

**ELGIN**

**CHICAGO STREET**

**STATION AREA**

**PLANNING**

**STUDY**

October 2013 | City of Elgin, Illinois  
Prepared by: Land Vision, Inc.









# Intro

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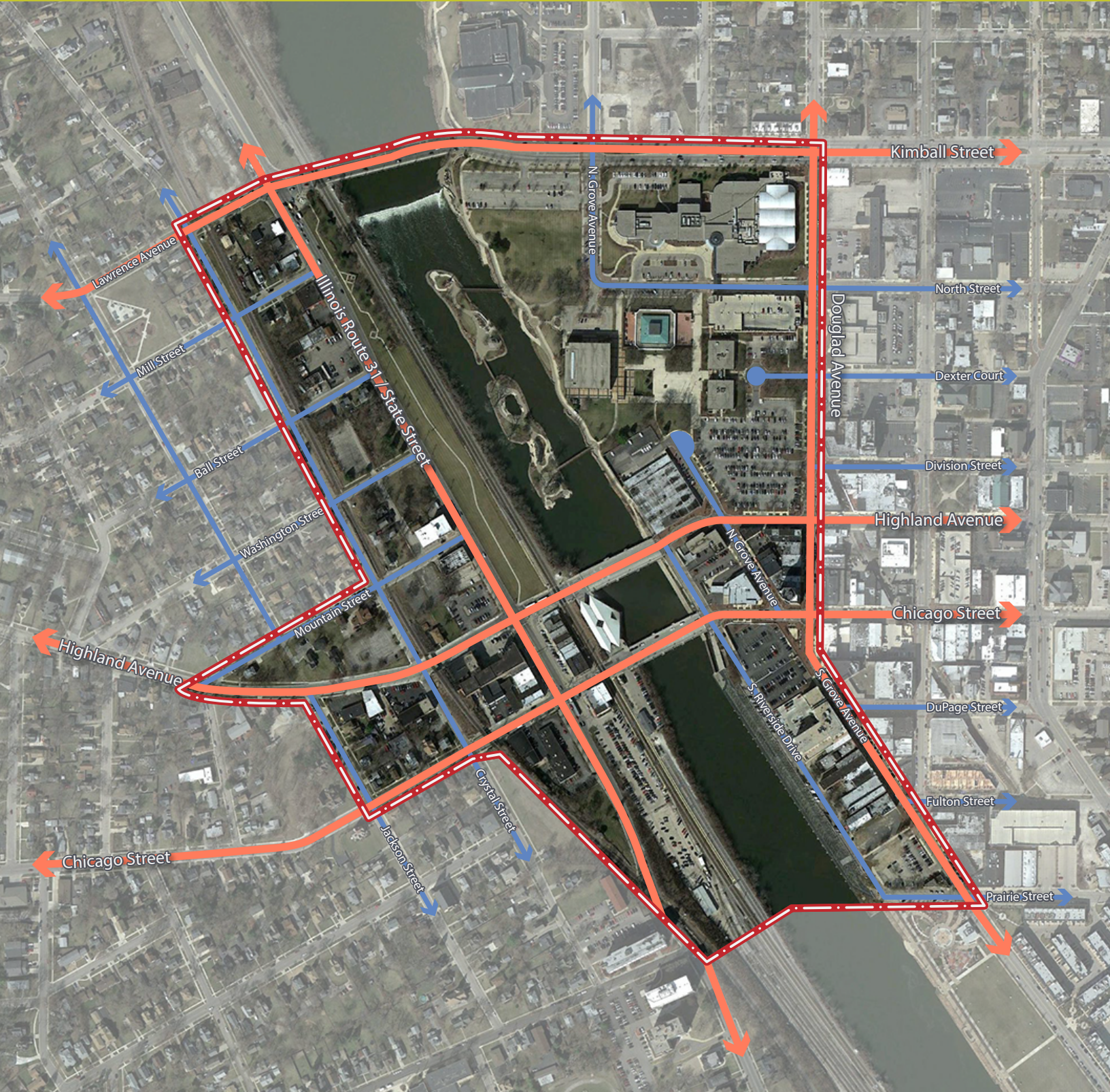
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# Chicago Street Station Area Plan | PROJECT AREA







## PURPOSE & SCOPE

Through recent history, the City of Elgin has undertaken a creative strategy towards transforming the Chicago Street Metra Station and the surrounding area into a true downtown. As one of Chicago’s most important suburbs, the City of Elgin has earned its name as a true “City within the suburbs.” The City provides its residents and visitors with access to a multimodal system of transit, an urban downtown unlike many in the outlying suburbs, and an array of riverfront and recreational amenities which help distinguish Elgin above other suburbs undertaking similar planning initiatives.

Like recent work completed surrounding the National Street Station, a variety of opportunities are available for a series of improvements surrounding the Chicago Street Station which will help unify the Downtown area, aiding in its ability to reach its maximum potential. Utilizing the information gathered during the Discovery and Diagnostics phase, the Station Area Plan will continue facilitating a discussion regarding Real Estate Market and Economic Development, Land Use and Zoning, Access and Circulation, and Wayfinding and Signage which will result in the mixed-use, pedestrian-oriented environment desired by the City of Elgin and its representatives.

# PROCESS & PARTICIPANTS

Representatives from the City of Elgin, project steering committee members, community stakeholders, and residents have played an integral part in the development of the Chicago Street Station Area Planning Study. Through a series of outreach initiatives including on-going Steering Committee interaction, one-on-one interviews with City Staff and residents, stakeholder meetings, and public workshops, the City and consultant team have worked to engage, identify, and ensure that issues and concerns, desires and priorities are clearly defined and recognized through the cooperation by each of the parties involved.



## CLIENT



**Regional  
Transportation  
Authority**



*Project Lead*



*Transportation*



*Market Assessment*



*Public Participaton/Survey*

## CONSULTANT TEAM

## GOALS & OBJECTIVES

The goals associated with the Chicago Street Station Area Planning Study is one of multiple directions which will converge to create a particular environment which will serve as precedent for surrounding communities. Numerous opportunities currently exist throughout the Chicago Street Station Area and in Downtown Elgin as a result of the variety of existing transit options in the area. The Planning Study at hand will seek to capitalize on the opportunities generated by the existing transit options while recommending development and other improvements which result in a completely walkable, mixed-use environment with increased ridership for both Pace and Metra services.

To accomplish this goal, the Plan will:

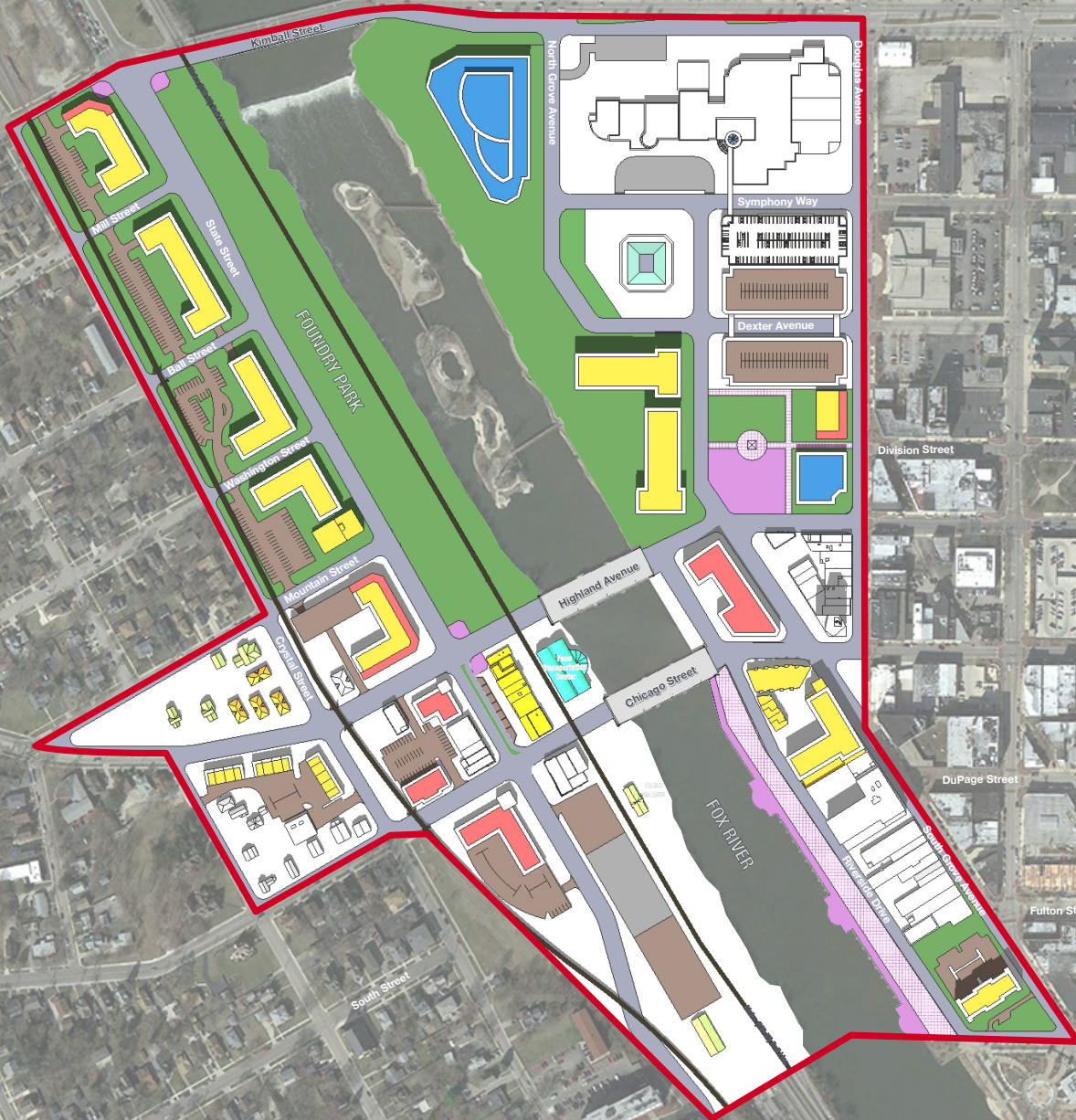
- Outline strategic recommendations for new development and redevelopment of compatible land uses around the Chicago Street Station which will adhere to previously established principles;
- Identify and illustrate opportunities for appropriate concentrations of multi-use, retail/commercial, residential, and civic/public land uses;
- Develop an efficient connectivity plan that will balance the current needs of the Station Area while providing enhanced linkages to and from the Station and re-focusing future demand towards other means of public transit; and,
- Provide a well defined implementation strategy to ensure that the primary goals of the study are met in as timely a fashion as possible.







# Chicago Street Station Area Plan | FRAMEWORK PLAN





## INTRODUCTION

The Chicago Street Metra Station Area Planning Study Recommendations concerning the real estate market and economic development, land use and zoning, access and circulation (vehicular, transit, bicycle, and pedestrian), and wayfinding and signage are intended to guide the City of Elgin into establishing a vibrant Transit Oriented Development (TOD) surrounding the Chicago Street Metra Station. The following pages consist of a compilation of maps and graphics serving as the preliminary Framework Plan Recommendations of this study. These recommendations are guided by the existing conditions evaluations, findings, interviews, and input collected during the Discovery and Diagnosis phase of the planning process in regards to potential development opportunities that are currently available or may become available throughout the Chicago Street Metra Station Area.

These Framework Plan Recommendations are intended to provoke thought and initiate dialogue between the City of Elgin staff, community stakeholders (*including both Metra and Pace*), business and property owners, and residents regarding the future vision for Downtown Elgin and the immediate area surrounding the Chicago Street Metra Station. Recommendations are intended to be guiding elements and should be taken as suggestive in nature. The initiatives are solely intended to identify available opportunities, encourage efforts at implementation where benefits may be provided (public, private, or both), and allow for maximum flexibility between the public and private sectors according to their specific desires, abilities, and individual timelines.



# REAL ESTATE MARKET & ECONOMIC DEVELOPMENT

As a result of the ongoing economic recession (beginning in 2007), it is widely accepted that patience, flexibility, and perseverance will be necessary for the City of Elgin, its residents, business and property owners, and institutions to reap the benefits of the Chicago Street Metra Station Area Planning Study. However, the City of Elgin is as well positioned as any to pursue a continuously improving and successful TOD environment in their Downtown. The consultant team, guided by local real estate market conditions has identified a series of 12 opportunity action items that the City of Elgin may undertake in order to see their vision to a reality.

## **Sub Area Conceptualization:**

Six sub areas have been defined and throughout each sub area probable development sites have been identified. The Chicago Street Metra Station Area Planning Study will include conceptual design for these specifically identified sites however further exploration should be considered. In particular, comprehensive conversations should occur between the City and local property owners to outline their respective interests and any long-term intentions for the properties.

## **Neighborhood Investments:**

The City should continue its investment into the neighborhoods surrounding the Station Area. These improvements proximate to the Downtown create additional potential customers within walking distance of the TOD. In addition to other neighborhood reinvestment programs, the Downtown Neighborhood Association (DNA) also has a “Block by Block” program that should be prioritized and coordinated with the existing initiatives in order to facilitate long-term benefit for Downtown.

## **Re-Tenancing:**

The Downtown footprint exhibits ample opportunity for additional tenancing and re-tenancing. The DNA has a focused initiative in this regard and new tenants have been recruited in recent months. The DNA has also served as a conduit for small office tenant recruitment for ground floor and upper floor tenants as well as potential tenants for the Elgin Technology Center. These focused initiatives should be continued.

## **Compliment Casino Growth:**

Stakeholder interviews indicated that the Grand Victoria Casino is conducting a market research initiative (with the approval of the City) to gauge development potential for an additional entertainment venue just north of the casino. Although this is no longer expected to occur the results of research similar to this should be closely monitored, as this type of development would add to the overall appeal of the downtown while offering coordinated marketing opportunities.

## **Enhance Apartment Rental Space:**

While the Fountain Square development did not turn out as originally intended (most newly initiated condominium projects initiated in the past several years have not been fully successful) the success of the current apartment building and the strong market rental rates which the project is sustaining are very positive indicators of the rental-TOD market in Downtown Elgin. Aggressive initiatives should be pursued to find successful developers who may be interested in Downtown sites as well as rehab developers for space above the first floor.

## **Promote Food & Beverage Establishments:**

The market assessment indicated that the number of food/beverage/entertainment venues within the study area is relatively low compared to TODs found throughout other communities’ downtowns.

A lack of these types of establishments should be a specific recruitment target of the DNA as this not only fills vacancies but also adds to the overall “entertainment” culture that is typical of a larger urban downtown.





### **Streamline Municipal Review Process:**

The stakeholder interviews indicated an opportunity to better coordinate the application of City codes and ordinances during construction/re-development particularly with smaller, less sophisticated tenants and owners. Strong positive feedback indicated that larger projects with more sophisticated tenants are being implemented very well. The City of Elgin has addressed this disparity by performing an evaluation of its Municipal Review Process with the goal of allowing more simplicity and clarity to acquiring the necessary documentation needed to facilitate all development / redevelopment projects.

### **Capitalize on Natural Assets:**

The Riverside Drive Promenade project currently underway is an excellent example of the City taking advantage of the attractive riverfront while integrating its' assets within the Downtown. Once completed, a very specific marketing and tenant recruitment initiative should be focused on this block because it represents a very unique opportunity for an exciting cluster of multi-use structures combining entertainment venues with potential for attractive living quarters on upper floors.

### **Enhance Partnerships with DNA:**

The DNA is an effective and well-run organization, which is a benefit to the City and to the Downtown. Every effort should be made to develop a more permanent funding base through the potential establishment of a Special Service Assessment district (SSA).

### **Consider "Micro Loan" Program:**

Stakeholder interviews indicated that financing for small businesses is particularly difficult in this economic environment. Particularly useful in times such as these, special "micro-loan" programs exist and should be explored. These programs are often completed with cooperation from local banks and are suitable mechanisms for small business funding.

### **Cultivate Historic Preservation Opportunities:**

As indicated in the "Local Market Conditions" segment of the Market Assessment, Elgin possesses a sophisticated Historic Preservation program. There may be significant opportunities to grow historic preservation in Downtown and City of Elgin staff, with cooperation from the DNA, should take advantage of these opportunities as they develop.

### **Leverage Capital Improvements of Public Transportation Facilities:**

Pace has indicated that it intends to use capital funds in the coming year to make repairs to the roof as well as the foundation of the Transportation Center. These improvements represent a prime opportunity for a coordinated effort between Pace and the City of Elgin to mutually benefit the entire Downtown.

# LAND USE & ZONING

Current zoning designations and resultant land uses tend to be in line with the zoning and land uses suggested more thoroughly in the sub area breakdowns in the following chapters.

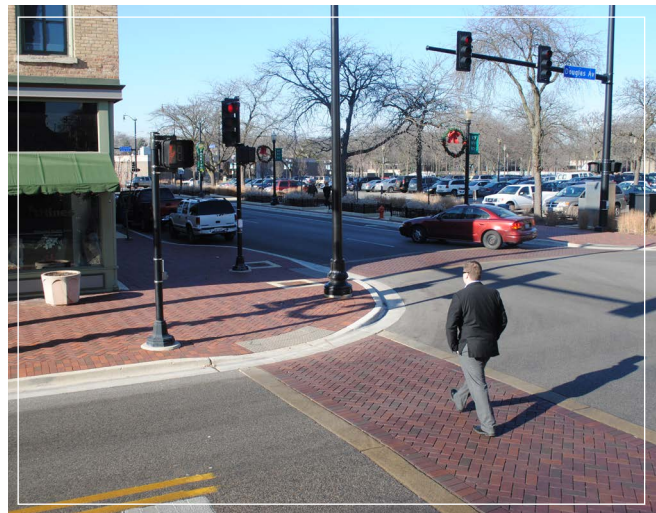
Community Facilities both planned and established are primarily located in Sub Area 1 as well as along the river front in subsequent sub areas. Parcels zoned Planned City Center (PCC) at the southeast corner of Kimball Street and the Fox River may benefit from a reclassification of its' current zoning designation to Planned Community Facility (PCF) to allow for the relocation of a new Hemmens Cultural Center. A follow-up recommendation to relocate the Elgin City Hall to the northwest corner of Highland Avenue and Douglas Avenue is supported in the current designation of Community Facility (CF). Parcels immediately adjacent to the northeast corner of the Highland Avenue and the riverfront may also benefit from being rezoned to a Center City (CC) designation to allow for multi-use development with a residential component.

