown.

**P Townhomes**

A variety of housing types should be provided throughout the downtown area. Loft/apartment developments along the river are appropriate to provide views of the river from the taller buildings. A neighborhood of townhouses is appropriate for the edge of downtown.

**Q New Building**

Develop the northwestern edge of the roundabout with a building to define the space of the roundabout and direct views to the openness of Davis Park and the river. This building could accommodate a structured parking garage that could extend to Church Street or parking could be located underground on this parcel with a building on the entire block. The ground floor at the roundabout and, preferably, along both Green and Main should be occupied space, including lobbies.

**R Existing Buildings**

Maintain these buildings that front along Main Street to provide an interesting pedestrian route down Main to the roundabout and park.

**S Vacant Parcel**

Redevelop this key parcel with a building to define the edge of Davis Park and the northern edge of the roundabout. Include some ground floor, park-related retail, structured parking and residential above. A tower element on the southern end of the

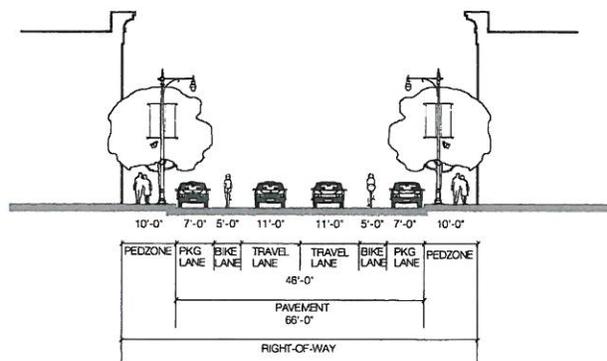
building would serve as a focal for visitors entering the downtown from the south.

**I Davis Park**

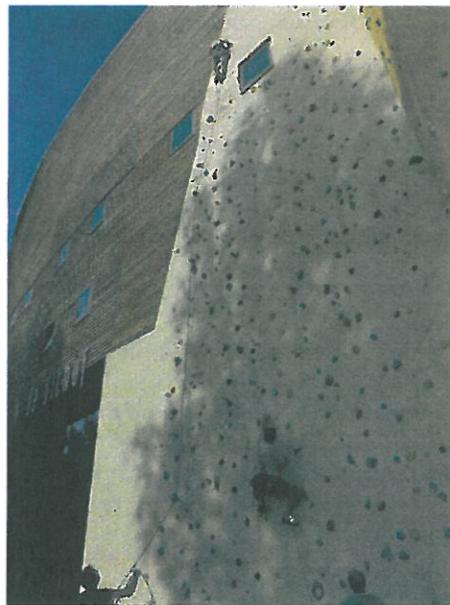
Continue the use of Davis Park for festival activities, while adding potential for day-to-day use. With the additional suggested activities at Davis Park, it is important to maintain open green space for daily dogwalks, picnics, impromptu games, and lounging.

**U Wind Turbine**

Consider installing an appropriately scaled wind turbine to generate power for park festival activities.



*Proposed Street Section for two-way Main Street.*



*Rockclimbing walls can be incorporated into the exterior of existing or new buildings. (Picture from [www.rocklist.com/dataguide/pictures/outside-20030308.jpg](http://www.rocklist.com/dataguide/pictures/outside-20030308.jpg))*

# Critical Sites

## Catalytic Area 1b: Implementation Strategy

The following table shows the tasks to be completed in order to implement the proposed plan for the Davis Park area. A priority level and responsible party is also indicated for each task. This table should be revised as the items are further clarified and updated on a regular basis.

Task	Action Type	Task	Specifics	Responsible Party	Priority Level
<b>Catalytic Area 1b: Davis Park Area</b>					
1b.1	Construct	Two-way Traffic on North-South Streets	Revert north-south streets back to two-way traffic, Main Street and Church Street couplet. Two-way traffic on the east-west streets would improve circulation to the park as well.	Public Works	1
1b.2	Construct	Roundabout & Stormwater Feature	Construct Roundabout at the Intersection of Green, Main, and Wyman. Utilize EPA funds to assist in costs related to constructing a stormwater treatment feature. At a minimum, the stormwater feature should run from the center of the roundabout to the river, including a plaza area adjacent to the Lorden Building. Include a landscape architect on the team for design of the stormwater feature. The consultant team must be experienced in the development of unique stormwater systems.	Public Works	1
1b.3	Study	Union Pacific rail right-of-way	Study the relocation of industrial businesses south of the rail line as well as vacating the Union Pacific rail right-of-way from the spur on the east side of the river west. Convert the railroad bridge to a pedestrian/bicycle/skateboarding/rollerblading bridge and utilize right-of-way east of main for public non-event parking.	City Downtown Planning	2
1b.4	Construct	Climbing Wall on the Lorden Building	On the northeast corner of the Lorden Building, construct a large scale outdoor climbing wall that will serve a destination for climbers in the area. The wall should be visible from the Chestnut Street Bridge.	City/Parks District	2
1b.5	Assist	Conversion of Amerock Building to residential	Provide technical assistance, such as funding opportunities, to the developer of the Amerock building to move redevelopment forward. Require parking to be internal to the building while providing occupied space (for example, lobby or neighborhood retail/service uses) along Main Street. Groundfloor space should be convertible to allow future retail/service, such as a cafe) along the park faces, especially on the north side of the building.	City Downtown Planning	2
1b.6	Assist	Conversion of Tapco Building to residential	Provide technical assistance, such as funding opportunities, to the developer of the Tapco building to move redevelopment forward. Require parking to be internal to the building to the extent possible while providing occupied space (for example, lobby or neighborhood retail/service uses) along Main Street. Groundfloor space should be convertible to allow future retail/service, such as a rollerblade or bicycle rental shop) along the park faces, especially on the east face of the building.	City Downtown Planning	2
1b.7	RFP	Develop Vacant Parcel with Parking Structure, Residential Units and Groundfloor Retail	After completion of the roundabout and the conversion of the two-way traffic on Church, Main and Wyman, issue an Request for Proposals from developers for the development of a structured parking garage, residential tower and groundfloor retail on the parcel currently serving as surface parking for adjacent buildings. Include a walkway between the parking garage and the second floor of the Lorden Building to allow removal of the existing ramp.	City Downtown Planning	2
1b.8	Establish	Demolish existing ramp to Lorden Building	Demolish the existing ramp to the upper floor of the Lorden Building from the intersection of Chestnut and Wyman. This ramp blocks views of the park and the river from Wyman and is a barrier to park access.	City	2
1b.9	Construct	Plaza/Ramp/Elevator Addition to Lorden Building	Develop the program for the stage, plaza, and access to the Lorden Building for festival and other activities and design and construct (a) a plaza area capable of handling truck access to the park, and stage extensions coordinated with the stormwater feature and (b) an addition to the building to provide access to the upper floors.	City	2
1b.10	Construct	Dock & River Access	Develop a dock along the river to provide boat access between Davis Park and the future whitewater park at the existing ComEd site. Additionally, develop a tiered area to provide direct access to the river for fishing. The tiered area could be related to the stormwater feature discussed above.	Public Works	3
1b.11	Construct	Skateboard Park	To bring visitors to the park on a regular basis, construct smaller destinations such as a skateboard park. Allow skateboarding and rollerblading on paths, providing lanes if necessary for these activities.	Public Works	3
1b.12	Purchase	Parcels along Cedar Street	To forward the redevelopment of Cedar Street, the City may want to purchase certain parcels or assist a developer to combine parcels for a more contiguous development.	City	2
1b.13	Rezone/Assist	Townhomes	To provide an additional type of residential in the area, assist in the development townhomes along Cedar Street on the edge of downtown. The corner units of the townhomes could be utilized for mixed use or live/work if the market analysis allows or the units could be convertible as the market changes. Garages or parking for the townhomes must be from the rear and front doors and windows must be located on the street. Three to four foot partially opaque fencing may separate the townhomes from the public sidewalk. Rezoning may be required.	City	3

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site

### **Specific funding to pursue for this site:**

The following funding sources are keyed to the Resource Inventory included in the last section of this document.

Federal Historic Tax Credits (Key: F-3) could be used to renovate the Watch Factory and Board of Education Buildings, providing tax credits for the rehabilitation of the buildings as historic structures.

FTA Transit Assistance 5307 and 5308 (Keys F-8, F-9, F-10) could be used to study the viability of extension of the trolley line or other rail activity on the existing lines as well as fund capital costs.

Illinois DCEO Recycling Grants Program (Key S-2) could be used for a city-wide funding mechanism for reuse of construction debris from demolition of buildings such as the Ingersoll Building.

Illinois EPA Section 319 grant (Key S-8) could provide grant money to be used in the construction of the proposed stormwater feature on Oak and Grove Streets.

### **Ingersoll/ComEd Sites Recommendations**

The Ingersoll and ComEd sites provide an excellent opportunity for the City of Rockford to affect the development of the downtown, creating great places to make the citizens feel proud. The existing Ingersoll warehouse building should be removed to create a more public face to the river. Additionally, the consultant team believes that removal of the building will help trigger additional private investment by exposing the wonderful views of the river from multiple locations on the site. The potential of a whitewater course on the ComEd site is very exciting and should set the stage for making downtown Rockford an adventure sports mecca. Further defining the area as a neighborhood with a different type of housing units currently not available in downtown will help to create 24 hour activity and define a sense of place.