Current Center City (CC1 and PCC) designations are appropriate for multi-use development suggested within Sub Area 2, as well as infill development in Sub Area 3.

The Chicago Street Metra Station Area Planning Study envisions the introduction of character appropriate residential development for parcels located in the Station Area, west of Crystal Street (Sub Area 4). Because of this recommendation, parcels currently zoned Center City (CC2) will need to be transitioned to Planned Development in CC2 allowing for increased density, multi-family (duplex and townhouse) development on these parcels.

The majority of Sub Area 5 consists of Center City 2 (CC2) designation except for a small sliver of residentially zoned (RC3) parcels along the east side of Crystal Street across the length of the sub area. The remaining RC3 designation should be transitioned to CC2 in order to allow for the transitioning of industrial-oriented structures currently in place into buildings with the multi-use character suggested in the comprehensive Sub Area 5 discussion.

Based on the preliminary analysis completed as part of the Discovery and Diagnosis phase of the Chicago Station Area Planning Study, the City of Elgin may choose to perform a comprehensive audit of procedural and regulatory policies and documents. This audit may include but not limited to changes in existing zoning classifications within the Station Area, a review of permitted uses, bulk requirements (e.g. height & density), signage ordinances, landscaping requirements, and applicability of the City's Historic Preservation program in order to preserve the historic character of Downtown Elgin.



## ACCESS & CIRCULATION

The Discovery and Diagnosis phase of the Chicago Street Metra Station Area Planning Study, as well as numerous hours of physical reconnaissance in Downtown Elgin has yielded a thorough understanding of Access and Circulation within the Station Area. The City of Elgin, its commitment to planning and desire to evolve has resulted in the successful implementation of a multimodal system of access and circulation. Because of this commitment, the recommendations suggested in the Chicago Street Metra Station Area Planning Study are concentrated in several small areas. By utilizing techniques and strategies already established throughout Downtown, the City of Elgin may make certain that similar results are achieved by these new initiatives.

Vehicular circulation within the Station Area operates efficiently within the existing street network configuration. However, one area that may benefit from improvements is located in the northeast quadrant of the Station Area. The City of Elgin should consider a series of street realignment and connection improvements in order to further sub divide the block of development bounded by Kimball Street to the north, Douglas Avenue to the east, Highland Avenue to the south, and the Fox River at its western edge. Dividing this mega block allows vehicular circulation throughout the area, providing access to a number of significant land use improvements suggested in the plan. Specific details of this strategy may be found in the Sub Area 1 discussion located in the following chapter.

By allowing the existing grid of streets to extend into this area and permitting vehicular access, the City of Elgin may also integrate with it, a more formal connectivity of pedestrian circulation and access. The pedestrian environment throughout Downtown Elgin is one of the City's most notable features due to the implementation of a thorough and well-thought out streetscape enhancement study. City sidewalks are paved with attractive brick, landscaped tree grates and planters, as well as a cohesive and interesting variety of street furniture and pedestrian lighting. The Chicago Street Metra Station Area Planning Study recommends that the implementation of similar enhancements be continued in areas where they are currently absent. These areas include along the aforementioned proposed streets in Sub Area 1, as well as, along proposed land use improvements on IL. Route 31. Suggested enhancements in this area include a proposed elevated sidewalk, which protects pedestrians from vehicular traffic along the heavily trafficked thoroughfare. This strategy can be visualized in the Sub Area 5 discussion.

Pedestrian circulation between the Chicago Street Metra Station and the Pace Transportation Center continues to be a difficult issue where the ability to stop traffic immediately east of the State Street intersection and the railroad tracks may not be possible. Currently, one-way, eastbound traffic on Chicago Street presents a steady and continuous stream of vehicles moving into Downtown Elgin from the west. Vehicular and pedestrian interaction in this location cannot be completely eliminated, however, the City of Elgin may implement several changes that may make pedestrian visibility and awareness more obvious to vehicles. Measures which may aid in this situation include flashing pedestrian signage at the State Street and Chicago Street intersection indicating the presence of increased pedestrian activity ahead as well as signage just west of the railroad tracks prior to where the majority of pedestrian crossings occur between the Metra Station and Pace Transportation Center and adjacent convenience-based retail uses. Additional pavement markings indicating the presence of pedestrians may be another effective manner in which the City may increase vehicular awareness. New pedestrian signage can be introduced which warns pedestrians of the presence of vehicles in the area, as well.

The efficiency and thorough action the City of Elgin has demonstrated in addressing access and circulation issues throughout Downtown has provided the Station Area with a tremendous head start. By completing implementation of these previous studies and addressing those found in this report, the City will have accomplished its goal of establishing a multimodal system of transit and transportation.

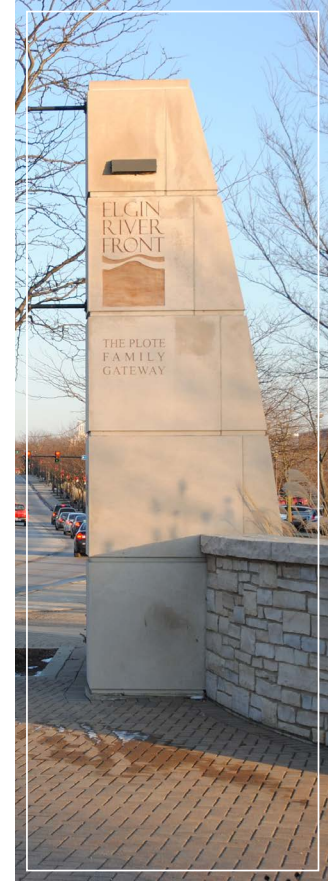


# WAYFINDING & SIGNAGE

As visitors enter Downtown, it is necessary to direct them towards the businesses, amenities, and other places of interest that help define Downtown Elgin's identity. Though the City has made a conscious effort to establish a unified gateway and wayfinding signage system, the implementation of new development as a result of the Chicago Street Metra Station Area Plan may provide opportunities for the inclusion of additional gateways and signage. In order to reinforce and strengthen the Downtown brand/identity and further establish it as a recognizable "place," the City of Elgin may:

- Coordinate with new improvements to designate strategic locations for gateway features and prominent signage which signal one's arrival into the Downtown area while raising awareness of Downtown's importance;
- Recommend locations resulting from Station Area redevelopment to incorporate similar wayfinding signage (primary and secondary signage) in order to promote Downtown surroundings and guide both residents and visitors to local businesses, Downtown amenities, and City institutions; and
- Encourage the strategic expansion of the current system of Downtown related identity elements while maintaining a similar style, materials, and color representative of the existing character of Downtown Elgin.

The Fox River and land adjacent (e.g. Foundry Park, Walton Island, and Riverside Drive Promenade), combined with open space integrated among redevelopment opportunities suggested by the Plan, represent a collection of natural amenities and open space which are some of Downtown Elgin's most prominent assets. The preservation and potential enhancement of these areas is a priority initiative within the Plan. Programming elements such as public art installations, play areas, enhanced river edge landscaping, enhanced connectivity for existing trails and pathways, and future community events hosted by businesses, local institutions, and Elgin at-large will further activate these assets and provide greater visibility for Downtown Elgin.



# ELGIN – CHICAGO STREET STATION AREA PLANNING STUDY

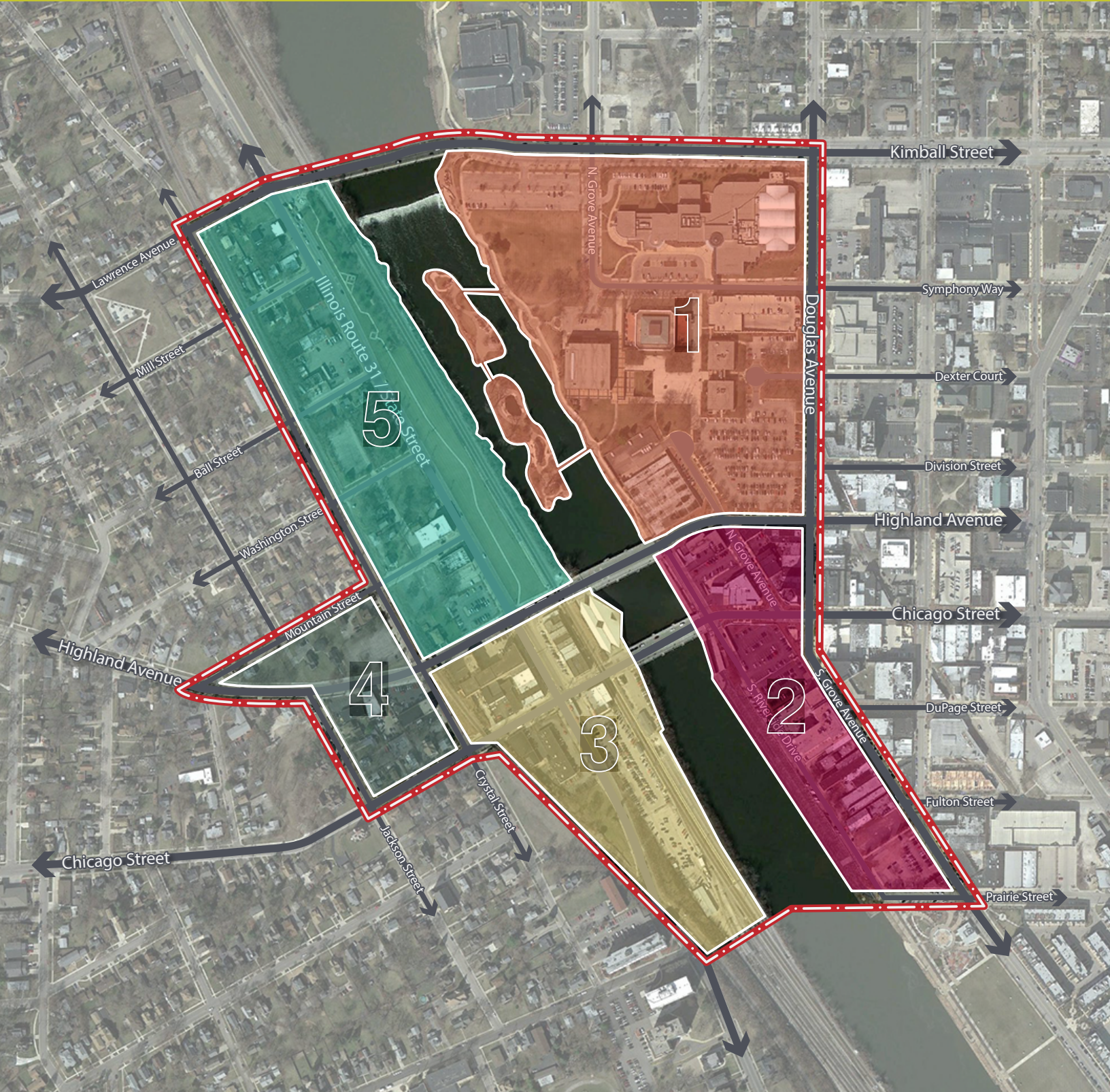


**BE A PART OF SOMETHING EXCITING!**





# Chicago Street Metra Station Area Plan | SUB AREA PLAN





## SUB AREA OVERVIEW

**Sub Area 1:** The largest sub area that consists of primarily civic related uses bounded by Kimball Street, Douglas Avenue, Highland Avenue and the Fox River;

**Sub Area 2:** A linear area along the bank of the Fox River which contains institutional, residential, and business uses, and is bounded by South Grove Avenue and the Fox River from Highland Avenue to Prairie Street;

**Sub Area 3:** An area along the Fox River that contains the Chicago Street station and related parking as well as the Pace Transportation Center. This area also includes business uses on both sides of State Street limited from Highland Avenue to Chicago Street;

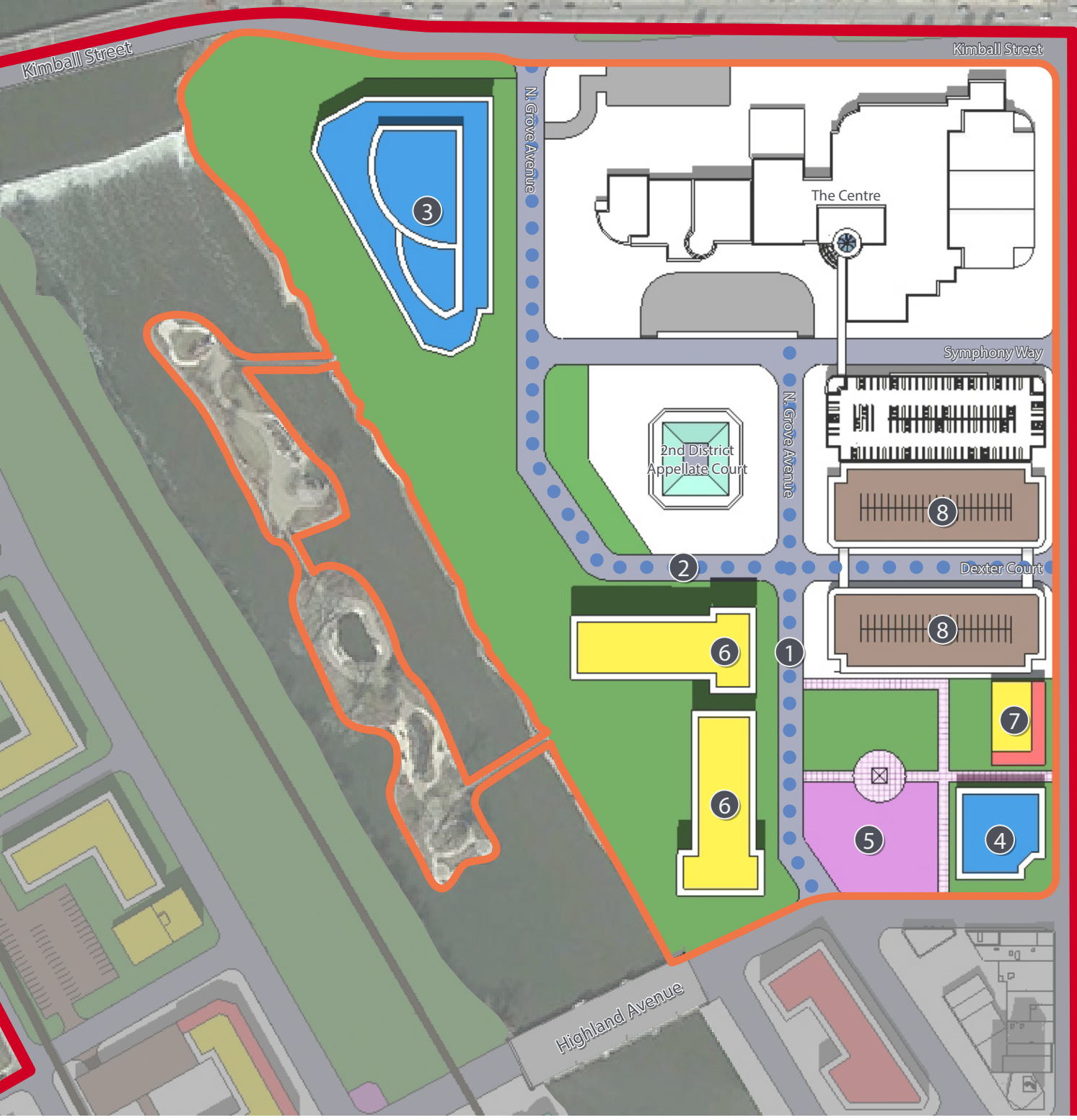
**Sub Area 4:** A smaller area that contains a mix of residential and business uses west of the elevated freight rail tracks between Mountain Street and Chicago Street; and

**Sub Area 5:** A linear area bounded by Crystal Street, the Fox River, Lawrence Avenue, and Highland Avenue which contains business uses with many vacant buildings and parcels, as well as a linear existing open space/park area between the Metra Milwaukee District West (MD-W) passenger rail tracks and State Street.



View Looking West into Downtown Elgin

# SUB AREA 1 | PLAN







# SUB AREA 1 | RECOMMENDATIONS

## General Recommendations

- Reinforce the long standing civic campus environment through the introduction of new, high quality civic structures as well as non-civic uses along the riverfront.
- Continue implementing an attractive and unified streetscape on newly introduced thoroughfares.
- Introduce high quality public spaces to accommodate the growing number of residents, visitors, and employees of Downtown Elgin.

## Specific Recommendations


1. Extend North Grove Avenue from Highland Avenue to Symphony Way.
2. Extend Dexter Court west to the river frontage before turning northward to connect with North Grove Avenue at Kimball Street.
3. Perform turnkey development of the Hemmens Cultural Center and relocate that facility to the southwest corner of Kimball Street and North Grove Avenue.
4. Relocate Elgin City Hall to the northwest corner of Highland Avenue and Douglas Avenue to update structure with the current aesthetic of Downtown Elgin.
5. Create a substantial public space at the view terminus of Highland Avenue, adjacent to the proposed Elgin City Hall.
6. Provide new multi-family residential development between the riverfront and the new North Grove Avenue extension.
7. Create a multi-use development north of the proposed City Hall in order to help define the open space terminating Highland Avenue.
8. Consolidate surface parking lots into a newly created “core” of structured parking south of the existing parking structure and continuing to the opposite side of the Dexter Court extension.




## LEGEND

### Sub Area 1 Improvements


 Station Area Boundary

 Sub Area Boundary

 Existing Buildings

 Civic

 Transportation

 Commercial


 Mixed-Use


 Multi-Family Residential

 Parking

 Promenade/Plaza

 Walkways

 Open Space

 Proposed Street

# SUB AREA 1

Sub Area 1 contains primarily governmental, public, and quasi-public structures such as The Centre, Elgin City Hall, Hemmens Cultural Center, the 2nd District Appellate Court Building, and the Elgin Post Office. With this significant concentration of civic uses, the Chicago Street Metra Station Area Plan will seek to reinforce this long established civic campus as well as introduce non-civic uses to occupy the river frontage. The plan has prepared a series of recommendations aimed at strengthening the grand nature of this subarea through enhanced connectivity, the suggestion for monumental architecture, and the introduction of high-quality public spaces to accommodate the growing number of residents and visitors, as well as employees who utilize the civic campus on a daily basis.

Recent implementation of very attractive and unified streetscape improvements have been completed along existing public thoroughfares, within, and on the periphery of Sub-Area 1. These improvements have greatly enhanced the pedestrian realm by providing attractive streetscapes and enhanced way finding signage throughout this sub-area. The Station Area Plan now calls for new streets to be added to break down the large unified space of the existing civic campus, to create additional blocks for existing and new structures. Following are recommendations for additions to the existing street grid pattern:

- North Grove Avenue should extend from Highland Avenue north to Symphony Way. This new street will provide additional circulation through the introduction of a new connection from the current post office site to a new “T” intersection with Symphony Way.
- Dexter Court should also be extended west through the current City Hall site towards the river frontage, turning northward to connect with North Grove Avenue at Kimball Street.

By implementing these extensions, new streets will begin to subdivide the existing large block formations of the current civic campus. Additionally, the City should implement the same quality streetscapes found throughout Downtown in order to ensure a cohesive and uniform look while continuing to promote a safe and inviting pedestrian environment.

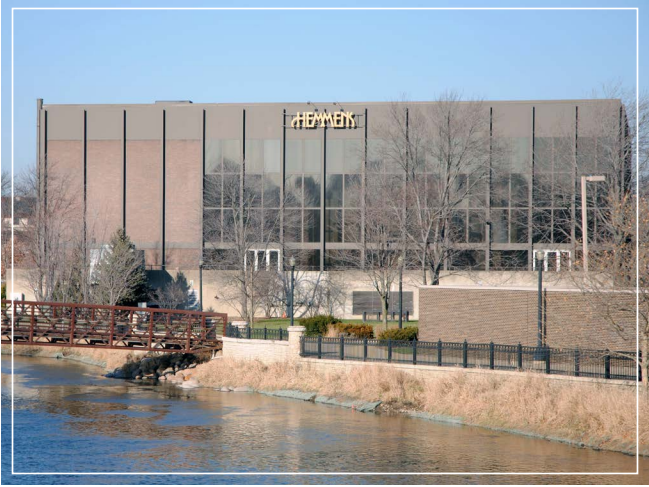
The City of Elgin has established a precedent of building high quality, well-designed institutional facilities as demonstrated with the recreation building known as The Centre, as well as the Elgin Police building. In other cases, where aging structures are still being used, such as the Hemmens Cultural Center, Elgin City Hall, and the Post Office, the opportunity may exist in Sub Area 1 to complete turn-key development of new facilities coordinating their aesthetic with that of other newer buildings.



Sub Area 1 - The Centre

# HEMMENS CULTURAL CENTER

It is recommended that the City of Elgin target the parcels south of Kimball Street (current location of a municipal parking lot and park extension) along the riverfront, for the development of a new, state-of-the-art Hemmens Cultural Center. The proposed location is a key area with superb visibility along the Fox River warranting the addition of a monumental example of architecture which advances the modern aesthetic established in other recent examples Downtown. The building should utilize a combination of glazed facades along the Fox River to create a beacon of light during the evening, while incorporating the materials, style, and details of nearby institutions in order to tie into the civic identity currently being established in the area. In addition, the opportunity to establish the new Hemmens Cultural Center as a beacon within the park provides a strong narrative while creating additional development opportunities further south, near the Grove Avenue and Highland Avenue intersection.



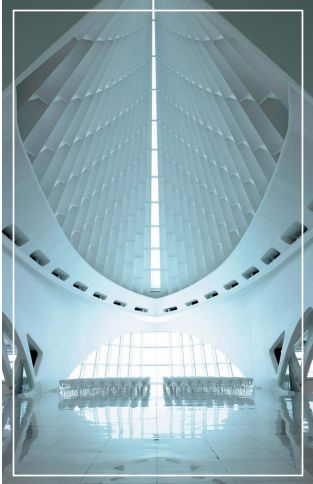
Existing Hemmens Cultural Center



Orange County Performing Arts Center



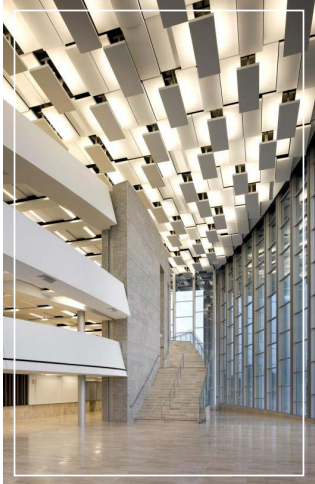
New Jersey Performing Arts Center



Milwaukee Art Museum



Miami Performing Arts Center



Valley Performing Arts Center - Northridge, CA



The City of Elgin may also attempt to develop a more contemporary City Hall, also incorporating the aesthetic of the new community facilities built nearby. In order to do so, the City should consolidate surface parking lots located at the northwest corner of Highland Avenue and Douglas Avenue and replace that parking in structured facilities immediately to the north, flanking both sides of the proposed Dexter Court extension.

The location of Highland Avenue and Douglas Avenue is significant as it serves as the view terminus for eastbound traffic along Highland Avenue, west of the Fox River. This presents the City of Elgin with an opportunity to make a grand architectural gesture, creating an enhanced focal point, terminating the view of an important thoroughfare. Design of the new City Hall facility should occur along the eastern edge of the parcel to create a street presence along Douglas Avenue and Highland Avenue, while preserving the western edge of the development for a substantial public open space. Completely enclosed along the west, north, and eastern edges, with high quality architecture and landscapes, this multi-level public open space will utilize both natural and hardscaped finishes providing the City with a substantial outdoor room envisioned to host a variety of events such as a Farmer's Market or a potential ice skating rink.

The relocation of the Hemmens Center combined with proposed extensions of Grove Avenue and Dexter Court result in considerable potential for additional development adjacent to the Highland Avenue Bridge along the Fox River. The City should consider consolidation of 66, 117, 176 North Grove Avenue, with adjacent connecting parcels for targeted development of large scale, multi-family residential development appropriate in character and style to comparable development in the Downtown. Design of these residential buildings may be oriented to maximize street frontage along the Grove Avenue and Dexter Court extensions, while preserving a maximum number of views along the river and enhanced access to the Riverside Drive / deck.





# ELGIN CITY HALL



Northwest corner of Highland Avenue and Douglas Avenue - Current Condition



Elgin City Hall - Proposed Improvement

# SUB AREA 2 | PLAN





# SUB AREA 2 | RECOMMENDATIONS

## General Recommendations

- Take advantage of redevelopment opportunities which may tie into the mixed use core of Downtown Elgin as well as the Sub Area 2's location along the Fox River corridor.
- Implement new development which reinforces the high degree of design throughout the area while maintaining high quality public spaces and streetscapes.
- Consider façade enhancements and maintenance improvements to existing aging structures in order to update their aesthetic with that of the rest of Downtown.

## Specific Recommendations

1. Provide access from new development opportunities to the riverfront promenade currently under development.
2. Redevelop underutilized properties along North Grove Avenue between Highland Avenue and Chicago Street into a character appropriate, multi-use structure creating an element that marks entry into Downtown from the west.
3. Complete Fountain Square on the River Phase 2.
4. Complete the planned River Park Place development at the southern bounds of Sub Area 2.



## LEGEND

### Sub Area 2 Improvements

- Station Area Boundary
- Sub Area Boundary
- Existing Buildings
- Civic
- Transportation
- Commercial
- Mixed-Use
- Multi-Family Residential
- Parking
- Promenade/Plaza
- Walkways
- Open Space



# SUB AREA 2

Sub Area 2 is an important and strategic location within Downtown Elgin. Located between South Grove Avenue and the Fox River, a combination of existing historic buildings and both new and planned development exists fronting South Grove Avenue to the east with western frontage along the Fox River Corridor. Also unique is Sub Area 2's status as the only part of the Station Area in the core mixed-use district to occupy Fox River frontage.

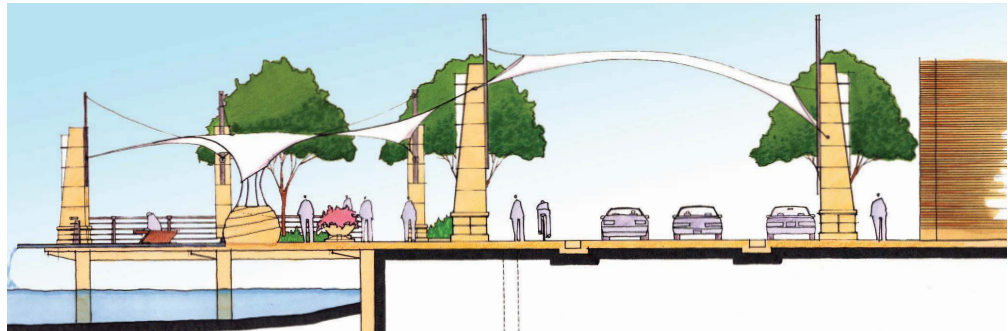
Currently, a long awaited project is underway which removes an antiquated parking structure adjacent to the western boundary of Sub Area 2 along the Fox River, replacing it with a thoughtfully designed riverfront promenade that will greatly enhance future development throughout. Including a variety of streetscaping elements, pavilions, and attractively landscaped parking, the promenade will foster continued reinvestment in the area while allowing for increased views along the Fox River corridor.

## RIVERSIDE DRIVE PROMENADE

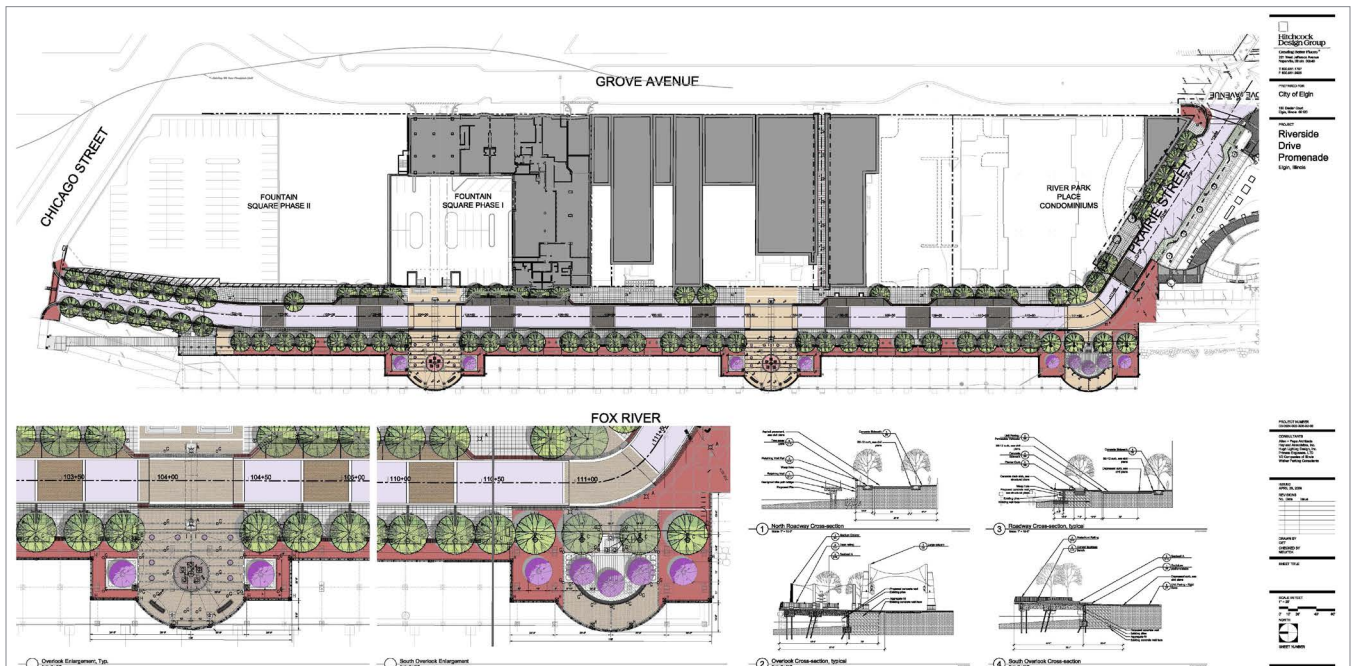
\*Plans and Renderings by Hitchcock Design Group



Proposed Detail



Proposed view of Riverside Drive Promenade



Riverside Drive Promenade Planned Design





Entering Sub Area 2 from the west along the Chicago Street bridge has the potential to be a memorable experience, however this view is currently flanked by older bank structure with a somewhat utilitarian exposure to the street view on one side, and a currently undeveloped property the other side. These locations offer an opportunity for new development that would substantially improve and impact the sense of entry to Elgin’s core downtown.

The block of parcels between Highland Avenue and Chicago Street west of Grove Avenue (12 – 24 East Chicago Street and 18 – 32 North Grove Avenue) should be considered for parcel consolidation and redevelopment of a multi-story commercial mixed-use structure. This building may present itself as a courtyard oriented building in a manner which maximizes street frontage along Grove Avenue while opening up its western façade to introduce a courtyard element providing a greater number of views west along the Fox River while allowing access to the proposed Riverside Promenade improvements.



**PROPOSED MIXED-USE BUILDING**  
Elgin Bank Sites





# FOUNTAIN SQUARE ON THE RIVER

\*Plans and Renderings by Legat Architects



View of Fountain Square on the River from across the Fox River



Fountain Square on the River Plan View



Fountain Square on the River Courtyard

South of Chicago Street, the City has planned and approved the Fountain Square on the River development. Phase one of Fountain Square, already completed, consists of an attractively designed, eight story structure housing a multitude of uses including ground level retail and a total of 90; one, two, and three bedroom residences.

Immediately north of the completed phase 1 of Fountain Square on the River, parcels located at 6-16 South Grove Avenue and at the southeast corner of Riverside Drive and Chicago Street have already undergone consolidation. This location includes the remainder of the Fountain Square on the River development already planned and approved by the City calling for an additional 197; one, two, and three bedroom residences and an additional 14 two to three bedroom duplex/townhome units. Planned development will provide a collection of buildings of similar character, materials, and mix of uses in order to result in a single cohesive, riverfront district highlighted by the inclusion of the riverfront promenade.

As the development approaches Chicago Street, building heights will step down, ending with a collection of three story duplex/townhomes designed with riverfront access around an attractive and intimate landscaped public garden. By stepping development down incrementally as it reaches Chicago Street, a hierarchy is established allowing the Elgin Tower to remain the focal point of the Downtown.



Fountain Square - Phase 1



Building maintenance and facade enhancements south of Fountain Square

Development south of Fountain Square, along Grove Avenue, consists of 1-3 stories and a mix of uses. Buildings located at 54-72 South Grove Avenue are character appropriate for the area however due to expected aging and normal wear and tear, façade enhancements and normal maintenance improvements should be considered.

The River Park Place development is a mid-rise (seven stories) residential development planned for the southern tip of Sub Area 2 and is located strategically to take advantage of long views along Festival Park. The planned development is character appropriate for the area, utilizing a similar style and materials palette as the townhouse development to the south along Grove Avenue as well as Fountain Square on the River development to the north. Parking for River Park Place is provided both under the structure itself with access off Riverside Drive as well as in a lot located at the rear of the building. Current plans illustrate a landscaped buffer in place to shield the parking from Grove Avenue. Upon construction of this development, the developer should consider including a well-designed masonry wall constructed out of similar materials as the building. A passage to the parking lot, off of Grove Street is recommended through a well-articulated entry way to allow for restricted access from the parking area for pedestrians.