Generally, the recommendations for Ingersoll/ComEd Sites include:

- providing a significant number of mixed type residential units;
- maintaining an accessible, interconnected two-way street system for all modes of transportation;
- creating public access to the river, while capitalizing on river views from residential units;
- incorporating interesting and beneficial stormwater treatment systems that connect the inner areas to the river;
- and developing a whitewater park to help define Rockford as an adventure sports city as discussed in the opening pages of this document.

The following pages illustrate the potential of the Ingersoll/ComEd sites and annotate specific points to consider when redeveloping it. The plan illustration and photographs on the following pages depict one set of solutions that meet the goals outlined in this document.

### **Connections to Morgan Street Bridge**

The aerial photograph to the right shows the existing condition of the sites and the street network. The lines overlaid illustrate the connections recommended to provide multiple access points to the Morgan Street Bridge. Providing multiple routes reduces the need for wide streets accommodating huge amounts of traffic; these wide streets are not pedestrian or bicyclist friendly.

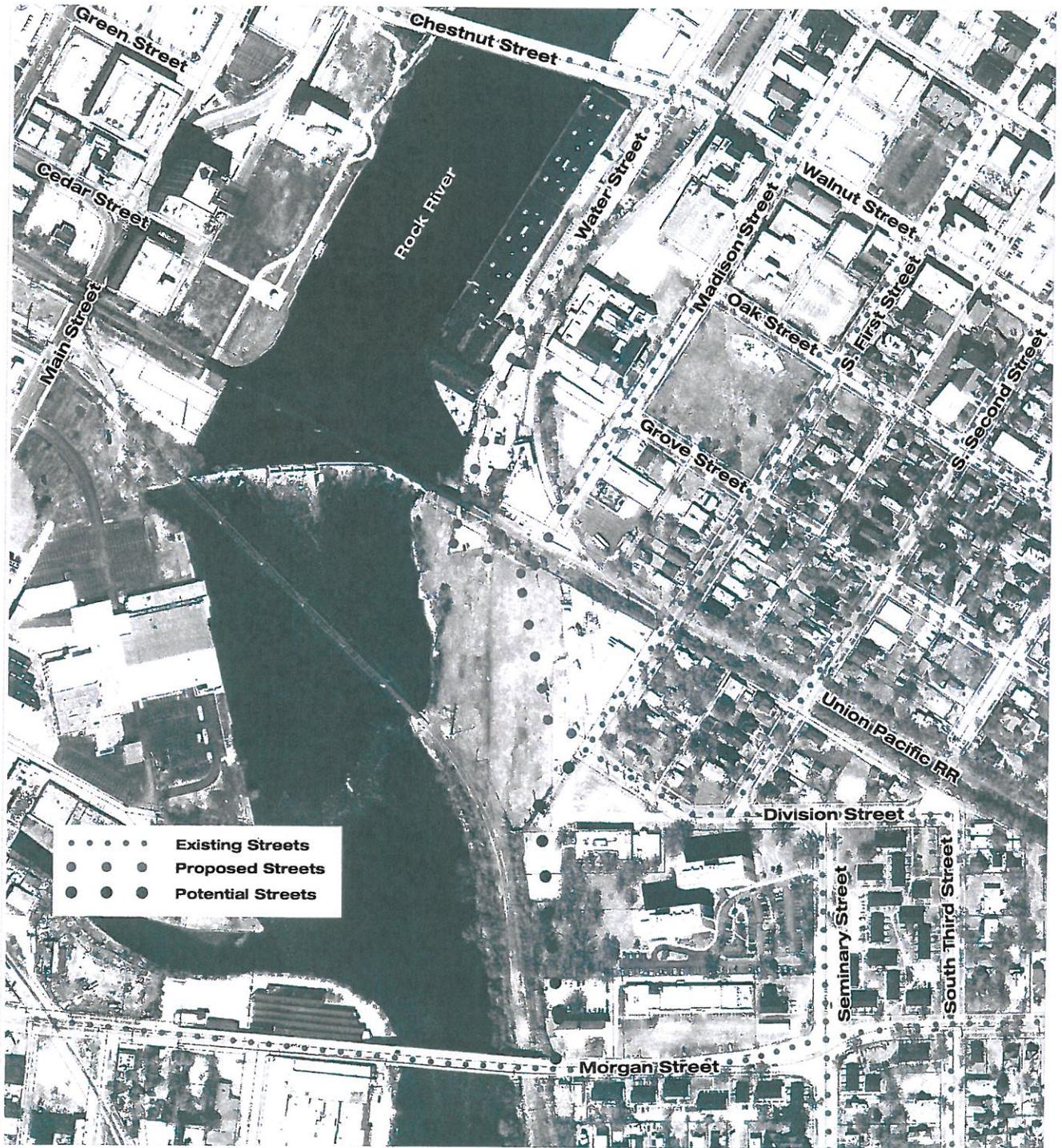
### **Funding Opportunities**

This riverfront site presents multiple opportunities for private investment and public funding. Private investment in residential development may benefit from federal tax incentives for historic preservation, affordable housing, energy efficiency and renewable energy. Use of the adjacent dam to create a white water rapids course or other types of active recreational use also may yield private funding that would be responsive to commercial opportunities arising from the anticipated white water competitors and enthusiasts utilizing the site.

If needed, the remediation of former industrial sites such as the Ingersoll property could be paid for with U.S. EPA Brownfields Assessment and Cleanup grants. Subsequent sustainable redevelopment of the site could qualify for additional public funding. Funds for recreational trails, bike paths, water quality improvement projects and habitat restoration efforts could be layered with brownfields remediation grants, TIF money and other sources of public support to significantly offset cleanup and redevelopment costs.

# Critical Sites

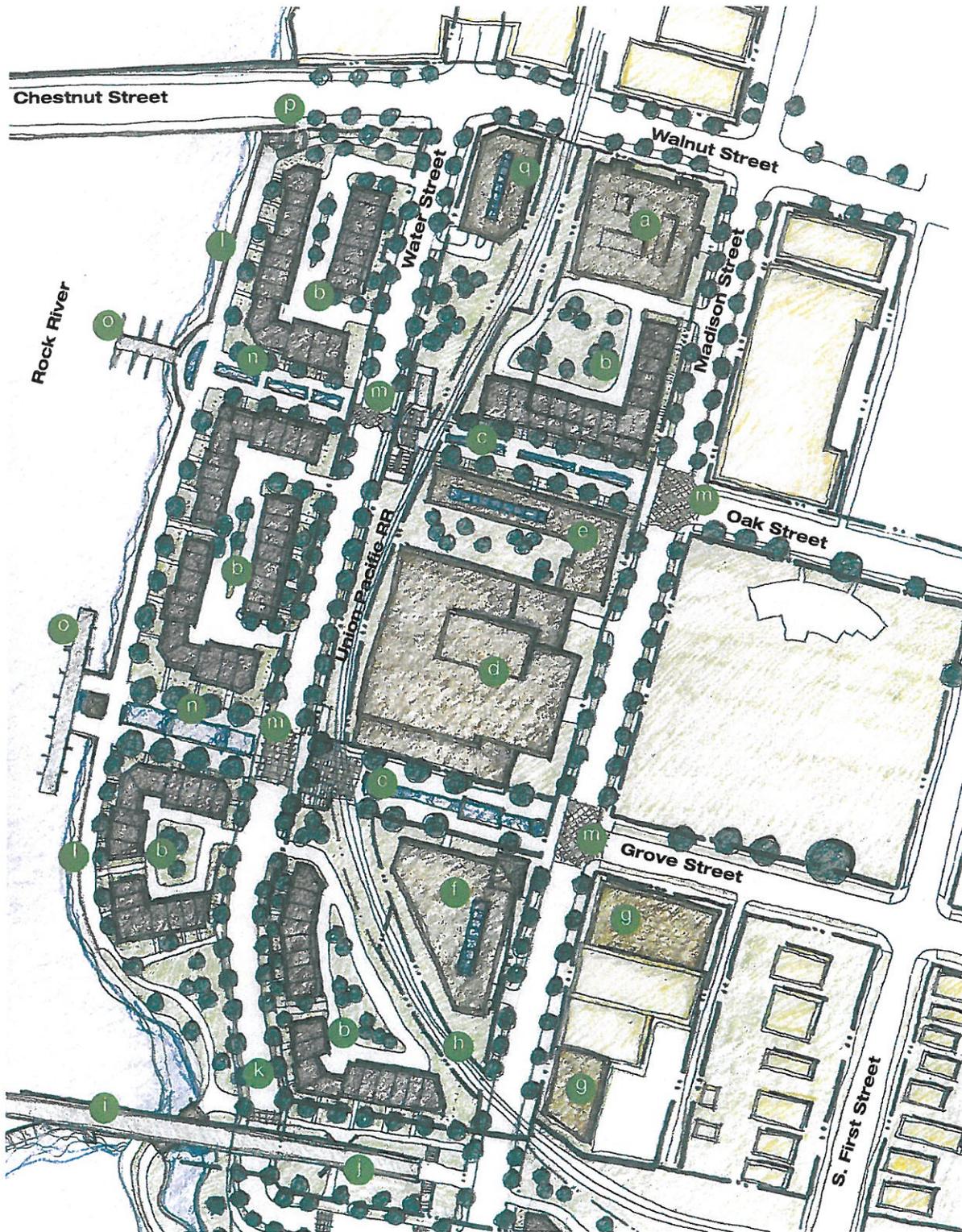
## Catalytic Area 4: Ingersoll/ComEd Site



*Aerial of Existing Ingersoll/ComEd Site, illustrating connections to Morgan Street bridge.*

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site



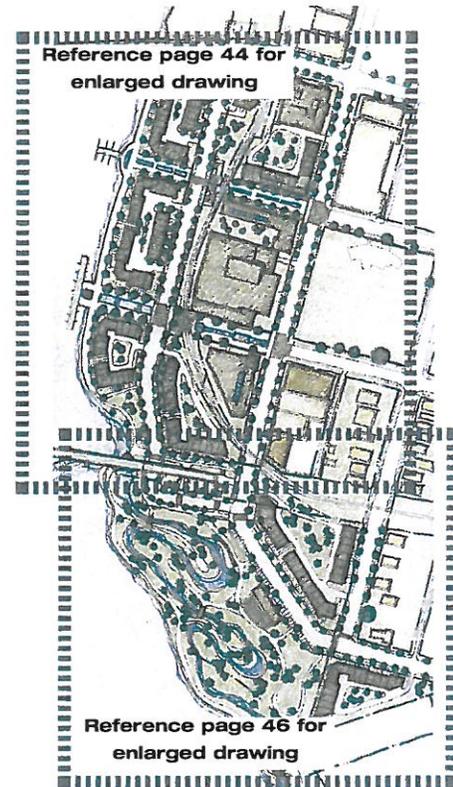
Conceptual Illustration of Recommendations for Northern Portion of Catalytic Area 4: Ingersoll/ComEd Site

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site

The overall site drawing is shown to the right. Due to the large size of this Catalytic Area, the area north of the Union Pacific Bridge and the area south of the Union Pacific Bridge have been blown up separately and annotated as follows:

- a **Existing Board of Education Building**  
Convert to residential uses, possibly hotel if the market will support it. Groundfloor building design is not conducive to retail and this intersection is not the best location to serve the area with retail. Locate parking in the lower level of the building.
- b **Townhouses**  
Develop two to three story townhouses with parking accessed from the rear in a partially below grade first floor. Front doors for all units should be accessed from the street, pedestrian malls, or riverwalk. Corners must be occupied by buildings and may be utilized for neighborhood oriented small-scale retail space.
- c **River Overlooks**  
Extend the rights-of-way of Oak and Grove Street, over the railroad tracks, and down the hill to Water Street. Maintain these as pedestrian malls, utilizing the centers to carry stormwater in an artistic way towards the river (see Stormwater Opportunities, page 52). Vehicular access should be limited to eliminate the need for wide turnarounds at the end. At the grade change between the Union Pacific rail line and Water Street, construct overlooks with views to the river and provide ramps and steps down the slope for pedestrian access toward the river.
- d **Existing Watch Factory Building**  
Existing industrial businesses should be relocated within the community. Convert to residential uses, providing parking interior to the building. The single story portion on the south end of the building, fronting on the Grove Street mall area, could be utilized for some retail space, if the market allows.
- e **Addition to the Watch Factory**  
Construct a residential addition to the Watch Factory that lines the edge of the extended Oak Street right-of-way, defining the space. Utilize parking in the Watch Factory building. Provide multiple entrances on the Oak Street mall as well as an entrance on Madison, if possible. A limited amount of commercial could be in the ground floor, if market conditions support it.



*Full Ingersoll/ComEd Site.*

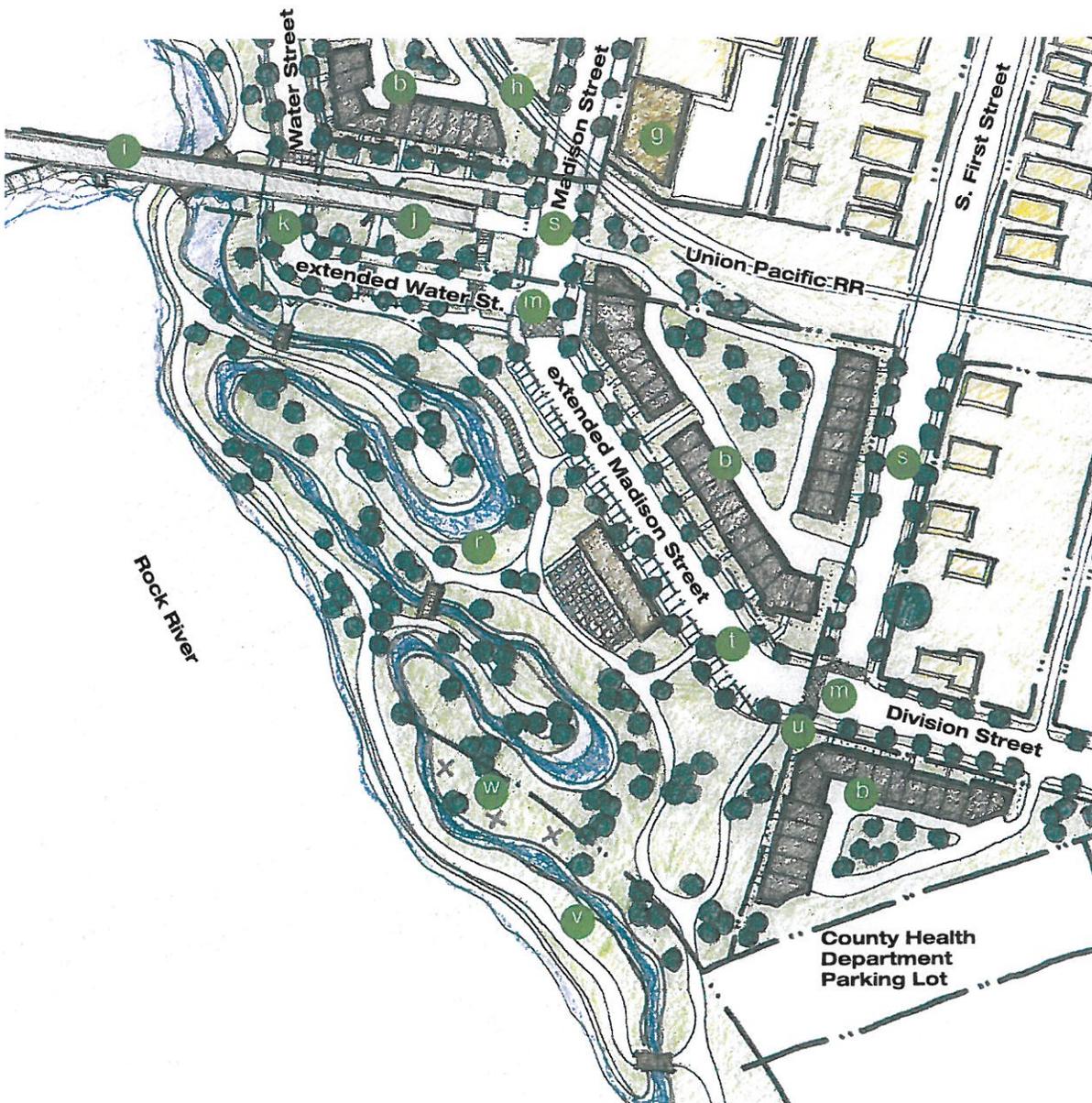
- f **New Building**  
Construct a new building on this parcel with interior parking. This building could be mixed use with a limited amount of commercial on the ground floor, which combined with the existing and proposed infill along Madison could serve as a small commercial node. The primary use of this building should be residential.
- g **Infill Buildings**  
This block segment should serve as a neighborhood commercial node, providing small scale retail and service uses for the neighborhood and the visitors to the whitewater park. Existing industrial businesses should be relocated within the city.

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site

- h Union Pacific Spur**  
This spur still serves as a freight line. The right-of-way should be maintained for this present use, but could also potentially serve as right-of-way for a future passenger rail-line to and from downtown.
- i Pedestrian Bridge**  
Studies of the freight rail in the Rockford area have suggested the elimination of this bridge for rail

traffic. Vacating the rail right-of-way east of Madison Street to the spur will extend the parcel defined by the extension of Madison Street. Utilizing the right-of-way west of Madison Street and the existing rail bridge for pedestrian and bicycle access across the river will connect this development with Davis Park and the residential developments proposed for the Davis Park area with this site.



Conceptual Illustration of Recommendations for Southern Portion of Catalytic Area 4: Ingersoll/ComEd Site

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site

### j **Historic Arch**

The beautiful stone arch in the rail bridge should be maintained and should serve as pedestrian and bicycle access under the bridge.

### k **Water Street Extension**

With Chestnut/Walnut Street converted to two way traffic, access to Water Street will be increased. Water Street should extend to under the railroad bridge providing access to the proposed whitewater park, then connecting up to Madison Street. All streets within the area should have on-street parking to serve the park. Additionally, the extension will pull closer to the river at this location, providing public views and access to the river. See sections on pages 48 and 49 for proposed street configuration.

### l **Riverwalk**

Provide a minimum of a 30' buffer along the river for pedestrian and bicycle access along the entire riverfront. Maintain a path wide enough to allow bicyclists, pedestrians, skateboarders, and rollerbladers, minimum 20'.