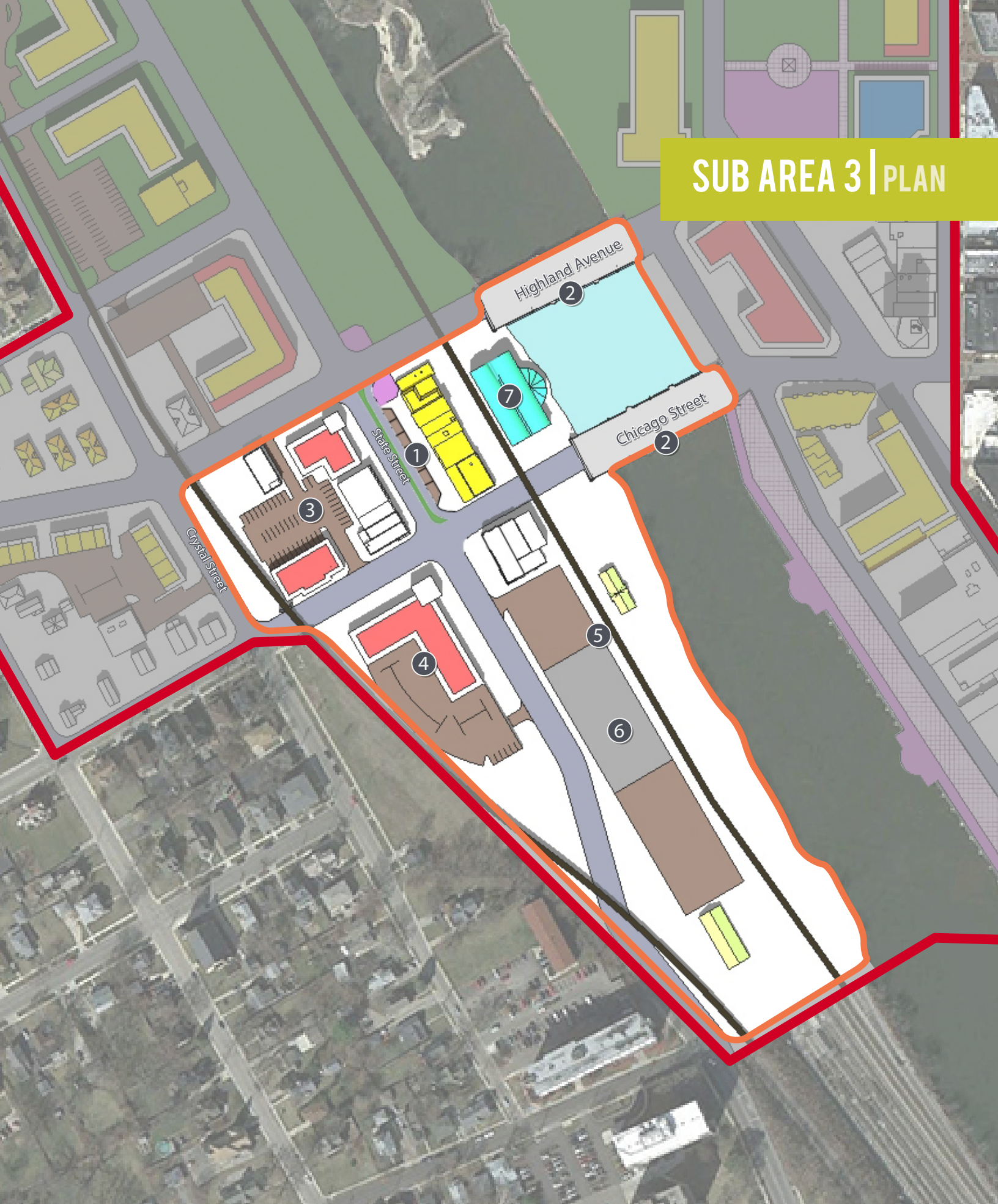
While it is just beyond the borders of Sub-Area 2, Artspace is nearly complete and taking applications for residents. Artspace is an organization that focuses on creating affordable space for artists and arts organizations strategically located to enhance cultural and economic vitality in communities. The Artspace project in Elgin, located between DuPage and Fulton Streets along the east side of Spring Street, will foster a sense of place and vitality while establishing a unique artists culture. This will create new customers to foster continued investment in entertainment venues in the core downtown and throughout Sub Area 2.



River Park Place Mid-Rise Development  
Plote Construction / Par Development



# SUB AREA 3 | PLAN





# SUB AREA 3 | RECOMMENDATIONS

## General Recommendations

- Implement new development which reinforces the high degree of design throughout the area while maintaining high quality public spaces and streetscapes.
- Consider façade enhancements and maintenance improvements to existing aging structures in order to update their aesthetic with that of the rest of Downtown.
- Continue implementing an attractive and unified streetscape on existing thoroughfares.













## Specific Recommendations

1. Improve the State Street cross section by reconfiguring parking to provide for a more substantial, raised, landscaped median to separate southbound circulation lane from remaining State Street traffic.
2. Perform streetscape improvements to Highland Avenue and Chicago Street bridges to update their aesthetic with those already implemented throughout Downtown Elgin.
3. Acquire 16-20 North State and 210-212 West Chicago Street to develop character appropriate 2-3 story, commercially oriented, multi-use development with shared parking.
4. Consolidate and acquire 215 West Chicago Street and 2-64 South State Street to develop a multi-use building (5-6 stories) with integrated parking structure, which may be shared with Metra commuters.
5. Construct a new depot on the inbound side of the MD-W Line tracks at the current Chicago Street Metra Station site.
6. Perform landscape and parking improvements in order to increase efficiency and reduce the visual impact of existing Metra parking.
7. Complete planned improvements on Pace Transportation Center, allowing the structure to meet code in Downtown Elgin.



## LEGEND

### Sub Area 3 Improvements

-  Station Area Boundary
-  Sub Area Boundary
-  Existing Buildings
-  Civic
-  Transportation
-  Commercial
-  Mixed-Use
-  Multi-Family Residential
-  Parking
-  Promenade/Plaza
-  Walkways
-  Open Space

## SUB AREA 3

The boundary of Sub Area 3 was defined in order to create a sub area which serves as the multi-modal transportation hub of Downtown Elgin. This sub area includes the Chicago Street Metra Station, Pace Transportation Center, a portion of the Fox River Trail, and other primary roadways and intersections; including both the Highland Avenue and Chicago Street bridges which serve as the study area's primary means of circulation across the Fox River.

While Sub Area 3 is not large in overall area, there are numerous opportunities for significant transformations to this part of Downtown Elgin that can result in a positive impact to both visual appearance as well as functionality and efficiency of the various transportation elements. It is this sub area which acts as a gateway to the institutional core of Downtown Elgin from the area west of the Fox River through the use of the Highland Avenue and Chicago Street bridges.

Perhaps the most visible area within Sub Area 3, in terms of location and traffic volumes, is the segment of State Street between Highland Avenue and Chicago Street. Having recently undergone a thorough revision of Downtown streetscapes, this area of State Street represents the final section of Downtown where these improvements have yet to be completed. Possessing a highly visible location due to its proximity to the core Downtown Business District, as well as potential for a significant pedestrian environment, this one-block area of State Street should focus on implementing the circulation, parking, and streetscape recommendations outlined below to allow Sub Area 3 to reach its full potential.

Recommendations for this area begin with a reconfiguration of current parking and a one-way circulation lane along the east side of State Street. In its current condition, a row of diagonal parking and southbound circulation lane make up most of the right-of-way leaving a narrow and insignificant concrete median to act as a barrier between the remainder of State Street traffic. This current condition results in a lack of space for any landscaping or streetscape enhancements.

In order to improve this condition, the proposed plan suggests a transition of the diagonal parking into parallel parking with a similar one way, circulation lane. The amount of right-of-way saved by reconfiguring the parking allows for a widened, raised, landscaped median (approx. 12') to be installed in place of the current concrete barrier.

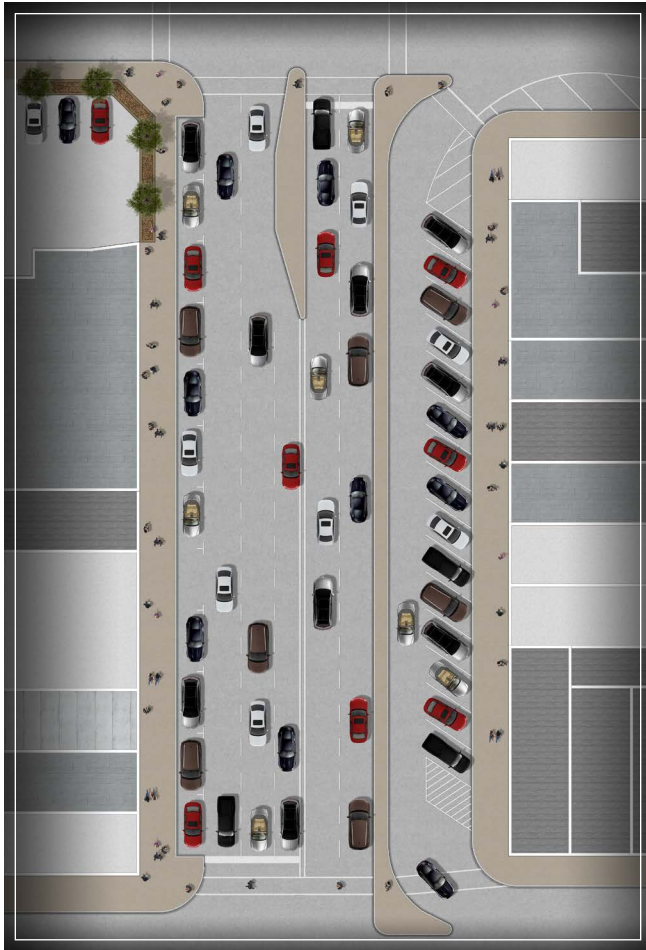
Additionally, if possible, the City should pursue widening the curb radius at the northeast corner of Highland and State Street in order to help vehicles making at right turn onto State Street clear the queue that backs up on Highland over the nearby railroad tracks.

Combined with this improvement, the City of Elgin should also perform and implement aesthetic improvements and resurfacing to both the Highland Avenue and Chicago Street bridges. Utilizing similar design elements and materials as surrounding streetscape enhancements, the City of Elgin should look to celebrate the presence of these bridges and reinforce their status as the primary means of circulation across the Fox River.

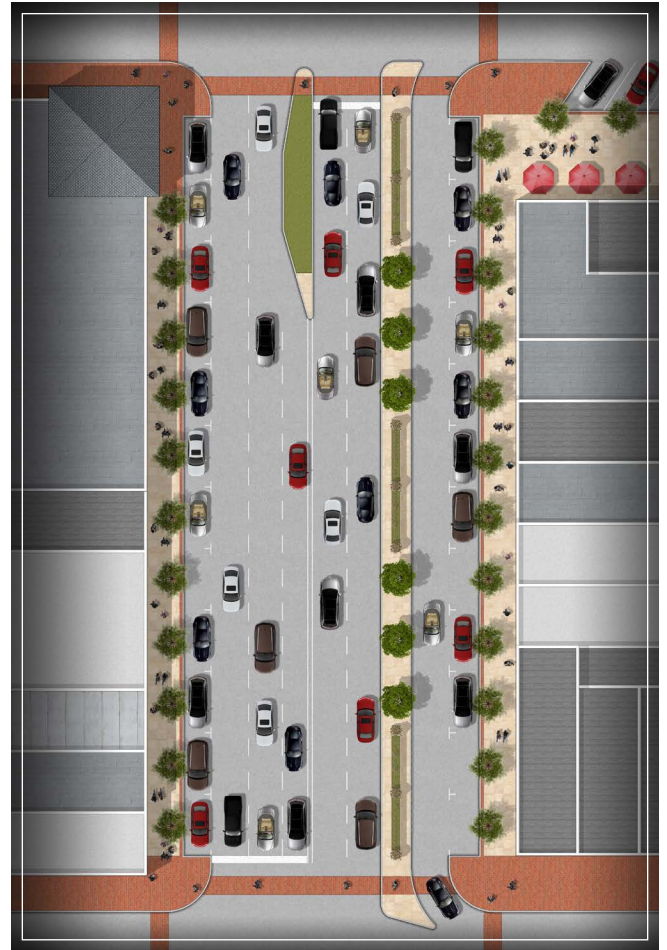
The intersection of Highland Avenue and State Street is significant and should yield development opportunities to establish it as one of Downtown's most important, particularly outside of the Central Business District. In order to reinforce the pedestrian environment, the Proposed Conditions Plan recommends the removal of existing 21 North State Street to be replaced with a hardscaped plaza to be utilized for outdoor dining and public gathering. Remaining development along the west side of State Street includes character appropriate 2-3 story, commercially oriented, multi-use building types (7-19 North State Street and 116-118 West Chicago Street). This scale of development contributes well to the desired scale and character of the area. Due to the appropriate nature of these structures minimal façade enhancements and general maintenance improvements are the only recommendations suggested in order to maximize their contribution to the overall environment.



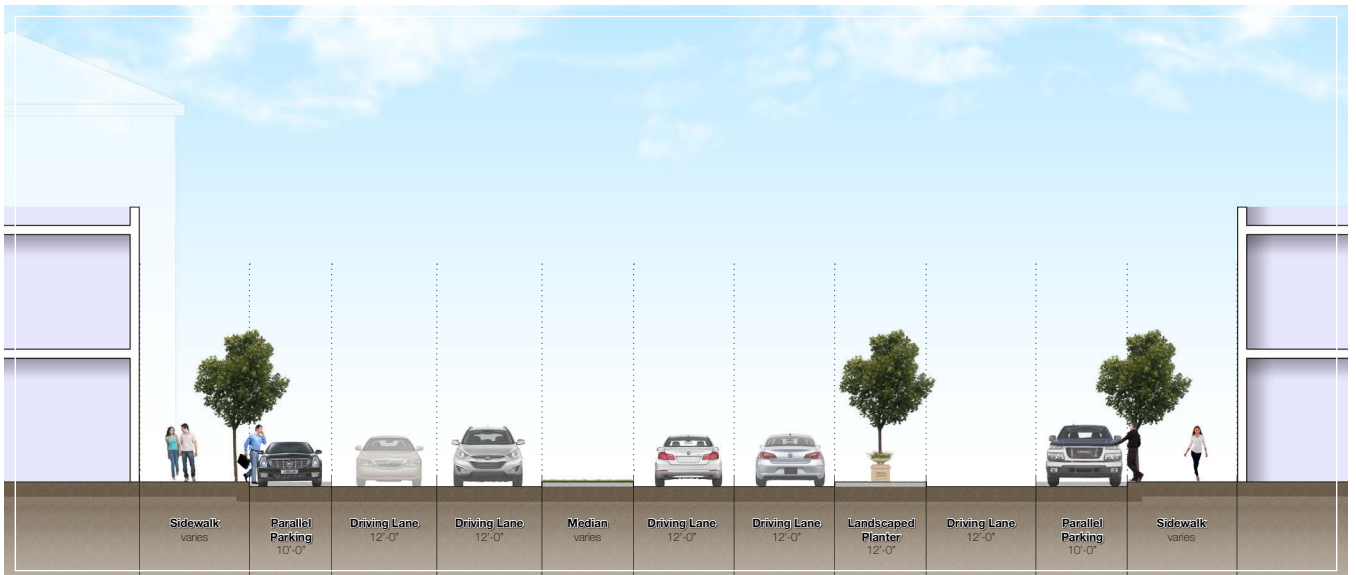
# STATE STREET IMPROVEMENTS



State Street - Existing Conditions



State Street - Proposed Improvements



State Street between Highland Avenue and Chicago Avenue - Proposed Cross Section (Design of Landscaped Planter to be determined)

# STATE STREET IMPROVEMENTS



View north on State Street just south of Chicago Street - Current Conditions



View north on State Street just south of Chicago Street - Proposed Improvement (Design of Landscaped Planter to be determined)



# STATE STREET IMPROVEMENTS



View north on State Street - Current Conditions



View north on State Street - Proposed Improvement (Design of Landscaped Planter to be determined)



Along the west side of State Street, the City of Elgin should help aid in developer acquisition of 16-20 North State Street and 210-212 West Chicago Street, should they become available. Recommendations for both locations include the consolidation of parcels for character appropriate 2-3 story, commercially oriented, multi-use development with shared parking areas within the block. A tower feature may be appropriate at the southwest corner of the Highland Avenue / State Street intersection in order to signify the importance of this location. By redeveloping these parcels and re-orienting their uses along State Street and Chicago Street, a more consistent “streetwall” could be established to create a pleasant and inviting pedestrian environment. Existing structures located at 4-12 West Chicago Street may be considered as examples of appropriate character and scale, however overall maintenance improvements may be needed in these locations in order to create a consistent and uniform development environment.

Vehicular access to the Metra Chicago Street Metra Station may also be improved near this location with a dedicated left turn lane for southbound traffic on Route 31.

Significant development opportunity is also present on the collection of parcels located at the southwest corner of the intersection of State Street and Chicago Street. The City should facilitate the acquisition by private developers of 215 West Chicago Street and 2-64 South State Street as they become available and perform parcel consolidation in order to help develop a commercially-oriented multi-use space (5-6 stories). Development should be oriented towards the corner in order to establish a presence along both Chicago Street and State Street while providing a sense of enclosure to a small hardscaped plaza located on the opposite corner, across State Street. In order to accommodate the parking demands associated with development of this scale a parking deck may be located at the rear of the parcel along the railroad tracks reducing its’ visual presence from major roads. This parking structure may also be shared by Metra commuters as well.



**MIXED-USE BUILDING**  
State Street and Chicago Avenue

# METRA – CHICAGO STREET STATION

The current Chicago Street Metra Station building is located just south of Chicago Street on a narrow tract of land between the Milwaukee District West (MD-W) tracks and the bank of the Fox River. The station currently lacks visibility due to existing topography and historic mixed-use buildings at the southeast corner of the Chicago and State Street intersection. While the current station parking and building functions as needed, the station building itself lacks a true presence within Downtown Elgin.

The existing station building was constructed at a time when passengers traveling outbound from Chicago outnumbered those traveling into the City from Elgin. For this reason, the Station was built on the outbound side of the tracks. Because of evolving Metra ridership, this condition is no longer ideal as current station standards typically place the station on the inbound side of the tracks.

Throughout the planning process Metra has considered several options to help with this situation. However, due to a number of constraints in the Chicago Street Metra Station Area, those scenarios were unable to work with Metra operations.

The Proposed Conditions Plan explores one final scenario whose goal is to increase efficiency and convenience for both Metra and its riders. This improvement calls for the rehabilitation and enhancement of the old warming shelter on the inbound side of the tracks. The enhanced structure could accommodate Metra riders as well as additional storage and facilities for Metra.



MD-W Train entering existing Elgin Metra Station

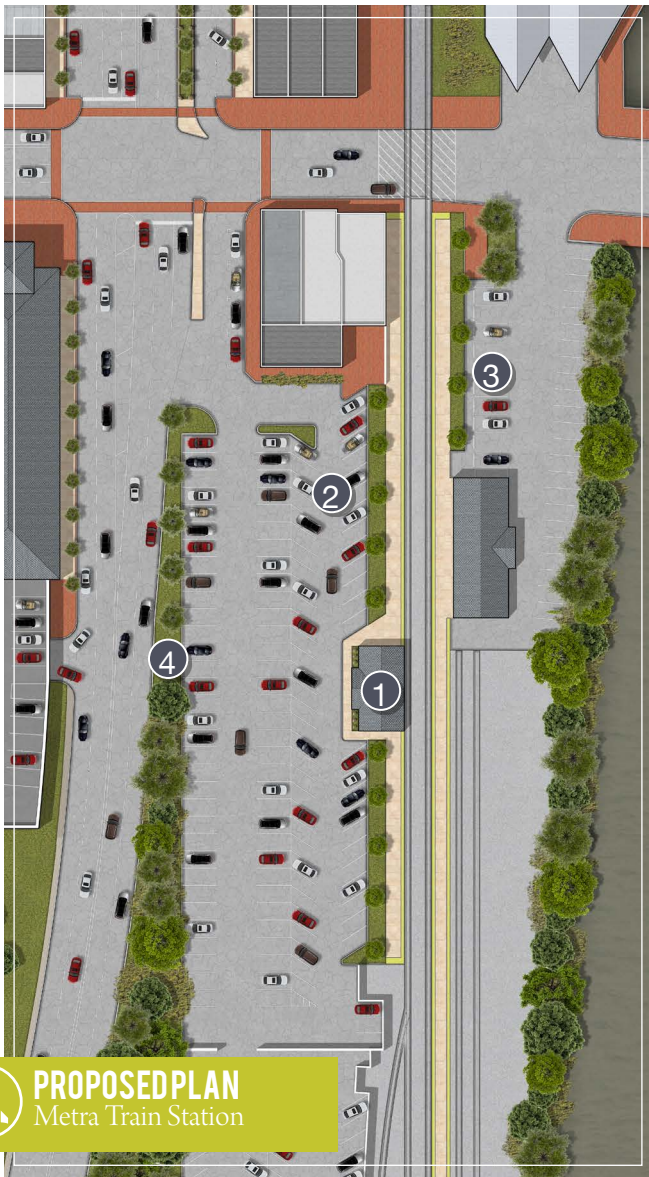


Elgin Metra Station with Pace Transportation Center in the background



Elgin Metra Station - Existing Facilities





**PROPOSED PLAN**  
Metra Train Station

- ① Upgrade and Enhance existing Metra Station warming shelter
- ② Reduce drive aisle width in order to provide more room for landscape enhancements
- ③ Provide handicap parking areas closer to enhanced warming shelter
- ④ Enhance landscaping along State Street

### *Upgrade and Enhance existing warming shelter on the inbound side of the tracks*

Although current Metra standards typically place the Station and ticketing agent on the inbound side of tracks, the increased cost and logistical concerns associated with moving the Station and agent’s facilities from its existing location are too great to do so. However, as the existing depot and warming shelter reach the end of their useful lives, Metra may consider relocating the depot and station agent to the inbound side. Upon enhancement of the existing warming shelter, Metra may consider rehabilitation and improvements of its existing station as a long term initiative.

Additionally, the City of Elgin and Metra may cooperate to perform an evaluation of the existing parking configuration near the enhanced warming shelter. If in cooperation with Metra’s Parking and Design Guidelines a reduction in the drive aisle width along the western façade can be achieved, a more significant landscape buffer may be provided along the platform along with dedicated kiss-and-ride spaces. Due to anticipated increased usage of an enhanced shelter, handicap parking spaces may need to be relocated from the parking lot on the east side of the tracks. There will be trade-offs in relocating these handicap spaces as well as in the evaluation of the existing commuter parking lot in order to maximize parking efficiency. However, it may be possible to make adjustments to the layout of the Metra Staff Parking lot to the south in order to shift the current fence and gate further southward to assist in achieving an improved parking lot with no loss of spaces. Note that the current inbound and outbound commuter platform lengths cannot be adjusted due to the geometry of the current track layout moving south towards the equipment storage yard.

A large area of parking for both commuters and trains exists in Sub Area 3 along the Fox River currently restricting development potential for this portion of the sub area adjacent to the southeast corner of Chicago Street and State Street. However, landscape and parking improvements should be incorporated into this area to reduce its visual effect on the surroundings. Street trees, landscaped buffers, and parking islands may be incorporated to diminish the perceived mass of this service-oriented area while providing a more positive impact on the Fox Riverfront and adjacent properties.

# PACE – TRANSPORTATION CENTER TERMINAL

Currently, the Pace Transportation Center has an imposing impact on the Downtown Elgin skyline. The shape and character of this canopy structure allow the building a considerable identity on the Fox Riverfront and due to its age and current state of it's maintenance, the opportunity to enhance it may exist in order to have a more positive impact on its surroundings while ensuring that the existing building is up to code.

Improvements to the existing structure should be coordinated with other improvements occurring in Downtown Elgin in order to minimize disruption to the surrounding area. Similar materials and style should be utilized to enhance the facility while improving its civic status in the Station Area. Implementing the necessary improvements and bringing the structure up to code, will allow the Pace Transportation Center a more positive impact on the Station Area in Downtown Elgin.

By combining these improvements, including the reconfiguration of on street parking to allow for a widened landscaped median, aesthetic enhancements to the Highland Avenue and Chicago Street bridges, streetscape enhancements along the east and west sides of State Street, and building maintenance and aesthetic enhancements, the City of Elgin will have successfully transformed Sub Area 3 into an attractive atmosphere for its downtown.



Hyde Bus Station - Manchester, UK



Milwaukee Intermodal Station



Rosa Parks Transit Center - Detroit, MI



# SUB AREA 4 | PLAN







## SUB AREA 4 | RECOMMENDATIONS

### General Recommendations

- Continue implementing an attractive and unified streetscape on existing thoroughfares.
- Introduce high quality “people” spaces to accommodate the growing number of residents, visitors, and employees of Downtown Elgin.
- Implement new development, which reinforces the high degree of design throughout the area while maintaining high quality public spaces and streetscapes.
- Consider façade enhancements and maintenance improvements to existing aging residential structures in order to update their aesthetic with that of the rest of Downtown.

### Specific Recommendations

1. Establish railroad overpasses along Crystal Street at Highland Avenue and Chicago Street as transitional gateways for eastbound traffic into Downtown Elgin.
  - » Perform aesthetic and streetscape enhancements to overpass structures including decorative railings, seasonal graphics, and attractive illumination techniques.
2. Introduce infill multi-family residential structures on the triangular block bounded by Mountain Street, Crystal Street, and Highland Avenue of similar character to surrounding residences.
3. Develop multi-family residential units along Highland Avenue and Crystal Street of high quality design and materials.
  - » Locate parking areas for these structures internally, at the rear of the units in order to minimize vehicular presence from main thoroughfares.



### LEGEND

#### Sub Area 4 Improvements

- Station Area Boundary
- Sub Area Boundary
- Existing Buildings
- Civic
- Transportation
- Commercial
- Mixed-Use
- Multi-Family Residential
- Parking
- Promenade/Plaza
- Walkways
- Open Space

## SUB AREA 4

The limited size of Sub Area 4 does not undermine its significance as a transitional gateway from the neighborhoods located west of the Fox River and State Street corridor entering Elgin's downtown. This approach for eastbound Highland Avenue traffic creates an opportunity to consider land use changes within Sub Area 4 that will enhance this transition and entry sequence approaching Downtown Elgin. Highland Avenue experiences moderate traffic due to a fair amount of visitors to the Elgin area that travel through Sub Area 4 to either continue eastbound onto Chicago Street or to connect to State Street via Crystal Street.

For a number of reasons including safety, the Union Pacific Railroad prohibits the attachment of aesthetic elements to its bridges. The City of Elgin will need to work directly with the UP in order to incorporate these improvements in accordance with its own standards.

Downtown approach eastbound along Highland Avenue produces a view corridor terminating directly on railroad overpass bridges, whose current aesthetic is unappealing. The Station Area Framework Plan calls for enhancements to this bridge including new decorative railings and graphics applied or hung from the bridge structure to create an attractive and monumental view termination. This enhanced bridge structure is envisioned as an attractive frame of view for the eastbound Highland Avenue approach into Downtown. While Chicago Street carries two-way traffic west of State Street, there is significant eastbound local and transient traffic approaching the bridge structure and Elgin's Downtown from the west which necessitate similar improvements to this structure as well.

Aesthetic improvement of these overpasses should utilize design cues borrowed from beautification elements introduced in the streetscape enhancements being implemented throughout the Downtown area. Thoughtful design combined with a cohesive style, appropriate character, and compatible materials will transform these overpasses into memorable gateways welcoming all visitors and residents into Downtown Elgin from the west. The applied graphics can be changed during the year to highlight seasons or significant events. Night lighting will be a key element to the illumination of the proposed bridge graphics and improvements while serving as a beacon for the thriving Downtown activity beyond.

Sub Area 4 is bisected by Highland Avenue and consists of two relatively small development blocks north and south of Highland Avenue between Crystal Street and Jackson Street. The triangular parcel north of Highland Avenue is envisioned for in-fill multi-family residential uses where there is an underutilized public parking lot and vacant parcels. This triangular parcel includes relatively steep topography which dictates smaller footprint structures set into the hillside with massing and architectural design that will be compatible with the context of the existing neighborhood.

The parcels that make up the remainder of Sub Area 4 south of Highland Avenue are currently a mix of business uses along Highland Avenue and part of the Crystal Street frontage. The framework plan shows these areas to be redeveloped as multi-family residential structures fronting along Highland Avenue and turning the corner to front along Crystal Street. For this development block, parking areas are located at the rear of the residences within the core of the block, in order to minimize vehicular presence and maximize the aesthetic of the area.



# HIGHLAND AVENUE UNDERPASS RENOVATIONS



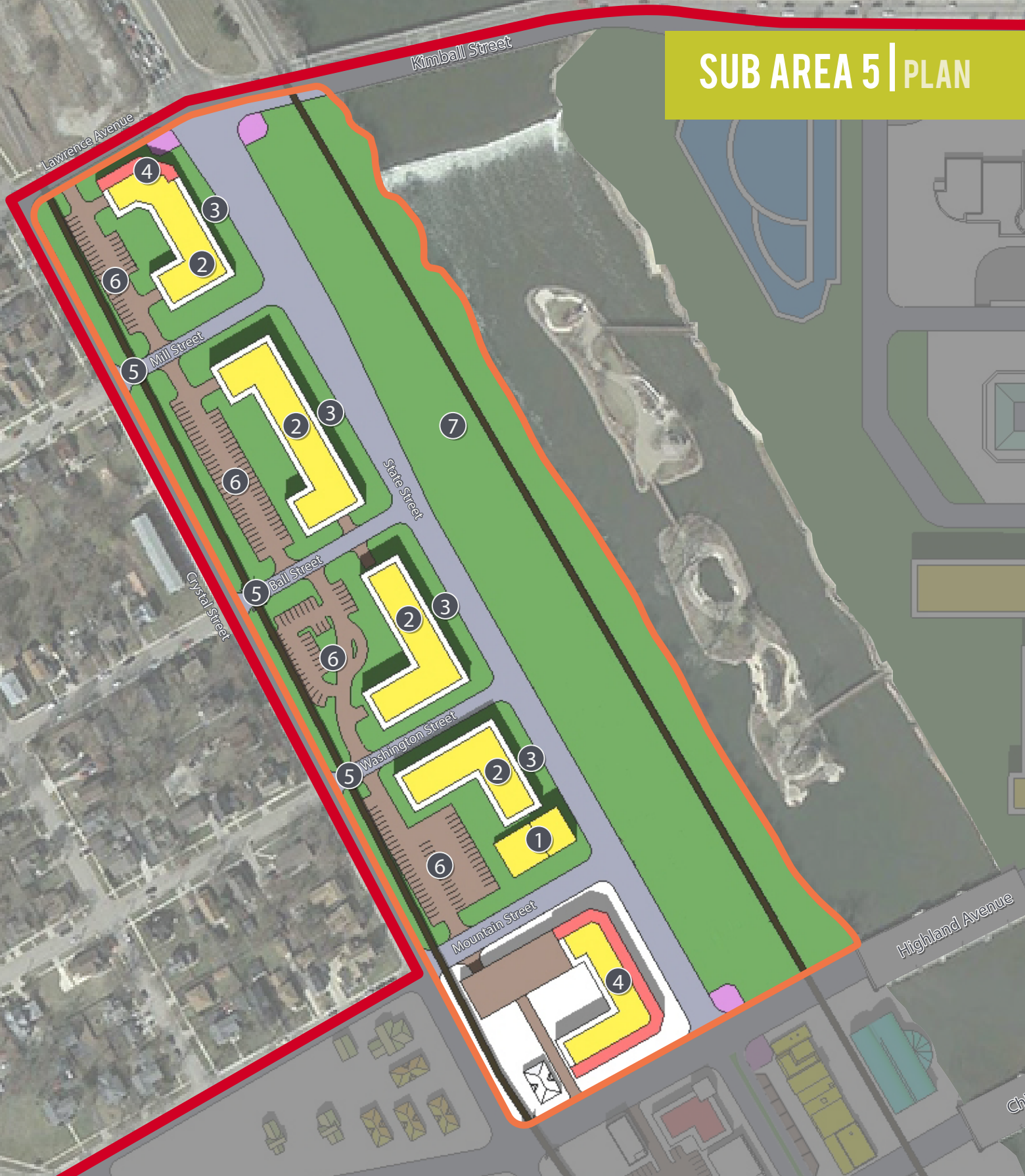
Highland Avenue Underpass - Current Conditions



Highland Avenue Underpass - Proposed Improvements



# SUB AREA 5 | PLAN







# SUB AREA 5 | RECOMMENDATIONS

## General Recommendations

- Consolidate vacant and underutilized parcels between Kimball Street to the north, Highland Avenue to the south, Crystal Street to the West, and State Street to the East for character appropriate multi-family residential development.
- Implement new development which reinforces the high degree of design throughout the area while maintaining high quality public spaces and streetscapes.
- Design buildings with varying heights and well articulated facades in order to preserve architectural interest.













## Specific Recommendations

1. Consider the existing Heider Electric Supply Company for adaptive re-use of character appropriate multi-family residential development. Should its proximity to State Street prevent the existing structure from being re-used the site may be targeted for similar character and scale redevelopment being proposed on surrounding parcels.
2. Develop mid-rise (3-6 stories) multi-family residential buildings along State Street to take advantage of views along the Fox River Corridor and into Downtown Elgin.
3. Utilize topography to create an elevated pedestrian promenade along State Street.
4. Introduce ground floor retail/entertainment uses at Kimball Street and Highland Avenue in order to create nodes of activity which promote a positive pedestrian realm along the length of State Street.
5. Provide access to parking and drop off areas off Mill Street Ball Street, and Washington Street in order to allow for a consistent and unified streetwall.
6. Locate utilitarian and parking areas along Crystal Avenue in order to preserve premium views along Foundry Park and the Fox River for inhabitable residential space.

Evaluate passive and active recreation/open space scenarios in Foundry Park and include the potential to incorporate large scale monuments or public art installations.



## LEGEND Sub Area 5 Improvements

-  Station Area Boundary
-  Sub Area Boundary
-  Existing Buildings
-  Civic
-  Transportation
-  Commercial
-  Mixed-Use
-  Multi-Family Residential
-  Parking
-  Promenade/Plaza
-  Walkways
-  Open Space

## SUB AREA 5

Sub Area 5 consists of a linear area stretching from Kimball Street to the north, Highland Avenue to the south, and is bisected by State Street (IL Route 31). Included in this sub area is Foundry Park, Metra's Milwaukee District-West railroad tracks and the west bank of the Fox River to the east. A group of six blocks defined by a mix of aging commercial/industrial structures fronts State Street and transitions to a mix of single and multi-family residences, up the hill, to the west. Much of the land area in this sub area remains vacant however few businesses are still in operation along the corridor. The City of Elgin currently owns several parcels including the public parking lot at the northwest corner of State Street and Highland Avenue and could attempt to consolidate the remaining parcels in the area in order to allow a substantial development opportunity in this location.

The Station Area Plan recommends land-use modifications on all parcels west of State Street in order to allow for a complete redevelopment of this area, with the exception of the Heider Electric Supply Company building located at the northeast corner of State Street and Mountain Street. The existing Heider building may represent a potential example for an adaptive reuse project, transitioning to a use more compatible with that of potential future development in the area. While this structure appears to possess a great potential for adaptive reuse, it should be noted that its proximity to the State Street curblines may limit potential improvements to the pedestrian right-of-way along the building's frontage and may in turn benefit from a complete redevelopment.

The vast majority of privately owned land within Sub Area 5 is vacant. Because of this, the City of Elgin should attempt to help a developer consolidate parcels in order to allow for substantial multi-family residential redevelopment along the west side of State Street between Highland Avenue and Kimball Street. Additionally, strategic locations at the southern (Highland Avenue) and northern (Kimball Street) extents may be designated for multi-use structures in order to introduce ground floor retail / entertainment uses.