### m **Intersection Treatments**

Intersection widths should be limited by providing bulb-outs where on-street parking does not extend to the corners. Pavers or stamped and colored concrete or asphalt should be used to designate pedestrian crossings. Turning radii should be minimized (5' recommended for this very pedestrian area) to reduce the distance pedestrians have to cross the street and to slow traffic at the intersections. Because of the pedestrian nature of these areas, crossing could occupy the entire intersection instead of just the typical crosswalk area. Additionally, crossings at the overlooks should be treated similarly.

### n **Riverwalk Access**

Further extend the Oak and Grove Street rights-of-way to the river, providing pedestrian and bicycle access to the river and riverwalk. The stormwater conveyances from the upper segments of the rights-of-way should be extended all the way to the river. Each right-of-way should terminate at an interesting feature, such as a water feature that utilizes stormwater and visually directs the water into the river, a shade structure for small events, or a sculpture relating to the water.

### o **Docks**

Direct river access should be provided, if possible, with docks for fishing and boating. Public boat access across the river to events at Davis Park would provide further connection between the two areas.

### p **Chestnut Bridge Access**

The Chestnut Street Bridge should be reconfigured to accommodate two-way traffic, wide pedestrian ways, and bicycle lanes. Access to the riverwalk should be incorporated as both monumental steps and ramps that can accommodate bicycles, skateboarders, and rollerbladers.

### q **Corner Building**

With Water Street providing one access way to the whitewater park, this proposed corner building at Water and Walnut will announce the entrance to the area. This building could be mixed use with a limited amount of office or commercial space and upper floors of residential units. Parking should be incorporated into the ground floor of the building.

### r **Whitewater Park**

The opportunity to create a destination park that will serve the region and provide a real sense of place for downtown Rockford should not be ignored. The park, however, should be an amenity for all and should not negatively affect the opportunity for a real neighborhood adjacent to the river.

Parking for the park should be limited to the regular attendees to the park and should be located on-street as much as possible, avoiding the need for large parking lots. Head-in parking along a street can accommodate more vehicles. Parking for major events at the park should be accommodated in other locations, such as the Davis Park and Federal Courthouse area structures or the Ice House parking lot. Events visitors could then utilize the trolley, a water taxi, the pedestrian bridge, or buses to access the park.

The riverwalk should continue along the park, providing access to the area. Any fencing should be limited and attractive, avoiding chain link. A landscape architect should be employed to ensure a seamless, open connection between the neighborhood, the park, and the riverwalk.

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site

- S Street Section**

All streets within the development area should be constructed with the minimum lane width possible (10' recommended to slow traffic), on-street parking, wide sidewalks, and street trees.
- t Extended Madison Street**

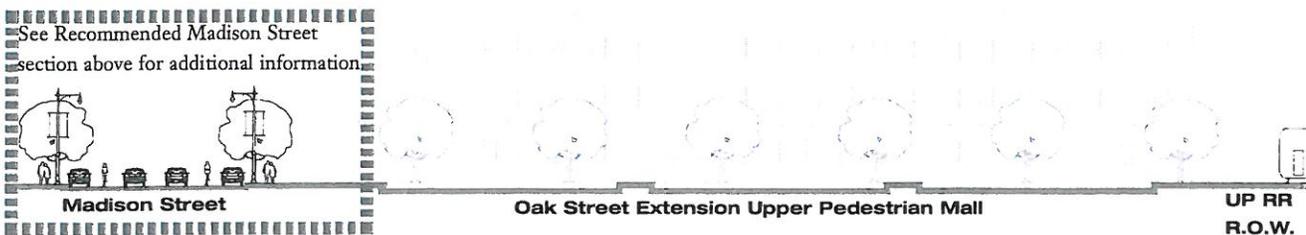
Madison Street should be extended to connect with Division Street to the south. This connection will allow multiple crosstown access to Morgan Street via Seminary.
- U South First Street Terminus**

If South First Street can connect across the County Health Department site to Morgan Street, the townhouse development shown adjacent to the whitewater park at the terminus to South First Street should be moved to the east to accommodate this connection. Otherwise, the building at this location should provide a terminus for the view down South First as shown, including a tower or other element.
- v Illinois Railway Bridge**

A study of the Rockford freight rail lines identified this bridge for re-use or removal. The bridge is very long because of the angle with that it crosses the river at, making it a poor alternative for a pedestrian bridge. We recommend removal of this bridge, relegating its right-of-way to the whitewater park and the riverwalk.
- W Wind Turbine**

Consider installing an appropriately scaled wind turbine to generate power for park activities.
- X Hydropower**

Consider utilizing the dam for city or park power generation. A more appropriate location for the facility may be on the west side of the river.



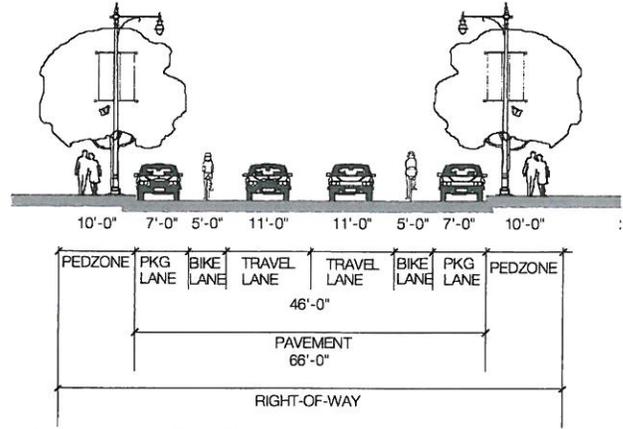
Section through Oak Street right-of-way extension from Madison to the River.

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site



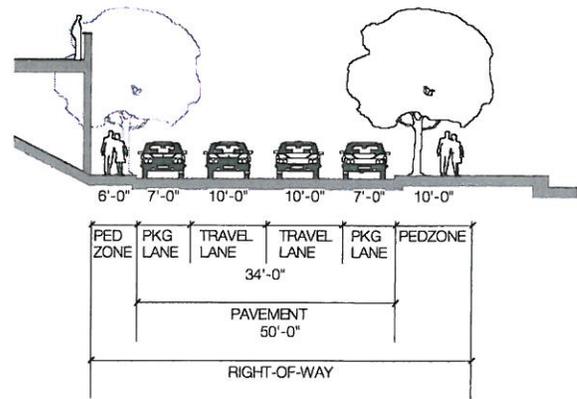
Watch Factory



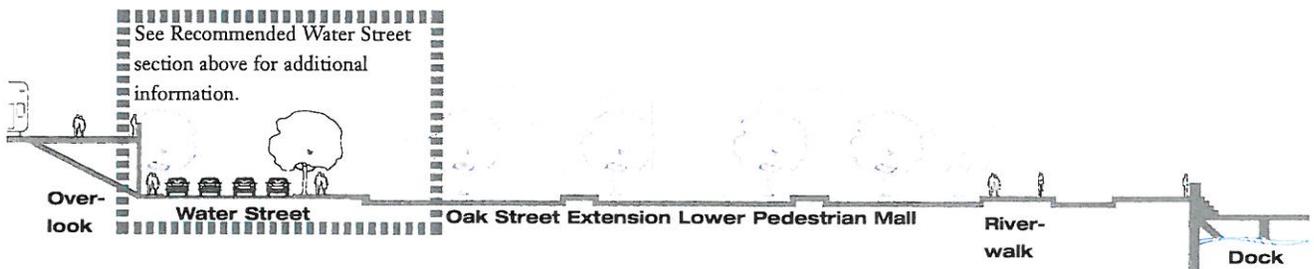
Recommended Madison Street Section.



Historic arch



Recommended Water Street Section.



# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site Implementation Strategy

The following table outlines the tasks to be completed in order to implement the proposed plan for the Davis Park area. A priority level and responsible party is also indicated for each task. This table should be revised as the items are further clarified and updated on a regular basis.

Task	Action Type	Task	Specifics	Responsible Party	Priority Level
<b>Catalytic Area 4: Ingersoll/ComEd Site</b>					
4.1	Purchase	ComEd Site & Dam	Continue negotiations for acquisition of ComEd land and dam. Research potential of utilization of the dam for hydropower. A more appropriate location for the facility may be the west side of the river.	Mayor's office	1
4.2	Demolition	Demolish Existing Ingersoll Building	Demolish the existing warehouse building to open up views of the Rock River. Consider maintaining the office building if valuable. Consider maintaining footings. Study and manage the recycling/reuse of existing building materials.	Public Works	1
4.3	Vacation	Negotiate and vacate the Union Pacific Rail Right-of-way	West of the Union Pacific spur, vacate the rail right-of-way, including the bridge over the Rock River. Maintain the bridge for pedestrian/bicycle/skateboarding/rollerblading access. Additionally, maintain the rock bases of the bridge, especially the archway underpass west of Madison. The right-of-way should be utilized for access up to the bridge and for connection of the riverwalk to Madison. Maintain right-of-way of spur for potential future pedestrian rail connection to the Ice House and other areas of downtown.	Public Works	1
4.4	Construct	Two-way Traffic on East-West Streets	Revert east-west couplet, Jefferson and Chestnut, back to two-way traffic. Reconstruct the Chestnut Street Bridge to accommodate pedestrians and bicyclists. Consider reversible lane to handle additional rush hour traffic; however, the traffic will now utilize both Jefferson and Chestnut.	Public Works	1
4.5	Construct	Extend Madison & Water Streets	Extend Madison Street to Division Street to provide a continuous east-west connection along Madison to the Morgan Street bridge. Extend Water Street to connect to Madison. Both Streets should remain two-way. Street sections should include narrow traffic lanes, on-street parking on both sides, bicycle lanes, and wide sidewalks.	Public Works	2
4.6	Construct	Riverwalk	Establish a 30' wide riverwalk public access easement and construct Riverwalk along the entire length of the riverfront, including along the proposed whitewater course. Bridges over waterways, connections up to the rail bridge, and Madison should be provided.	Planning	1
4.7	Construct	Pedestrian Extensions of Oak & Grove Streets	Construct pedestrian extensions of Oak and Grove Streets to the River. Provide vertical access from Madison down to Water Street at overlooks with views of the river. Accommodate stormwater along these spaces in open channels that connect down to the river, culminating at terminus plazas. Hire a landscape architect to design these spaces.	Public Works	2
4.8	Construct	Boat Docks	Construct public boat docks along riverfront, especially at the termini of Oak and Grove Streets. Consider contracting for a water taxi between Davis Park and this neighborhood as activity increases.	Public Works	3
4.7	Parcelization	Subdivide for Development Parcels	Define parcels for development of townhomes and condominium buildings.	Planning	2
4.8	Code	Form-based Code	Establish a form-based code overlay for the development of the area, defining the massing and details for each development type needed to establish the appropriate character for the neighborhood. Concentrate on residential development, allowing conversion of specific spaces for future retail as the area develops.	Planning & Zoning	2

# Critical Sites

## Catalytic Area 4: Ingersoll/ComEd Site Implementation Strategy

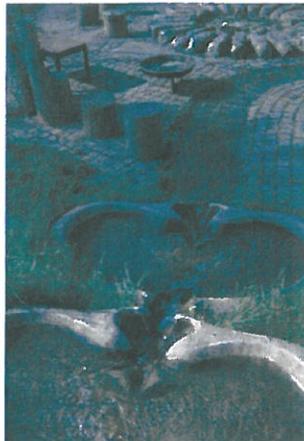
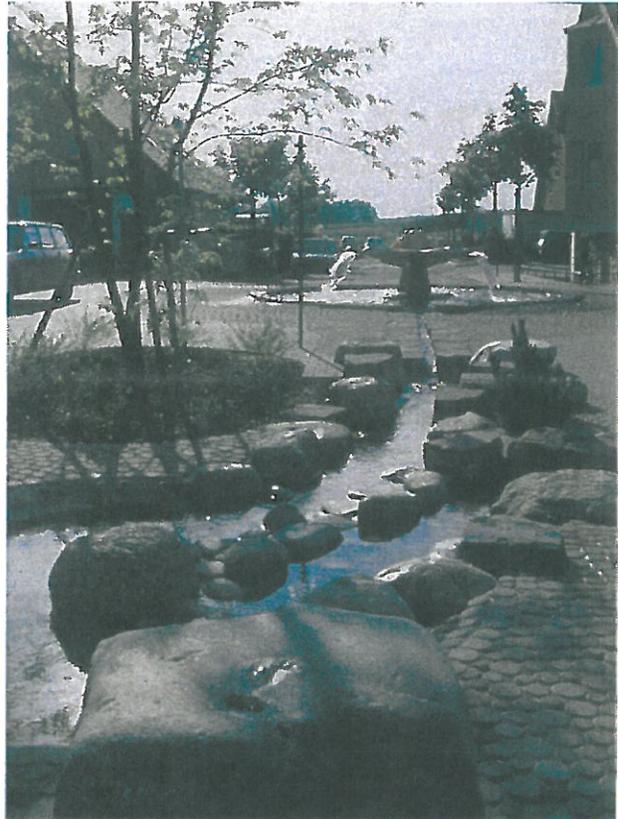
Task	Action Type	Task	Specifics	Responsible Party	Priority Level
4.9	Negotiate	Relocation of Industrial Businesses in Watch Factory	Assist in the relocation of the existing businesses in the Watch Factory to another acceptable location in the community and gain control of the Watch Factory Building.	Mayor's office	2
4.10	Issue RFP	Conversion of the Watch Factory	Issue a Request for Proposals for redevelopment of the Watch Factory to residential units. Some live/work units may be supportable if the market allows. Require parking to be internal to the building while providing occupied space (for example, lobby or neighborhood retail/service uses) along Madison Street and the Pedestrian extension of Grove Street. Groundfloor space should be convertible to allow future retail/service (such as a cafe) along the street faces, especially on the south side of the building.	Planning/ Economic Development	3
4.11	Negotiate	Relocation of Board of Education	Assist in the relocation of the Board of Education and gain control of the existing building at the corner of Madison and Walnut Streets.	Mayor's office	2
4.12	Issue RFP	Conversion of existing Board of Education building to residential	Issue a Request for Proposals for redevelopment of the existing Board of Education building to residential units. A hotel may be an appropriate use if the market allows. Require parking to be internal to the building while providing occupied space (for example, lobby or neighborhood retail/service uses) along Madison Street and Walnut Street. Groundfloor space should be convertible to allow future retail/service along the street faces, especially at the corner of the building at Walnut and Madison.	Planning/ Economic Development	3
4.13	Issue RFPs	Townhouse & Condominium Development	Upon establishment of parcels & form-based code, issue request for proposals for each development parcel separately.	Planning/ Economic Development	3
4.14	Assist	Commercial Node	Redevelop the portion of the block along Madison Street between the residences on Grove Street and the railroad to provide uses that serve the neighborhood, such as a dry cleaners, convenience store, coffee shop/cafe. Encourage and assist with infill development by including these parcels in the form-based code overlay. The new development across Madison could include a small commercial space at the corner as well.	Planning/ Economic Development	3
4.15	Vacate	Vacate Illinois Railway right-of-way	Study and negotiate the removal of the Illinois Railway bridge over the Rock River. Vacate the right-of-way and utilize the land for riverwalk and park facilities.	Public Works	1
4.16	Develop	Whitewater Park	Study and develop a whitewater park on a portion of the ComEd site to further Rockford's identity as an adventure sports city. Connect the park to the riverwalk and the neighborhood. Provide parking along streets with head-in or parallel parking; avoid using parking lots. Do not attempt to provide on-site parking for special events; coordinate off-site parking for special events, utilizing water taxis, shuttles, and future passenger rail to park people in existing garages and bring them to the site.	Mayor's office; Parks District?	1
4.16	Study	Extension of South First Street to Morgan Street	Study the potential for connecting South First Street to Morgan Street through the County Health Department site for additional access and extension of the grid.	Public Works	1

# Critical Sites

## Stormwater Opportunities

Both Critical Sites contain opportunities for celebrating stormwater and the connection to the River through interesting water features that also accommodate stormwater.

Atelier Dreiseitl is a German consulting firm that has designed interesting and exciting water features that utilize stormwater as the water source. Following the path of stormwater flow on the Critical Sites, from street to river, these types of water features can bring more awareness of stormwater and its effects on the river as well as metaphorically bring the river up into the neighborhoods. These water features can also provide filtration of the water through incorporation of plant materials in a rain garden.



*Stormwater management can become a water feature of a public park or other public space, as shown in these photographs.*



*All images this page from Atelier Dreiseitl.*

*Stormwater can be channeled in a linear fashion, incorporated in a more traditional manner into a street right-of-way (shown on the left), with a more modern look, as in an outdoor stairway (shown in the center), or a more informal way (shown on the right).*

## Funding Opportunities

The following table provides a list of potential funding opportunities for the recommendations outlined in the Implementation Study. Funding is organized into three categories: federal funding, state funding, and local funding. For the two critical sites, select funding streams have been highlighted on the previous pages and keyed to the outlined sources on the following pages.

# Resource Inventory

## Key Funding Sources

The following programs are key sources for the City of Rockford and other organizations during the redevelopment of the entire River District.

### **River Edge Redevelopment Initiative**

In February 2006, Governor Blagojevich announced a new State initiative to drive growth and redevelopment in riverfront areas. The River Edge Redevelopment Initiative designates redevelopment zones in riverfront cities across Illinois that will be eligible to receive tax credits, tax exemptions and potentially new grant funding upon appropriation to support cleanup, remediation and redevelopment efforts that will lead to economic revitalization in these areas. The team worked closely with the State to identify opportunities that might qualify for support under this new program.

In 2006 and 2007, the Illinois Department of Commerce and Economic Opportunity (IL DCEO) will certify one pilot River Edge Redevelopment Zone each in East St. Louis, Aurora and Rockford. To be designated a River Edge Redevelopment Zone, a municipality must designate the boundaries of the Zone by ordinance and submit the ordinance with an application for certification to IL DCEO. When a Zone application is approved, developers and businesses in the Zone may be eligible for tax exemptions, including sales tax on building materials; an investment and jobs tax credit; and various other deductions. Companies or individuals also may be eligible for an environmental remediation tax credit for certain clean-up costs. Additionally, developers and companies located in the Zone, as well as the municipality in which the Zone is located, may be eligible to receive funding to support infrastructure needs for economic revitalization projects.