The Plan recommends the development of mid-rise (3-6 stories) residential structures in order to take advantage of existing site topography to yield spectacular views of the Fox River corridor and into Downtown Elgin. Access to parking and drop-off areas may be accommodated from secondary streets running perpendicular to State Street, such as Mill Street, Ball Street, and Washington Street.

Building orientation should locate utilitarian/non-desirable uses along the western edge in order to allow the primary façade of the structure to face eastward. By orienting new development in this manner, the City can ensure the creation of a consistent streetwall of varying heights and articulated facades along Foundry Park and the Fox River corridor. It is important for future development to maintain a high degree of design while generating similar architectural interest as other newer development throughout the Downtown.

The presence of considerable topography in the area creates an opportunity to develop an elevated promenade along the western edge of State Street. In this location, a retaining wall may be constructed, set back from the curb line in order to create an elevated walkway along the proposed residential structures. The elevation and setback of this space will greatly mitigate the issues associated with State Street traffic while also providing enhanced views from ground floor dwellings. The proposed promenade represents a safer and more pleasant environment for pedestrian traffic.

Foundry Park is an element of Sub Area 5 that must continue to be featured. Named after the former foundry that occupied the site, the Park is bounded by State Street to the west and the west bank of the Fox River to the east. The Station Area Plan recommends the preservation of Foundry Park with an evaluation of active and passive recreation/open space scenarios to determine enhancements to be added to the park in the future. A formal landscape plan may be developed and circulation should be maximized through the addition of additional paths through the park. Additionally, due to the size of the park, further design detail could be devoted to the development of formal or informal spaces to incorporate large scale monuments or temporary or permanent public art installations such as the installation of the Elgin Historic Windmill which has been approved and is currently awaiting installation.



# SUB AREA 5 REDEVELOPMENT



Northwest corner of Highland Avenue and State Street - Existing Condition



Northwest corner of Highland Avenue and State Street - Proposed Improvement



# SUB AREA 5 REDEVELOPMENT



Intersection of State Street and Washington Street - Existing Condition



Intersection of State Street and Washington Street - Proposed Improvement



# SUB AREA 5 REDEVELOPMENT



Southwest corner of State Street and Lawrence Avenue - Existing Condition



Southwest corner of State Street and Lawrence Avenue - Proposed Improvement







Design Guidelines are a useful tool utilized to provide an overall framework for a City, to achieve a sustainable, context-sensitive, and aesthetic redevelopment of public/private area while encouraging an enhanced relationship with local transit and pedestrian friendly amenities. The goal of these guidelines is to provide a clear and concise set of directions for the City, its elected officials, and the community to achieve the objectives outlined in the Chicago Street Station Area Planning Study.

The design guidelines are organized into two sections. “Redevelopment Guidelines” address private property improvements such as the built environment, off-street parking, vehicular access, and transit/pedestrian amenities. “Transit and Pedestrian Guidelines” focus with general public improvements along major streets in terms of transit and pedestrian access improvements and streetscape amenities.

The City of Elgin has already performed a number of studies aimed at creating a cohesive and compatible Downtown environment. Many of these elements, which have already been implemented, have made a successful impact in establishing Downtown Elgin as a unique and noteworthy place. The following guidelines provide a general framework compatible with previous studies, for areas of development within the Chicago Street Station Area that have yet to undergo these improvements.

# REDEVELOPMENT GUIDELINES: PRIVATE PROPERTY

## *Street Wall Design*

Buildings fronting major streets within the study area (e.g. IL Route 31, Highland Avenue, Chicago Street) are encouraged to respect, reinforce, and enhance the entire streetwall. Streetwall design is essential to creating an attractive and pedestrian-oriented station area environment.

- Consistent building frontage is encouraged for each block along major thoroughfares, with each structure being located at the build-to-line.
- Landscape should be encouraged along the frontage to establish continuity between buildings and define areas of the streetwall where buildings are absent.
- Corner buildings should be enhanced with distinctive architectural and design features in order to help define adjacent intersections.
- Structures should range in height from 3-5 stories. Corner buildings may utilize the increased heights in order to provide a sense of monumentality at specific intersections.
- Building massing and site design should be coordinated with adjacent properties to provide a cohesive and architecturally rich, Station Area development.

## *Building Placement & Architecture*

Building location and orientation on redeveloped parcels are important factors in helping to create and improve a rich development environment. The guidelines outlined below help both new and renovated buildings ensure they are of complimentary character to those of the surrounding area, joining together to create a transit-based/pedestrian-friendly environment in the Chicago Street Station Area.



Consistent building frontage to help define street edge



Corner buildings to hold and define intersection



Coordinate site design with adjacent properties to create a rich environment



## Building Location and Orientation

- Station Area redevelopment should utilize the concept of “build-to-lines” versus traditional setback lines.
  - » A built-to-line establishes the point to which buildings should be placed and provides development projects with the opportunity to achieve a consistent but well-articulated and architecturally interesting streetwall.
- In instances where buildings do not approach the build-to-line, the resulting space should be occupied by an active use (e.g. outdoor seating/gathering, outdoor dining, or other people-oriented spaces) in order to create a sense of place within the Station Area.
- Build-to-lines may be manipulated by the City in order to result in specific spaces within Downtown.
- Public entrances and walkways should be clearly defined utilizing façade articulation or other features such as; porticoes, awnings, or other entry features that contribute in a positive manner to the overall building design.
- Corner buildings should be designed with equal attention paid to both facades. All sides of the building visible from the street should comply with the design guidelines.
- Landmarks and other focal points should be created by placing signature civic, institutional or other architecturally prominent uses in high visibility locations such as at major intersections or terminating the vistas of significant corridors.

- Commercial uses should be located on the ground level, opening directly onto pedestrian paths.
  - » These uses should utilize well designed, transparent shop fronts in order to promote an interaction between uses inside and the pedestrian environment.
- Clustered retail establishments are preferred versus standard strip retail development.
  - » Benefits of clustered development include vehicle and shopper convenience as well as traffic reduction.
  - » Transit can better serve clustered businesses by providing one-stop services.
- Service areas and loading facilities should be located out of view from major streets and intersections. They should be enclosed, screened, and positioned to minimize their impacts on adjacent uses.



Occupy resulting spaces with active uses



Service areas & loading facilities screened from public right-of-way

## Building Height and Proportion

- Variation in building height is encouraged to create an attractive and architecturally interesting roofline.
- Building heights should be complimentary to surrounding uses, with a suggested height of 3-5 stories along major streets and 2-3 stories elsewhere, in order to achieve economic vitality.
- Corner buildings should be built utilizing maximum heights in order to provide significant anchors to major intersections.
  - » If this is not possible, buildings may utilize extended facades and parapets in order to gain extra height.

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- Façade composition should be based on a tripartite design:
  - » Base- Ground level, providing a visually solid base, scaled appropriately to the pedestrian realm;
  - » Body- Upper levels, forming the primary massing of the building, utilizing features which break up monotony and provide architectural interest;
  - » Cap- Top level, roof or parapet

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- Buildings should utilize vertically oriented windows, columns, and other architectural features along major thoroughfares in order to avoid blank and windowless facades.
  - » Windowless expanses of wall on street facing facades should be prohibited.

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- Building roofs are integral to the massing of the building and should cover the entire width and depth of the buildings.
  - » Superficial roof forms such as “mansards” affixed to the building façade are prohibited.



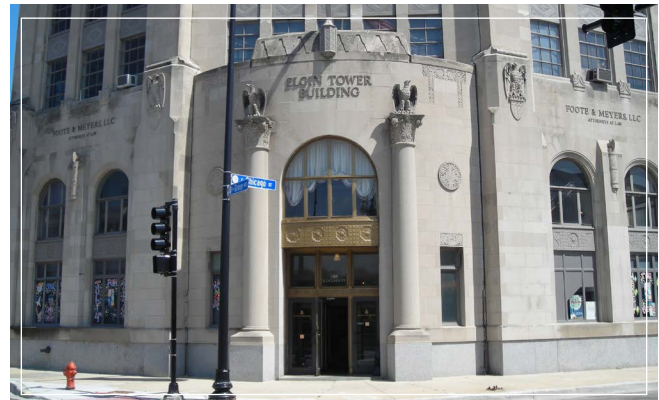
Corner buildings to anchor intersections



Tripartite composition: Base, Body, and Cap



Roof forms integrated with building architecture



Vertically oriented windows, columns, and architectural features



## Access & Circulation

### Vehicles

- Access to building should be provided safely and conveniently for pedestrians, persons with disabilities, bicyclists, automobiles, transit customers, and vehicles.
- Vehicular driveways should be consolidated to limit curb cuts and points of conflict between vehicles and pedestrians particularly along Route 31.
- Drive aisles for vehicles should be designed such as to allow transit to employ an efficient circulation route through the site.
  - » Drive aisles should be aligned across drive lanes and other parking areas.

---

- Garage entrances, wide turning radii, driveways, and dedicated turning lanes should be located along minor streets away from primary pedestrian areas.
- Internal roadway networks for community shopping centers should be designed to accommodate transit vehicles and provide access to major retailers.

### Pedestrian and Bicycle

- The pedestrian system should include convenient connections between public sidewalks and significant destinations such as shopping centers, community institutions, and recreational areas.
- Walkways should be designed to provide pedestrian linkage from buildings to transit stops. Walkways and bikeways can be located through open spaces and along designated easements to provide direct access.
- New development opportunities should provide mid-block breaks/passages to allow for access to transit stops.
- Bicycle routes should be provided within the Station Area to encourage cycling for commuters, shoppers, and for recreational users.



Garage entrance with wide turning radii along minor streets



Mid-block access to rear loaded parking lots



Direct pedestrian connection from sidewalk to neighborhood park



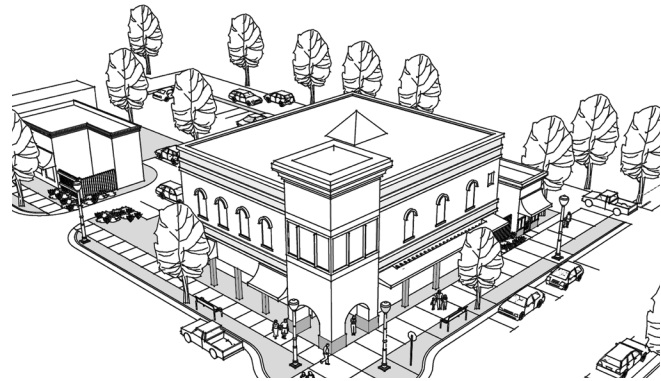
Provide clear bicycle markings to encourage cycling

## Parking Location and Access

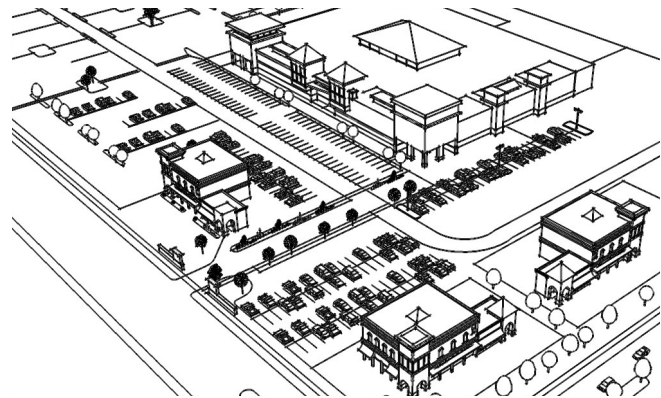
- Parking areas and garages should be located to the side/rear of buildings accessed from minor streets.
  - » Where this provision is not practical, parking should be screened from view from the pedestrian realm through the use of a decorative wall/fence or a landscaped buffer.
- Parking garages should be designed to accommodate retail or other active uses on the ground floor.
- On-street parking should be encouraged along side streets and internal circulation routes to promote a pedestrian-friendly environment.
- Shared service areas should be accessed from an alley or at the rear of buildings.
- Parking facility design guidelines should also be completed in accordance with City requirements.
  - » Commuter parking requirements should meet standards established within Metra's Parking Manual.



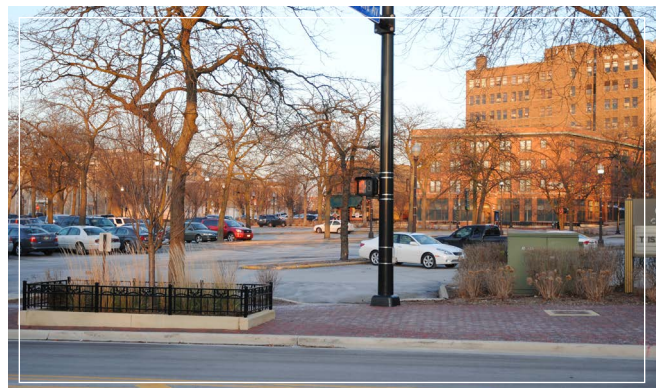
Parking garages should be designed to accommodate retail



Off-street parking located at rear of building



Shared parking between buildings as well as division of large lots



Planter beds used to soften visual impact of parking



## Screening and Landscaping

- Landscaping/ Streetscape and other site amenities are crucial towards creating a positive environment for pedestrians and should be an integral part of the overall design of the building and site improvements.
- Street trees should be provided along all major thoroughfares including IL Route 31, Highland Avenue, and Chicago Street, at equally spaced intervals.
  - » Design of street trees should be coordinated with the planting scheme and overall site improvements.
- Retention areas, where required should be designed as attractive water features.
- Surface parking lots should incorporate landscaped islands (one per twelve (12) spaces) and shrubs and trees to act as buffers from pedestrian walkways and major streets.

Parking areas in general should be screened utilizing ornamental fencing, dense hedges, and other landscaped plantings in order to reduce their visual impact on surrounding uses.

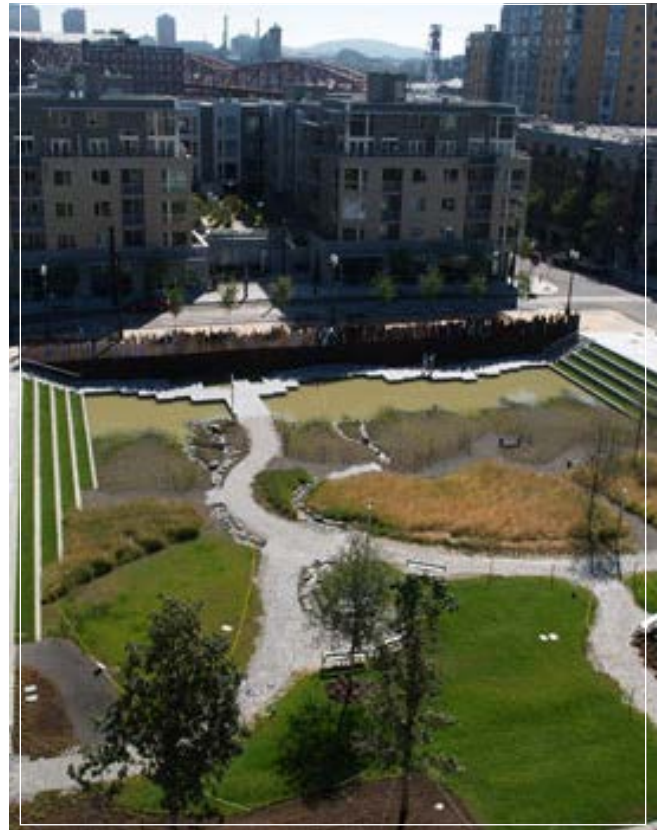
- Specifically, Metra commuter parking lots should incorporate landscaping around the perimeter to act as buffers from pedestrian walkways and streets.
- Parking areas should be well lit and include pedestrian-oriented street lighting to ensure safety of pedestrians and bicyclists.



Incorporate landscape/streetscape to enhance environment



Provide street trees along major thoroughfares



Design retention areas as attractive water features

## Shared Parking

- Shared parking areas are encouraged to be between commercial and mixed-use buildings in order to limit curb cuts and promote clustered development.
  - » Parking lots should be linked to provide internal traffic circulation as well.
- Parking requirements for major commercial users should be revised to provide greater density and diversity of uses.



Signage should be of consistent design



Business signage should not compete with facades/storefronts

## Signage and Wayfinding

- Signage should be designed in proper scale with building and site elements, complimenting rather than competing with the overall design of the site.
- Well-defined business and wayfinding signage should enhance the architecture and streetscape character of the Chicago Street Station Area.
  - » Existing wayfinding systems should be continued to help ease of identification and to promote patronage for uses in Downtown.
  - » Wayfinding signs should include pedestrian oriented signage to help aid in pedestrian circulation to key locations and Downtown amenities.
- Business signage should be affixed to the façade of the building but should not compete with the overall architecture and should not obstruct pedestrian visibility.
  - » Signage should utilize back-lighting with well-designed building mounted fixtures.
  - » Free-standing business signage should not be allowed.
- Informational kiosks or booths should be provided at bus stops.
  - » Kiosks may display transit times for local buses, trains, as well as any other major activities in the city of Elgin.
- Parking areas should be identified with signage both on site and leading to specific garages/lots.
- Signage should be of consistent design, materials, construction, and color palette to ensure a cohesive system which helps identify the Chicago Street Station Area.