### **New Starts**

For several of the Catalytic Areas, recommendations have been made to extend the service and geographic area of Rockford's existing trolley and look into the re-establishment of the State Street streetcar line. Capital investment programs for transit capital projects are (re)authorized under SAFETEA-LU's New Starts Program (49 U.S.C. 5309). SAFETEA-LU includes a program called Small Starts, a category for projects requesting New Starts funding of less than \$75,000,000 with a total project cost of less than \$250,000,000. This category includes streetcar, trolley, bus rapid transit and commuter rail projects. The Small Starts Program is to be funded starting in FY2007. FTA is in the process of undertaking a rulemaking, as required by SAFETEA-LU, but the current schedule for completing the Final Rule for Major Capital Investment Projects is early 2008. Therefore, as an initial step, FTA has issued interim guidance and reporting instructions to allow projects into project development as well as for rating and evaluating project as part of the Annual New Starts Report and making funding recommendations until the Final Rule is in effect.

# Resource Inventory

## Federal Grants and Other Assistance

RESOURCE INVENTORY FOR ROCKFORD, ILLINOIS  
Dated 6-14-06

FEDERAL GRANTS AND OTHER ASSISTANCE						For More Info....
Funding Key	Resource Category	Source	Name	Legal Authorization	Environmental Media	Description
F-1	Corporate Depreciation	Federal	Modified Accelerated Cost Recovery System (MACRS)	26 USC 168- Jobs and Growth Tax Relief Reconciliation Act of 2003, Sec. 201 HR2	Air	Under the Modified Accelerated Cost-Recovery System (MACRS), businesses can recover investments in solar, wind and geothermal property through depreciation deductions. The MACRS establishes a set of class lives for various types of property, ranging from three to 50 years, over which the property may be depreciated. For solar, wind and geothermal property placed in service after 1986, the current MACRS property class is five years.  For more information, see IRS Publication 946, IRS Form 4562: Depreciation and Amortization, and Instructions for Form 4562. The IRS web site provides a search mechanism for forms and publications. Enter the relevant form, publication name or number, and click "GO" to receive the requested form or publication.  According to Section 136 of the IRS Code, energy conservation subsidies provided by public utilities, either directly or indirectly, are nontaxable. *Gross income shall not include the value of any subsidy provided (directly or indirectly) by a public utility to a customer for the purchase or installation of any energy conservation measure.*  Energy conservation measures include installations or modifications that are primarily designed to reduce consumption of electricity or natural gas, or improve the management of energy demand. Dwelling unit includes a house, apartment, condominium, mobile home, boat, or similar property. If a building or structure contains both dwelling and other units, any subsidy must be properly allocated.  Given the definition of "energy conservation measure," there is strong evidence that utility rebates for residential solar thermal and solar electric projects may be nontaxable. However, the IRS has not ruled definitively on this issue. For taxpayers considering using this provision for a 20% federal tax credit is available for any qualified project that the National Park Services designates as a certified rehabilitation of a certified historic structure.
F-2	Corporate Tax Exemption	Federal	Residential Energy Conservation Subsidy Exclusion (Corporate)	26 USC 136 and IRS Publication 525	Air	The U.S. federal government offers a 10% tax credit to businesses that invest in or purchase solar or geothermal energy property in the United States. The tax credit is limited to \$25,000 per year, plus 25% of the total tax remaining after the credit is taken. Remaining credit may be carried back to the three preceding years and then the credit is taken over the next five years. Taxpayers can not claim both this business energy tax credit and the credit allowed under USC § 45 (Renewable Energy Production Tax Credit) for the taxable year or any prior taxable year. To qualify, the original use of the equipment must begin with the taxpayer, or it must be constructed by the taxpayer. The equipment must also meet any performance and quality standards in effect at the time the equipment is acquired. The energy property must be operational in the year in which the credit is first taken. If the project is financed in whole or in part by subsidized energy financing or by tax-exempt private activity bonds, the basis on which the credit is calculated must be reduced. The credit is claimed using IRS Form 3468.  A tax deduction of up to \$1.80 per square foot is available to owners or tenants (or designers, in the case of government-owned buildings) of new or existing commercial buildings that are constructed or reconstructed to save at least 50% of the heating, cooling, water heating, and interior lighting energy cost of a building that meets ASHRAE Standard 90.1-2001. Partial deductions of up to \$60 per square foot can be taken for comparable reductions from any one of three building systems—the building envelope, lighting, or heating and cooling system—that meets goals consistent with achieving the 50% savings for the entire building. An interim system-specific goal for lighting is provided directly in the legislation and is valid until and unless the IRS issues a different final regulation. The interim lighting provision allows prorated deductions from 30 cents to 60 cents per square foot for lighting systems as described below. These deductions are available for buildings or systems placed in service on or after January 1, 2006, through December 31, 2007.  A credit of \$2,000 per building for the builders of new or existing multi-unit residential buildings (including both site-built and manufactured homes) projected to save at least 10% of the heating and cooling energy of a comparable home that meets the standards in the 2004 International Energy Conservation Code. A \$1,000 credit is available to manufacturers of home producers for models that save 30% or that qualify for the federal Energy Star Homes program. These credits are available for buildings or systems placed in service from January 1, 2006, through December 31, 2007.
F-3	Tax Credit	Federal	Federal Historic Preservation Tax Incentives Program for Income-Producing Properties	36 CFR 67, Section 48(g) and Section 170(f) of The Internal Revenue Code of 1986	Land	
F-4	Tax Credit	Federal	Solar and Geothermal Business Energy Tax Credit	26 USC 48	Air	
F-5	Tax Deduction	Federal	Energy Policy Act of 2005	Public Law 109-58	Air	
F-6	Tax Deduction	Federal	Energy Policy Act of 2005	Public Law 109-58	Air	

# Resource Inventory

## Federal Grants and Other Assistance

FEDERAL GRANTS AND OTHER ASSISTANCE (continued)						
Funding Key	Resource Category	Source	Name	Legal Authorization	Environmental Media	Description
F-7	Grant	FTA	TEA-21 Clean Fuels Formula Grant Program	49 U.S.C. 5308	Air	<p>This program is to assist air quality non-attainment and maintenance areas, to support emerging clean-fuel technologies, and to create markets for new clean fuel technologies. TEA-21 provided \$100 million in guaranteed funding each fiscal year for this program, including \$60 million from the Formula Grants program and \$50 million from funding available under the Capital Investment Grants program for Bus and Bus Facilities.</p> <p>Although the Administration's fiscal year budget requests have always supported the guaranteed funding levels for this program, every Department of Transportation appropriations act since the enactment of TEA-21 has expressly provided that this funding be made available to projects in the Bus and Bus Facilities program under the Capital Investment Grants program. Therefore, FTA has not administered the program separately from the Bus and Bus Facilities program.</p> <p>This program makes Federal resources available to urbanized areas and to Governors for transit capital and for transportation-related planning. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities; and capital investments in new and existing fixed guideway systems. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.</p> <p>For urbanized areas with 200,000 population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. Operating assistance is not an eligible expense. At least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.</p>
F-8	Grant	FTA	Urbanized Area Formula Grants/Transit Assistance -- Cities Over 50,000 in Population	49 U.S.C 5307	Land	<p>Provides capital assistance for three primary activities:</p> <ul style="list-style-type: none"> <li>• new and replacement buses and facilities</li> <li>• modernization of existing rail systems, and</li> <li>• new fixed guideway systems.</li> </ul> <p>Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies (the "el") including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.</p> <p>The Small Starts Program is a category of New Starts for projects requesting New Starts funding of less than \$75,000,000 with a total project cost of less than \$250,000,000. This category includes streetcar, trolley, bus rapid transit and commuter rail projects. The Small Starts Program is to be funded beginning in FY2007. FTA is in the process of undertaking a rulemaking, as required by SAFETEA-LU, but the current schedule for completing the Final Rule for Major Capital Investment Projects is early 2008. As an initial step, FTA has issued interim guidance and reporting instructions to allow projects into project development as well as for rating and evaluating project as part of the Annual New Starts Report and making funding recommendations until the Final Rule is in effect; see link for more information.</p> <p>Must be used in conjunction with Section 108-guaranteed loan authority. Projects whose scope is limited only to site acquisition and/or remediation (i.e., land banking) where there is no immediately planned redevelopment are discouraged.</p>
F-9	Grant	FTA	SAFETEA-LU--Discretionary Capital Investment Grants and Loans Program (New Starts Program)	49 U.S.C. 5309	Land	<p>Provides capital assistance for three primary activities:</p> <ul style="list-style-type: none"> <li>• new and replacement buses and facilities</li> <li>• modernization of existing rail systems, and</li> <li>• new fixed guideway systems.</li> </ul> <p>Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies (the "el") including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.</p> <p>The Small Starts Program is a category of New Starts for projects requesting New Starts funding of less than \$75,000,000 with a total project cost of less than \$250,000,000. This category includes streetcar, trolley, bus rapid transit and commuter rail projects. The Small Starts Program is to be funded beginning in FY2007. FTA is in the process of undertaking a rulemaking, as required by SAFETEA-LU, but the current schedule for completing the Final Rule for Major Capital Investment Projects is early 2008. As an initial step, FTA has issued interim guidance and reporting instructions to allow projects into project development as well as for rating and evaluating project as part of the Annual New Starts Report and making funding recommendations until the Final Rule is in effect; see link for more information.</p>
F-10	Grant	FTA	SAFETEA-LU--New Starts Program/Small Starts Program	49 U.S.C. 5309(e)	Land	<p>Must be used in conjunction with Section 108-guaranteed loan authority. Projects whose scope is limited only to site acquisition and/or remediation (i.e., land banking) where there is no immediately planned redevelopment are discouraged.</p>
F-11	Grant	HUD	Community Development Block Grants/ Brownfields Economic Development Initiative		Land	<p>Matching grants available to conserve and restore fish, wildlife and native plants.</p>
F-12	Grant	National Fish and Wildlife Foundation	General Matching Grants; Special Grants		Land; Water	

# Resource Inventory

## Federal Grants and Other Assistance

FEDERAL GRANTS AND OTHER ASSISTANCE (continued)						
Funding Key	Resource Category	Source	Name	Legal Authorization	Environmental Media	Description
F-13	Grant	National Fish and Wildlife Foundation	Great Lakes Watershed Restoration Program		Land; Water	Eligible projects must be located within the Great Lakes watershed or support the development or implementation of local watershed management plans that address the water quality and living resource needs in the Great Lakes. Projects must also directly address at least one of the following priority areas: Restore, enhance, and protect near shore and off shore native fish communities and other living resources, their habitats, and ecological relationships to sustain all fisheries and provide for a balanced ecosystem; preserve, protect, and restore the wetlands that are vital to the survival and diversity of the living resources of the Great Lakes; preserve, protect, and restore the tributaries and their watersheds that support the living resources of the Great Lakes ecosystem; restore, enhance, and protect the Great Lakes shoreline and upland habitats; and promote individual stewardship and assist individuals, community-based organizations, businesses, local governments, and schools to undertake initiatives to achieve the above goals.
F-14	Grant	US DOE	State Energy Program (SEP) Special Projects	Energy Policy and Conservation Act, Title III, Sections 361-366, Part C; Public Law 94-163, 42 U.S.C. 6321-6326; Energy Organization Act of 1977, as amended, Public Law 95-91, 42 U.S.C. 7101; National Energy Conservation Policy Act of 1978; Public Law 95-619; Public Law 101-440; Balanced Budget Down Payment Act (I) of 1996; Public Law 104-134.	Air	Successful projects will assist in the increased deployment of energy efficiency and renewable energy technologies and practices. Grants have been awarded to develop energy efficient building codes, deploy solar and renewable technologies, promote the use of alternative fuels, promote industrial, and building efficiency.
F-15	Grant	US DOE	Regional Biomass Energy Programs, Office of Energy Efficiency and Renewable Energy, Department of Energy	Department of Energy Organization Act of 1977, as amended, Public Law 95-91; Energy and Water Development Appropriations Act, Public Law 99-500.	Air	To build State and municipal capacity for accelerating biomass technology deployment, in partnership with industry, and provide assistance in outreach, public education, and behavior modification activities. To conduct a balanced, near-term demonstration of biomass technologies tailored to specific regions of the country for feedstock production, conversion technologies, and feasibility studies. Request for proposal solicitations will be offered to develop and transfer technology to various regions of the United States. This is a Congressionally-directed project. Funding is not available to the general public.
F-16	Grant - Research and Development	US DOE	Energy Efficient Building Technologies		Air	DOE's Building Technologies Program works to improve the energy efficiency of our nation's buildings through innovative new technologies and better building practices. The program focuses in two key areas: Emerging Technologies: Research and development of the next generation of energy-efficient components, materials, and equipment; and Technology Integration: Integration of new technologies with innovative building methods to optimize building performance and savings. To conduct balanced research and development efforts in the following energy technologies: solar, distributed energy and electric reliability, biomass, hydrogen, fuel cells and infrastructure, wind and hydropower, hydrogen, and geothermal. Grants will be offered to develop and transfer to the nonfederal sector various renewable energy technologies
F-17	Grant - Research and Development	US DOE	Renewable Energy Research and Development	Department of Energy Organization Act of 1977, as amended, Public Law 95-238, Section 207; Public Law 101-216.	Air	These funds are intended to benefit projects that improve air quality in designated non-attainment areas. Includes funding for bicycle and pedestrian transportation.
F-18	Grant	US DOT	Congestion Mitigation and Air Quality Improvement Program	SAFETEA-LU, Sec. 149	Air; Land	Funding for intermodal transportation includes bicycle and pedestrian transportation.
F-19	Grant	US DOT	Surface Transportation Program	SAFETEA-LU, Sec. 133	Air; Land	

For More Info...  
<http://www.nfwf.org/programs/greatlakes/>

[http://112.46.245.17/3/bis/portals/30/CAT\\_ALOG\\_PROGRAM\\_TEXT\\_RPT.SHO](http://112.46.245.17/3/bis/portals/30/CAT_ALOG_PROGRAM_TEXT_RPT.SHO)  
W7p\_atq\_names=prod\_nbr&p\_atq\_v alues=81.119

[http://112.46.245.17/3/bis/portals/30/CAT\\_ALOG\\_PROGRAM\\_TEXT\\_RPT.SHO](http://112.46.245.17/3/bis/portals/30/CAT_ALOG_PROGRAM_TEXT_RPT.SHO)  
W7p\_atq\_names=prod\_nbr&p\_atq\_v alues=81.079

<http://www.eere.energy.gov/buildings/financial/index.cfm>

[http://112.46.245.17/3/bis/portals/30/CAT\\_ALOG\\_PROGRAM\\_TEXT\\_RPT.SHO](http://112.46.245.17/3/bis/portals/30/CAT_ALOG_PROGRAM_TEXT_RPT.SHO)  
W7p\_atq\_names=prod\_nbr&p\_atq\_v alues=81.087

<http://www.fhwva.doi.gov/environment/ent/cmaqqgs/>

# Resource Inventory

## Federal Grants and Other Assistance

FEDERAL GRANTS AND OTHER ASSISTANCE (continued)						
Funding Key	Resource Category	Source	Name	Legal Authorization	Environmental Media	Description
F-20	Grant	US DOT	Safe Routes to School Program	SAFETEA-LU, Sec. 1404; IL Public Act 094-0493	Land	Purposes of the program are to encourage children to walk and bicycle to school; to make bicycling and walking safer and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools. Funding is distributed to states in proportion to the number of primary and secondary school students in the state, with no state receiving less than \$1 million annually. Funds may be used for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. Infrastructure-related projects may be carried out on funding for the assessment and cleanup of Brownfields, and for establishing a revolving loan fund.
F-21	Grant	US EPA	Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants	66.818	Land	To assist State, Tribal, Municipal, Intermunicipal, and Interstate agencies in planning, developing, establishing, improving, and maintaining adequate programs for prevention and control of air pollution or implementation of national primary and secondary air quality standards. Three major priorities are: attainment of NAAQS for criteria pollutants; elimination of risks of cancer and other health problems from air toxics emissions; and reduction of the destructive effects of acid rain deposition on land and water systems. These grants are made available to eligible responsible parties for appropriate air pollution planning, assessment, and cleanup activities.
F-22	Grant	US EPA	Air Pollution Control Program Support	Clean Air Act of 1990, Section 105, as amended; Public Law 101-549	Air	To develop or recommend air quality implementation plans for air quality control regions designated pursuant to Section 106 or Section 111 of the CAA. Funding priority for FY05 is states within the Ozone Transport Region (i.e., New England and Middle Atlantic states). Eligible recipients include an agency or commission designated by the Governors of the affected States, which is capable of recommending to those Governors plans for implementation of national primary and secondary ambient air quality standards, and which includes representation from the States and the appropriate political subdivisions within the affected air quality control region.
F-23	Grant	US EPA	Ozone Transport	Clean Air Act of 1990 ("CAA"), as amended, Sections 106 and 111, Public Law 101-549, 42 U.S.C. 1406.	Air	To support Surveys, Studies, Investigations, Demonstrations, and Special Purpose Activities Relating to the Clean Air Act
F-24	Grant	US EPA	Surveys, Studies, Investigations, Demonstrations, and Special Purpose Activities Relating to the Clean Air Act	Clean Air Act of 1963, Section 103, as amended; Public Law 95-42 U.S.C. 7401 et seq	Air	To support Surveys, Studies, Investigations, Demonstrations, and Special Purpose assistance relating to the causes, effects (including health and welfare effects), extent, prevention, and control of air pollution to include such topics as air quality, acid deposition, climate change, global programs, indoor environments, mobile source technology and community-driven approaches to transportation.
F-25	Grant	US EPA	Pollution Prevention Grants Program	Pollution Prevention Act of 1990	Air; Water; Land	EPA anticipates approximately \$4.5 million will be available to support pollution prevention grants to States, Tribes, and Intermittent Consortia in FY 2005 for prevention activities during FY 2006. These grant dollars are targeted at State and Tribal technical assistance programs that address the reduction or elimination of pollution by businesses across all environmental media: air, water and land.
F-26	Grant	USDA Forest Service	Land and Water Conservation Fund		Water; Land	The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States.