# TRANSIT AND PEDESTRIAN ORIENTED GUIDELINES: PUBLIC PROPERTY

## *Transit Station and Shelter Design*

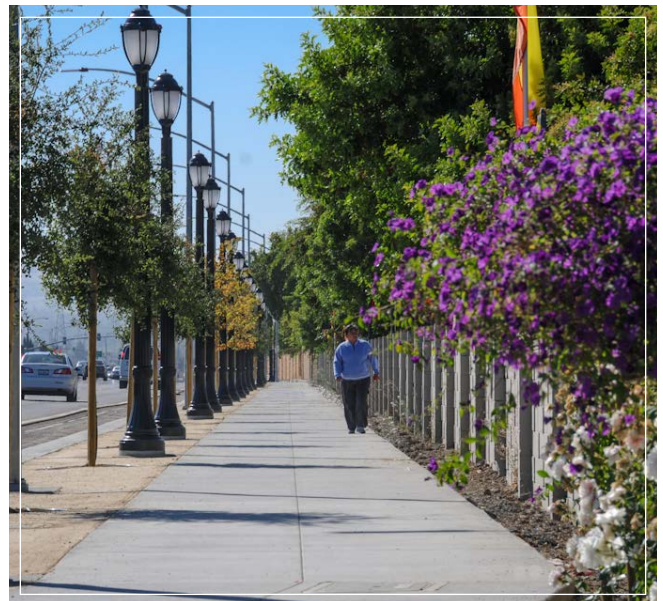
- Transit shelters should be provided at all bus stops along major thoroughfares to provide riders weather protection as well as seating.
- External, pedestrian-scale lighting should be provided immediately adjacent to stations and shelters.
- At stops where shelters are not possible, benches should be provided at a minimum.
- Shelter/bench location should pay special consideration as to not interfere with pedestrian activity on the sidewalk as well as handicap accessibility requirements.
- Landscaping such as shrubs and planters should be provided at all bus stops/shelters to enhance the aesthetics of the area and increase passenger comfort.
- Bicycle parking facilities may be provided near train station and bus stops to promote a multimodal system of transit.
- Information panels and accessories such as electronic messaging systems should be incorporated into the design of shelters to provide real-time updates on transit services.

\*Please visit <http://www.metrarr.com/techservices/> for Metra Station Design Guidelines.

Additionally, Pace development guidelines can be found at [www.pacebus.com/guidelines](http://www.pacebus.com/guidelines).



Provide shelter at transit stops



Pedestrian scaled light fixtures and attractive landscaping



Information panels and electronic messaging systems

## Access & Circulation

### Vehicular

- Driveways and parking lots should be consolidated to limit the number of entry and exit points from major thoroughfares.
- Vehicular circulation should be promoted by aligning drive aisles.

### Pedestrian and Bicycle

- Walking distance from any Downtown destination should be no more than  $\frac{1}{4}$  to  $\frac{1}{2}$  mile to bus station facilities.
- Elements impeding to pedestrian circulation should be minimized including meandering sidewalks, disconnected sidewalks, fences, walled developments, berms, sound walls, and expansive parking lots.
- Paved pedestrian pathways should be fully accessible utilizing ramps, visual guide signage, and railings (when necessary).
  - » ADA compliant curb cuts and detectable warning strips should be provided at each intersection and crossing.
- Connections from bus stops to sidewalks should be paved for ease of access.
- Standard pedestrian sidewalks should be a minimum of five (5') feet in width.
  - » Commercial sidewalks may be much wider and based on standard practices.
- Clearly defined mid-block crossings should be provided utilizing materials with different colors and textures.
- Bicycle racks, like other street furniture, should be provided along major roads and at key destinations including bus stops, Metra Station, commercial locations and other retail/employment centers where demand for these amenities is increased.

- Design of bicycle parking facilities should be coordinated to compliment other street furniture utilizing similar materials and design influences.
- Dedicated and clearly marked bicycle connections should be encouraged between existing uses within the Station Area and the adjacent neighborhoods and communities.
- The use of bumpouts should be continued to slow down vehicular traffic and reduce crossing distances.



Avoid meandering sidewalks and other impediments to pedestrians



Bicycle parking should be provided throughout Downtown



Landscaped bumpouts help reduce pedestrian crossing distances



## Landscape and Streetscape

- Streetscape design and amenities should be pedestrian focused and should be coordinated with major improvements along all thoroughfares.
- Major thoroughfares should provide enhanced parkways featuring appropriate sidewalks and streetscape treatments.
  - » Amenities will vary depending upon location, but a palette of common visual elements should be used throughout the Station Area in order to serve as a unifying feature of the area.
- Sidewalks should utilize planting strips/ landscaped tree grates and on-street parking along with other trees, shrubs, and bollards to protect pedestrians from vehicular movements.
- Pedestrian safety should be a priority maintained by providing clear sight lines for both vehicles and pedestrians at site entrances and between public parking areas and public walkways.
- A unified collection of streetscaping amenities including public gathering spaces, landscaped planting areas, bicycle racks, street lighting, benches, and trash receptacles should be incorporated throughout the Chicago Street Station Area.
- View corridors should be terminated with distinct architectural features or monumental streetscaping elements.
- Accent lighting is encouraged on buildings with fine architectural detailing.
- Parks, active recreational areas, and natural open space should be brought into the Station Area by providing pedestrian and bicycle connections from these areas into Downtown .
- Pocket parks and other “people spaces” should be incorporated throughout the Station Area to promote visual appeal, social interaction, and a community environment.



Utilize tree grates, on-street parking, and pedestrian furniture



Terminated view corridors



Incorporate pocket parks and “people spaces”

## Signage and Wayfinding

- Signage should be clear and unobstructed by trees, buildings, or other structures.
- Major commercial areas should consolidate signage onto one ground mounted sign containing the logos or names of each business to avoid signage clutter throughout Downtown.
- Unified gateway elements should be provided at major access points into the Station Area designating arrival into a special “place.”
- Wayfinding signage should be at an appropriate scale to guide both visitors and residents to local amenities and Station Area businesses.
- Billboards and free-standing business signage that obstruct buildings and streetscapes should be discouraged.
- Maps should be placed in kiosks to supplement directional signage at key destinations to reduce the amount of “directional” wayfinding signage.
- Reflective surfaces should be discouraged for signage as they hinder visibility for pedestrians and motorists and are difficult to read.
- A common theme should be compatible with existing signage including entrance signs, directional signs, wayfinding signs, and pedestrian kiosks.
  - » Overall theme should relate to the Downtown Elgin branding strategy and should consist of common colors, materials, fonts, and logos.



Incorporate gateway signage



A wayfinding system should be used to help identify Downtown



Example of a wayfinding/informational kiosk





In order to enhance existing development, promote redevelopment, and achieve a true mixed-use, transit oriented development throughout the Chicago Street Station Planning Area it is important to prioritize the diverse initiatives outlined in the Chicago Street Station Area Plan.

The Implementation Priorities chapter of this document includes an outline of prioritized implementation steps and potential funding mechanisms to outline a path to move the plan towards reality. Key initiatives introduced in the recommendations chapter of this plan are organized into immediate (<1 year), short-term (1-4 years), mid-term (5-9 years), and long-term (10+ years) time frames. The Station Area Plan also recommends a number of tasks and programs that the City of Elgin has already begun. These priorities are classified as on-going and the City should continue their implementation.

Each of the priorities is broken down to provide a description of the recommended initiative, a list of responsibilities to help achieve each task, and the parties responsible for ensuring and monitoring the success of each recommendation. While each of the recommendations are made based on research and the participation of all current and potential interested parties, the elements and variables of the Chicago Street Station Area Plan are continuously evolving and should be reconsidered and adjusted going forward.

To assure that goals, actions, recommendations, and objectives continue to have community consensus, it is recommended that they be reviewed and revised periodically to correspond with emerging economic, demographic, political, and Downtown ownership characteristics. This periodic review will allow for modifications and adjustments to the plan to adjust to changing demands while maintaining the long-term vision of the City. It is recommended that the plan be reviewed annually, with formal updates occurring every 5-6 years.

In order to promote the Chicago Street Station Area Plan's long-term success, the City of Elgin will navigate continually changing priorities, budgetary constraints, difficulties in facilitation, and the ever-changing needs of both public and private interests.







## ON-GOING INITIATIVES

| Task  | Priority | Timeframe | Responsible Parties   |
|---|----------|-----------|---|
| Continue Investment in the Neighborhoods Proximate to Downtown                  | High     | On-Going  | City of Elgin staff, DNA, and Neighborhood Associations   |
| Promote Food and Beverage Establishments  | High     | On-Going  | DNA, City of Elgin, Property Owners, Commercial Real Estate Brokers, and Downtown's Food and Beverage Business Owners |
| Continue Coordinated Support for Tenant Recruitment Efforts in Elgin's Downtown | High     | On-Going  | DNA with support from City of Elgin, Downtown's Property Owners, and area Commercial Real Estate Brokers              |
| Capitalize on Downtown Elgin's Natural Assets                                   | High     | On-Going  | City of Elgin, Property Owners, Local Commercial Real Estate Brokers, and DNA   |
| Cultivate Downtown's Historic Preservation Opportunities                        | High     | On-Going  | City of Elgin and DNA   |
| Monitor Casino Growth Plans, and Consider Downtown's Complementary Options      | High     | On-Going  | City of Elgin Officials and Staff, DNA, Grand Victoria Casino   |





## ***Continue Investment in the Neighborhoods Proximate to Downtown***

The City and its private sector partners should continue investment in those neighborhoods surrounding Elgin's Downtown. Neighborhood improvement proximate to the Downtown creates more potential Downtown customers within walking distance and contributes to Downtown's overall vitality. The City of Elgin already has various neighborhood reinvestment programs, and the DNA has a "Block by Block" program which assigns each block in the downtown area a volunteer liaison who serves as a first point of contact between residents, businesses and the DNA and its resources. Prioritizing and coordinating these initiatives will have a long-term benefit for the Downtown.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | High Priority   |
| <b>Timeframe:</b>           | On-going  |
| <b>Responsible Parties:</b> | City of Elgin staff, DNA, and Neighborhood Associations |

### **Action Steps:**

Improving and strengthening the neighborhoods surrounding Downtown Elgin will enhance local perceptions about the broader Downtown area and exemplify Elgin's ongoing commitment to its neighborhoods.

- Continue current programming such as the "Block by Block" Program and introduce new initiatives to help improve the neighborhoods surrounding Downtown Elgin.
- Continue to promote high quality housing options in and proximate to Downtown Elgin such as the Fountain Square on the River Development and River Park Place Townhomes.
- As appropriate, investigate and adopt best housing-related practices from communities with characteristics similar to Elgin.



## ***Promote Food and Beverage Establishments***

The market assessment indicated that the number of food and entertainment venues within the Transit-Oriented Development (TOD) is relatively low compared to similar Downtown TOD's. This should be a specific recruitment focus of the DNA, as this not only fills vacancies but also adds to the overall entertainment culture that is typical of a larger downtown.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | High Priority   |
| <b>Timeframe:</b>           | On-going  |
| <b>Responsible Parties:</b> | DNA, City of Elgin, Property Owners, Commercial Real Estate Brokers, and Downtown's Food and Beverage Business Owners |

### **Action Steps:**

Building a cluster of quality restaurants, bars, and entertainment venues should be an important priority for DNA's tenant recruitment efforts. The City of Elgin, as described in following municipal review recommendations, can support these efforts by improving certain small business regulations and processes.

- Based upon current market knowledge and current business locations, identify possible locations or sub-areas to build upon successful food and beverage businesses.
- Meet with those property owners and brokers to determine if their available ground floor spaces can be readily improved for use by a restaurant operation.
- Meet with nearby food and beverage owners to discuss what complementary food and beverage businesses, if located nearby, would help their business.
- Identify likely food and beverage operators from surrounding communities with experience operating in Downtowns or as destination businesses. Determine if these same owners would be interested in a Downtown Elgin location.
- Proceed with ongoing DNA recruitment processes, and work with the City of Elgin to mitigate any regulatory issues.



## *Continue Coordinated Support for Tenant Recruitment Efforts in Elgin’s Downtown*

The Downtown footprint exhibits ample opportunity for additional tenaning and re-tenaning. The DNA has a focused initiative in this regard, and new tenants have been recruited in recent months. The DNA has also served as a conduit for small office tenant recruitment for ground floor and upper floor tenants as well as potential tenants for the Elgin Technology Center. These focused initiatives should be continued.

### **Priority, Timeframe, and Responsible Parties**

**Priority:** High Priority  
**Timeframe:** Immediate/On-going  
**Responsible Parties:** DNA with support from City of Elgin, Downtown’s Property Owners, and area Commercial Real Estate Brokers

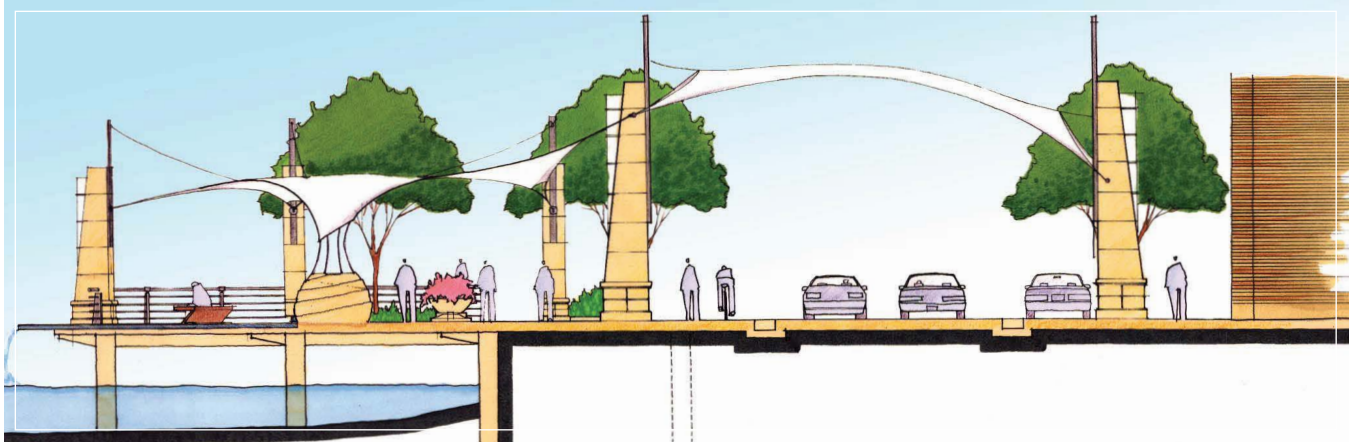
### **Action Steps:**

DNA’s work to recruit viable ground floor and office tenants to Downtown Elgin remains successful. With ongoing interest in Downtown lease space, DNA has the opportunity to affect Downtown’s overall business mix through retail and restaurant cluster development and by adding to Downtown’s employment base.

- Continue to support DNA’s active Downtown tenant recruitment work. This includes ensuring that new and existing tenants can capitalize on the success of neighboring businesses through cooperative efforts with the DNA and the utilization of its resources.
- Maintain the current local partnerships supporting tenaning among DNA and the City of Elgin. These partnerships could be expanded as new opportunities appear.
- Identify additional recruitment opportunities that can expand the successes associated with the Elgin Technology Center and Artspace.







## ***Capitalize on Downtown Elgin’s Natural Assets***

The Riverside Drive Promenade project underway is an excellent example of the City taking advantage of the attractive riverfront and integrating its assets with the Downtown. Prior to completion, a very specific marketing and tenant recruitment initiative should be focused on this block. This represents a very unique opportunity for an exciting cluster of entertainment and restaurant venues (and perhaps attractive living quarters in the upper floors).

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | High Priority   |
| <b>Timeframe:</b>           | On-going  |
| <b>Responsible Parties:</b> | City of Elgin, Property Owners, Local Commercial Real Estate Brokers, and DNA |

### **Action Steps:**

The riverfront is the study area’s most important feature and amenity. The redevelopment project can serve as a catalyst for overall tenant recruitment efforts and mixed-use development.

- Work with project developers and their brokers to identify tenant plans.
- Integrate these plans and their opportunities into Downtown’s overall recruitment efforts.
- Work with surrounding property owners to capitalize on these opportunities for tenaning.

## *Cultivate Downtown’s Historic Preservation Opportunities*

As indicated in the Local Market Conditions segment of this Study’s Real Estate Market Analysis (Appendix A), the City of Elgin has a sophisticated historic preservation program, and there may be significant opportunities in this regard. City staff, in cooperation with the DNA, should take advantage of these opportunities as they develop.

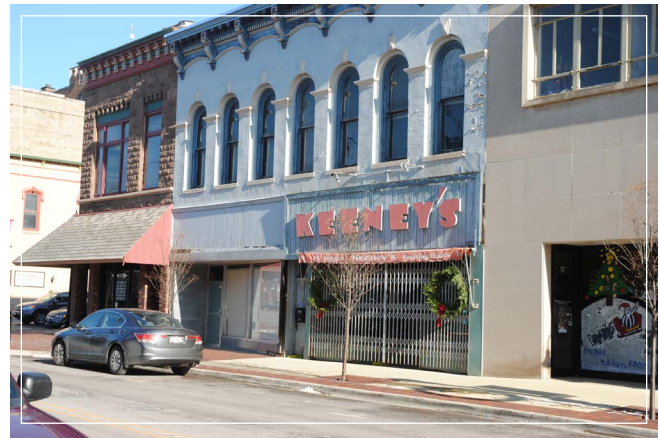
### **Priority, Timeframe, and Responsible Parties**

**Priority:** High Priority  
**Timeframe:** On-going  
**Responsible Parties:** City of Elgin and DNA

### **Action Steps:**

As a Certified Local Government (CLG), the City of Elgin has a demonstrated historic preservation ethic and understands how to use available preservation incentives. The River Edge Redevelopment Zone, which encompasses this TOD study area, represents a potential tool for owners of historic buildings (specifically, certified historic structures) to continue their history of property improvements. Like the riverfront development noted above, engaged owners on the west side of the Fox River can make a different, but equally significant, impact on Downtown’s economic success through tenant and property improvements, including upper story rental housing.

- Reconsider Downtown’s current and best opportunities to capitalize on historic preservation incentives and affect these implementation priorities.
- Ensure that those opportunity properties, meet the necessary incentive criteria.
- Encourage owners to access incentives when improving their historic properties.