For More Info....  
<http://www.liga.gov/legislation/publicacts/fulltext.asp?name=094-0493&GA=094>  
[http://www.epa.gov/brownfields/gfy06\\_arc\\_final.pdf](http://www.epa.gov/brownfields/gfy06_arc_final.pdf)  
[http://www.federalgrantswire.com/air\\_pollution\\_control\\_program\\_support.html](http://www.federalgrantswire.com/air_pollution_control_program_support.html)  
[http://12.46.245.17/3/risportal30/CAI.ALOG.PROGRAM.TEXT.RPT.SHOW.W?p\\_arg\\_names=prog\\_nbr&p\\_arg\\_yalugs=66.034](http://12.46.245.17/3/risportal30/CAI.ALOG.PROGRAM.TEXT.RPT.SHOW.W?p_arg_names=prog_nbr&p_arg_yalugs=66.034)  
<http://efedgrants.gov/Applicants/EPA/OG/GAD/03/926%23047%3BD1%26%23047%3B95%26%23047%3BPPD/Grant.html>  
<http://www.fs.fed.us/land/stat/LW/CF/>

# Resource Inventory

## Illinois State Grants and Initiatives

ILLINOIS STATE GRANTS & INITIATIVES						
Funding Key	Resource Category	Source	Name	Legal Authorization	Environmental Media	Description
S-1	Grant	IL DCEO	Business Development Public Infrastructure Program (BDPIP)		Land	Provides grants to units of local government for public improvements on behalf of businesses undertaking a major expansion or relocation project that will result in substantial private investment and the creation/retention of a large amount of Illinois jobs. The infrastructure improvements must be made for public benefit and on public property and must directly result in the creation or retention of private sector jobs. The local government must demonstrate clear need for financial assistance to undertake the improvements. Grant eligibility and amounts are determined by the amount of investment and job creation or retention involved. Program funds may be used for local roads and streets, access roads, bridges, sidewalks, waste disposal systems, water and sewer line extensions, water distribution and purification facilities, sewage treatment facilities, rail and air or water port improvements, gas and electric utility extensions, public transit systems, and the development and improvement of publicly owned industrial and commercial sites.
S-2	Grant	IL DCEO	Illinois Recycling Grants Program; Recycling Expansion and Modernization (REM) Program		Land	Fund municipal recycling and waste management programs and pilot projects.
S-3	Grant; Technical Assistance	IL DCEO	Manufacturing Energy Efficiency Program (MEEP)		Air	MEEP will offer Illinois manufacturers total energy cost optimization planning including energy information management systems, information on purchasing options available due to electric deregulation, and guidance on low-cost financing options for energy efficiency improvements. The program will also help companies to examine several key opportunities, including cogeneration of steam and electricity and increases in process efficiency. The program helps firms identify best practices in energy management that can be rapidly incorporated. The program then moves to coaching services for the implementation of the new management practices and to O&M improvements implementation, with DCEO supporting 50% of those costs up to \$10,000.
S-4	Property Tax Exemption	IL DCEO	Special Assessment for Renewable Energy Systems	§ 35 ILCS 200/10-5; § 35 ILCS 200/10-10	Air	Eligible commercial, industrial and residential property owners can get a property tax exemption for renewable energy systems: passive solar space heat, solar water heat, solar and solar hot water, geothermal, wind and small hydroelectric.
S-5	Technical Assistance	IL DCEO	Smart Business \$Mart Energy Program (SB\$E)		Air	The Smart Business Energy (SBE) program provides energy efficiency technical services for small to medium-size non-profit businesses. The technical services can identify opportunities for energy savings through intelligent building design and efficient building components and systems.
S-6	Grant	IL Department of Natural Resources (IDNR)	Illinois Bicycle Path Grant Program		Land	The Illinois Bicycle Path Grant Program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program. Financial grant awards for development projects are limited to \$200,000 per annual request; no maximum exists for acquisition projects. Revenue for the program comes from a percentage of vehicle title fees collected pursuant to Section 3-821(f) of the Illinois vehicle code. Eligible project costs include: linear corridor land acquisition costs, including associated appraisal fees; and bicycle path development or renovation including site cleaning and grading, drainage, surfacing, bridging, fencing, signage, and directly related support facilities such as
S-7	Grant	IL Department of Natural Resources (IDNR)	Recreational Trails Program	SAFETEA-LU	Land	Provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trails and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. Eligible applicants include federal, state and local government agencies and non-profit organizations. The program can provide up to 80% federal funding for eligible projects and requires a minimum 20% non-federal funding match. Examples of eligible project activities include trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title.
S-8	Grant	IL EPA	Section 319(h) Nonpoint Source Pollution Control	Clean Water Act, Section 319(h)	Water	This program reimburses eligible expenses related to nonpoint source pollution control. Items eligible for reimbursement include labor; materials/supplies; stormwater BMP construction; and educational materials. Costs incurred before and/or after the project period are considered ineligible items. The maximum federal funding is 60 percent of the total project cost. The remaining 40 percent is the responsibility of the applicant. The local match is limited to money or in-kind service to complete the approved project tasks. Local match can also be provided by the contractor, sub-contractor or project partners. Local match cannot be federal funds or funds used to match another federal program. The Section 319(h) program is a REIMBURSEMENT program. For every \$100 spent on eligible items, there will be a reimbursement of \$60.
S-9	Loan	IL EPA	Clean Water State Revolving Fund		Water	Low-interest loans fund water quality protection projects for wastewater treatment, nonpoint source pollution control, and watershed and estuary management.

For More Info....

[http://www.illinoisbizbiz/cece/Bureaus/Business\\_Development/Grant/ibdbpip.htm](http://www.illinoisbizbiz/cece/Bureaus/Business_Development/Grant/ibdbpip.htm)  
[http://www.commerce.state.il.us/dceo/Bureaus/Energy\\_Recycling/](http://www.commerce.state.il.us/dceo/Bureaus/Energy_Recycling/)  
[http://www.commerce.state.il.us/dceo/Bureaus/Energy\\_Recycling/Programs/semep\\_program.htm](http://www.commerce.state.il.us/dceo/Bureaus/Energy_Recycling/Programs/semep_program.htm)  
[http://www.commerce.state.il.us/dceo/Bureaus/Energy\\_Recycling/Programs/sbse\\_program.htm](http://www.commerce.state.il.us/dceo/Bureaus/Energy_Recycling/Programs/sbse_program.htm)  
<http://dnr.state.il.us/ocd/newbike2.htm>  
<http://dnr.state.il.us/ocd/newtrp2.htm>  
<http://www.epa.state.il.us/water/watershed/forms/319-application.pdf>  
<http://www.epa.gov/owm/cwifinance/cwifundex.htm>

# Resource Inventory

## Illinois State Grants and Initiatives & Local Funding and Financing Initiatives

ILLINOIS STATE GRANTS & INITIATIVES (continued)						
Funding Key	Resource Category	Source	Name	Legal Authorization	Environmental Media	Description
S-10	Loan	IL EPA	Drinking Water State Revolving Fund		Water	Low-interest loans finance infrastructure improvements to drinking water systems. Some set-asides available for planning and technical assistance, as well.
S-11	Grant	IL EPA, Illinois Office of the State Fire Marshal	Underground Storage Tank (UST) Fund		Land	The UST Fund helps tank owners and operators pay for cleaning up leaks from petroleum USTs. Illinois generates money for the UST Fund through a \$0.003 per-gallon motor fuel tax and an \$0.008 per-gallon environmental impact fee, both of which are due to expire in 2013. Two state agencies share administration of the UST Fund. The Illinois Office of the State Fire Marshal (OSFM) determines if an UST owner or operator is eligible for reimbursement and determines the deductible amount to be paid by the owner or operator. The Illinois EPA reviews budgets and payment requests for corrective action to determine if the costs are reasonable, eligible, and consistent with the associated technical plan. The Illinois EPA also prepares and processes vouchers for payment claims.
S-12	Grant	Illinois Clean Energy Community Foundation	Various	§ 220 ILCS 5/16-111.1	Air; Water; Land	Financial support for programs and projects that benefit the public by implementing and improving the use of EERE technologies, and preserving and enhancing natural areas and wildlife habitats.
<b>LOCAL FUNDING AND FINANCING INITIATIVES</b>						
Funding Key	Resource Category	Source	Name	Legal Authorization	Environmental Media	Description
L-1	Taxes	Tax Increment	Tax Increment Financing	The Tax Increment Allocation Redevelopment Act (65 ILCS 5/11-74.4.1 etc.); City Council approval required		TIF Revenues and TIF Bond Financing are resources that can be used within TIF districts to fund eligible costs including property acquisition; rehabilitation or renovation of existing public or private buildings; construction of public works or improvements; job retraining programs; relocation; financing costs, including interest assistance; studies, survey and plans; professional services such as architectural, engineering, legal, property marketing and financial planning; demolition and site preparation and day care services
L-2	Bond financing	Alternative Revenues, backed up by a General Obligation Pledge	Alternative Revenue Bonds	City Council		In this financing structure an alternative (non-property tax) revenue source is pledged to repay bonds, such as sales taxes or golf course fees, and the City would provide a back up general obligation pledge. Alternative revenue bonds typically require a coverage from alternative revenues of 1.25x.
L-3	Bond financing	Water and Sewer Revenues	General Obligation Alternate Revenue Bonds - Water and Sewer Revenues	City Council		As a non-Home Rule entity, and in the interest of preserving GO capacity, Rockford has used this structure frequently in the past.
L-4	Bond financing	Property Taxes	General Obligation Bonds	City Council		The City can issue General Obligation bonds which are secured by the full faith and credit of the City and the property tax levy. These bonds can be used to fund a wide variety of projects and typically have the highest credit rating and lowest interest costs. Historically Rockford has been cautious about over-utilization of the GO pledge and has effectively used Alternate Revenue pledges to reduce pressure on the property tax base.
L-5	Taxes	Special Service Areas	Special Assessments	City Council		The City can also establish Special Service Areas, within which Special Assessments can be levied to fund specific projects. In certain circumstances this funding source can be used as security for a bond financing or to pay debt service.

# Resource Inventory

## Local Funding and Financing Initiatives