## ***Monitor Casino Growth Plans and Consider Downtown’s Complementary Options***

Stakeholder interviews indicated that the Grand Victoria Casino recently conducted a market research initiative (with the approval of the City of Elgin) to possibly develop an additional entertainment venue just north of the casino. Although this initiative has since been canceled, the results of similar research should be closely monitored, as this type of development would add to the overall appeal of the Downtown while offering coordinated marketing opportunities.

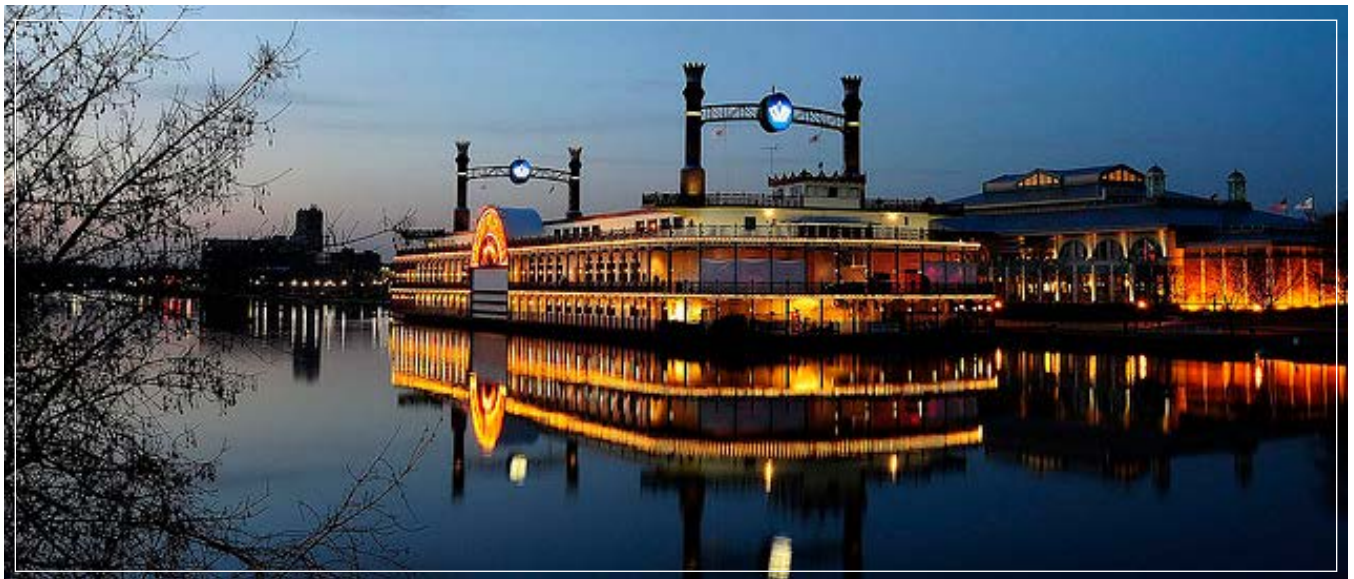
### **Priority, Timeframe, and Responsible Parties**

**Priority:** High Priority  
**Timeframe:** On-Going  
**Responsible Parties:** City of Elgin Officials and Staff, DNA, Grand Victoria Casino

### **Action Steps:**

As Grand Victoria Casino’s market studies continue to take place, the City and DNA should work with their casino contacts to identify those types of Downtown businesses or activities that could complement any venues or activities recommended by the study.

- Consult with casino partners throughout the casino’s market research process.
- Understand and assess the study results for Downtown opportunities near any suggested activity centers.
- Collaborate with the casino partners in joint marketing and promotion of mutually beneficial programs.



# IMPLEMENTATION PRIORITIES SUMMARY

| <b>Task</b>   | <b>Priority</b> | <b>Timeframe</b> | <b>Responsible Parties</b>  |
|---|-----------------|------------------|---|
| Approve and Adopt the Chicago Street Station Area Planning Study as an Update to the City of Elgin Comprehensive Plan                                     | High            | Immediate        | City of Elgin Officials and Staff   |
| Update the City's Capital Improvement Plan to Reflect the Recommendations and Implementation Priorities of the Chicago Street Station Area Planning Study | High            | Immediate        | City of Elgin Officials and Staff   |
| Enhance the Partnership with DNA  | High            | Immediate        | City of Elgin Officials and Staff and DNA   |
| Consider Financing Programs to Support Small Business Growth  | High            | Immediate        | City of Elgin, DNA, Local Banks, and Downtown's Business Owners   |
| Complete a Comprehensive Marketing Strategy to Promote the Station Area and Plan within Elgin and the Surrounding Region                                  | High            | Short-Term       | City of Elgin Officials and Staff, DNA, specialized consultants   |
| Identify Long-Term Development Sites within Each Sub-Area   | High            | Short-Term       | City of Elgin staff, Property Owners, DNA, Local Banks, and Private Developers  |
| Streamline Municipal Review Processes for Smaller Projects  | High            | Short-Term       | City of Elgin and DNA, with Downtown Business Owner Input   |
| Encourage Development of Downtown Residential Rental Units  | High            | Short-Term       | City of Elgin Officials and Staff, Property Owners  |
| Introduce Design Improvements to Chicago Street and Highland Avenue Overpasses at Crystal Street  | High            | Short-Term       | City of Elgin and Union Pacific Railroad  |
| Perform a Preliminary Engineering and Utilities Feasibility Study for Potential Future Development along IL Route 31                                      | Moderate        | Short-Term       | City of Elgin staff, IDOT and Local Utilities Companies, IL Route 31 property owners, and a team of qualified consultants |
| Promote Public-Private Partnerships in order achieve the Development Goals of the Station Area Plan   | High            | Mid-Term         | City of Elgin, DNA, and Private Developers  |
| Evaluate Transitioning Properties to Zoning Designations Suggested by the Station Area Plan in order to Facilitate Long-Range Development Goals           | Moderate        | Mid-Term         | City of Elgin staff, DNA, and local Property Owners and Business Stakeholders   |
| Perform Enhancements to Existing Hemmens Cultural Center  | Moderate        | Mid-Term         | City of Elgin Officials and Staff, and a team of qualified consultants  |
| Consider the Relocation and Construction of a New Elgin City Hall   | Moderate        | Long-Term        | City of Elgin Officials and Staff, and a team of qualified consultants  |
| Relocate and Construct a New Hemmens Cultural Center  | Low             | Long-Term        | City of Elgin Officials and Staff and a team of qualified consultants   |



## ***Approve and Adopt the Chicago Street Station Area Planning Study as an Update to the City of Elgin Comprehensive Plan***

The value provided by the Chicago Street Station Area Plan is a direct result of the City of Elgin and their ability to accept and implement the recommendations and initiatives. The approval and incorporation of the Plan as a part of the City's Comprehensive Plan is a necessary and critical first step in demonstrating their confidence and commitment to the outcomes recommended throughout the Plan. Immediately following the completion of the study, the City of Elgin must undertake all appropriate steps to ensure the approval and incorporation of the Chicago Street Station Area Plan as an addendum to the 2005 Comprehensive Plan & Design Guidelines.

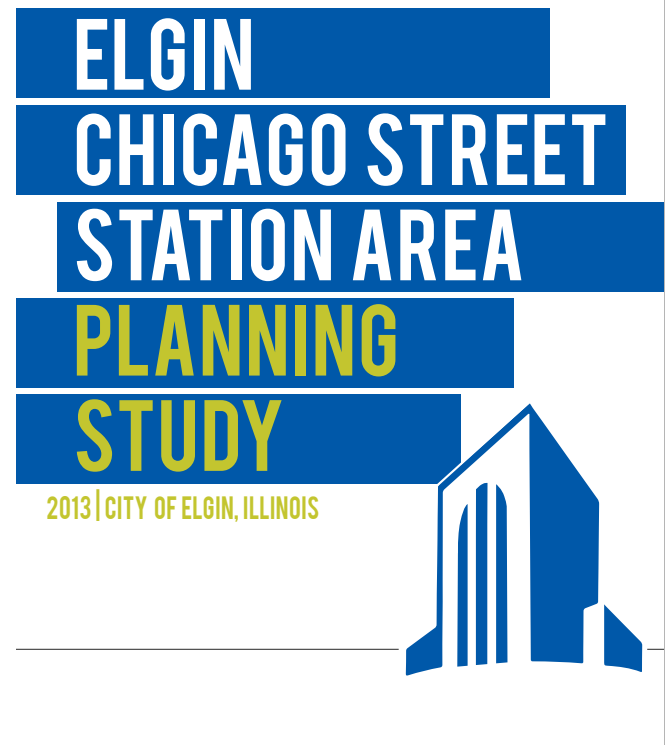
### **Priority, Timeframe, and Responsible Parties**

|                             |                                   |
|-----------------------------|-----------------------------------|
| <b>Priority:</b>            | High Priority                     |
| <b>Timeframe:</b>           | Immediate                         |
| <b>Responsible Parties:</b> | City of Elgin Officials and Staff |

### **Action Steps:**

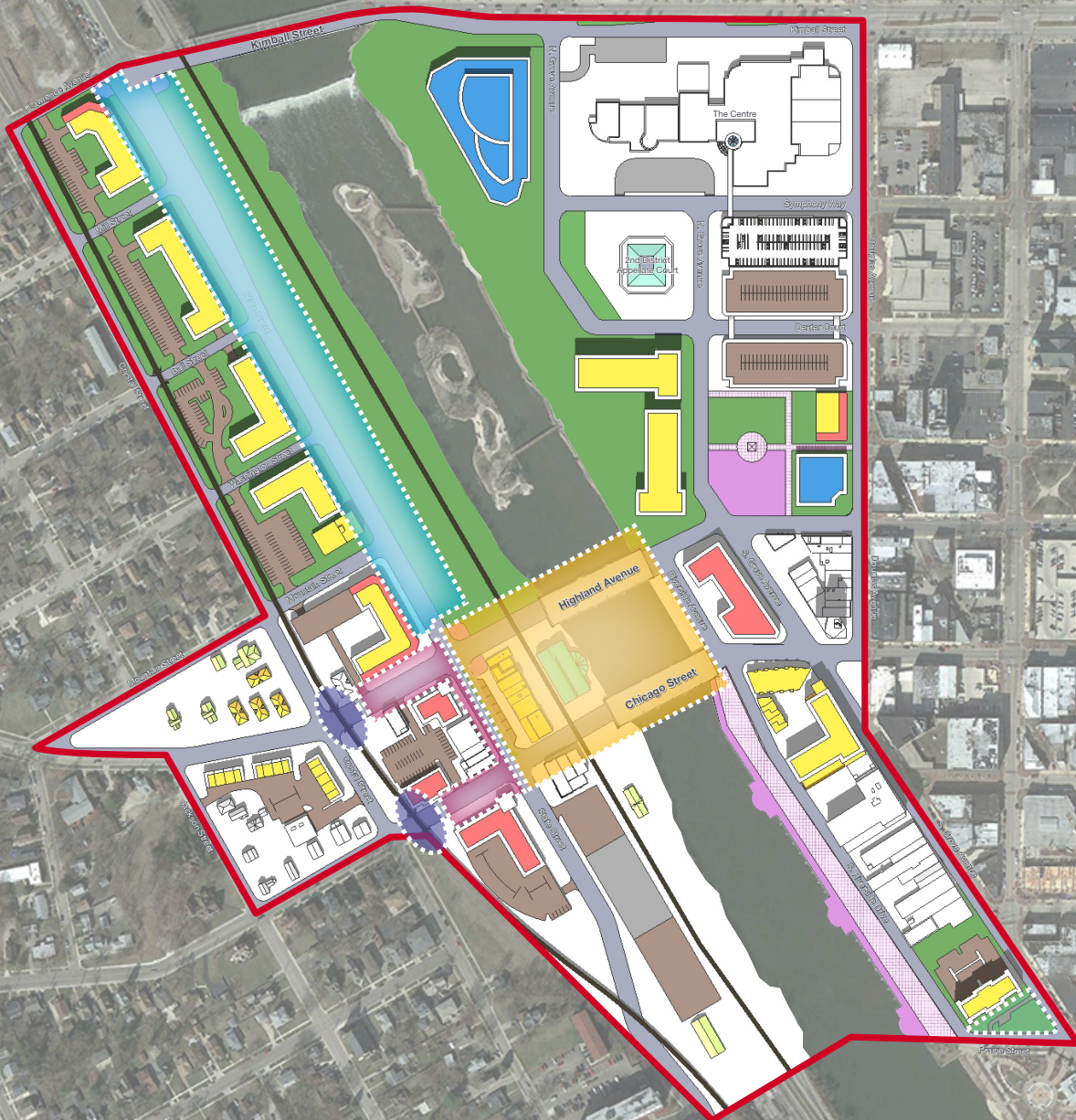
The City of Elgin may consider leading the following activities to approve and incorporate, as an addendum, the Chicago Street Station Area Plan into the Comprehensive Plan.

- Assign a representative from the Project Steering Committee (presumably a municipal staff member) to serve as an advisor on the amendment of the Comprehensive Plan. The representative may be made available to address questions relating to specific goals of the plan, objectives, recommendations, and implementation priorities identified within the study.
- Schedule required Planning and Zoning Commission meeting.
- Following closure of public hearing, the Planning & Zoning Commission may vote to approve or amend the Chicago Street Station Area Plan.
- The City Council may consider the received recommendations of the Planning & Zoning Commission Chicago Street Station Area Plan and they may vote to approve or amend it in its entirety.





# STATION AREA | CAPITAL IMPROVEMENTS





# Update the City's Capital Improvement Plan to Reflect the Recommendations and Implementation Priorities of the Chicago Street Station Area Planning Study

Corresponding with the City's regular update of its Capital Improvement Plan, work to incorporate budgetary allocations for improvement recommendations where Elgin holds jurisdictional authority. Financial allocation should be considered and assigned to appropriate future fiscal years based on their anticipated need, impact on the Station Area, and logical coordination with other planned improvements and projects. The majority of improvements east of the Fox River in the Civic Campus are long-range suggestions with major implications on the surrounding land uses and area. Streetscape enhancements have already been completed in this area limiting most of the short to mid-term recommendations most attainable to beautification initiatives west of the River. Some specific projects to consider are outlined below and illustrated in the supporting graphic.

## Priority, Timeframe, and Responsible Parties

|                             |                                   |
|-----------------------------|-----------------------------------|
| <b>Priority:</b>            | High Priority                     |
| <b>Timeframe:</b>           | Immediate                         |
| <b>Responsible Parties:</b> | City of Elgin Officials and Staff |

## Action Steps:

- Review the adopted recommendations of the Chicago Street Station Area Plan and implementation priorities and compare the recommended improvements with previously identified capital improvements and other enhancements currently underway.
- Prepare an updated draft Capital Improvement Project Funds plan for administrative and staff review and consideration.
- Specific projects which may be included in this update may include:



### LEGEND Capital Improvements

- 1 Introduce streetscape enhancements to the area bounded by Highland Avenue, Riverside Drive, Chicago Street and the eastern side of State Street.
- 2 Perform bridge underpass beautification enhancements to the Highland Avenue and Chicago Street underpasses at Crystal Street.
- 3 Introduce streetscape enhancements to the area bounded by the western side of State Street, both between and along Highland Avenue and Chicago Street. These enhancements will create a well-defined entry for Downtown Elgin along State Street and from the west.
- 4 Complete park improvements along Festival Park at the northwest corner of Prairie Street and South Grove Avenue.
- 5 Introduce streetscape enhancements along State Street north of Highland Avenue and perform a feasibility analysis of future engineering and utilities work to be completed prior to future development taking place.

- » Streetscape improvements between Highland Avenue, Riverside Drive, Chicago Street, and the eastern side of State Street;
- » Overpass improvements at Highland Avenue and Chicago Street at Crystal Street;
- » Streetscape improvements along the west side of State Street;
- » Streetscape enhancements along State Street north of Highland Avenue;
- » Park enhancements to the area facing Festival Park at the northwest corner of Prairie Street and South Grove Avenue.

- Provide the updated plan for formal review, consideration, modification, and adoption by the City Council as part of its regular budgetary approval process.

## Enhance the Partnership with DNA

The DNA is an effective and well-run organization, which is a benefit to the City and to the Downtown. Every effort should be made to develop a more permanent funding base through the potential establishment of a Special Service Area (SSA).

### Priority, Timeframe, and Responsible Parties

|                             |                       |
|-----------------------------|-----------------------|
| <b>Priority:</b>            | High Priority         |
| <b>Timeframe:</b>           | Immediate             |
| <b>Responsible Parties:</b> | City of Elgin and DNA |

### **Action Steps:**

Based on the outcome of the Chicago Street Station Area Planning Study process and the projected availability of future funding the DNA may:

- Continue the SSA exploratory process to ensure that DNA considers its important economic development role for Downtown
- Consider DNA's future funding needs to support comprehensive Downtown programming.



### **DOWNTOWN NEIGHBORHOOD ASSOCIATION** Mission Statement

Downtown Neighborhood Association (DNA) of Elgin is a 501(c)3 not-for-profit, volunteer-driven organization focused on enhancing the economic vitality of downtown Elgin through promotions, special events, economic development and historic preservation. DNA utilizes the National Main Street's 4-Point Approach® to downtown revitalization and is a designated Illinois Main Street Community.



### **OUR GOALS**

- Be the "Keeper of the Vision" for downtown.
- Create and maintain partnerships with key stakeholders.
- Provide a united and authoritative voice on downtown issues.
- Cultivate the leadership required to implement necessary actions.
- Garner resources to successfully implement the revitalization effort.
- Market the positives of downtown and diminish the misconceptions.
- Enhance the physical image and appearance of downtown.
- Support economic growth and a diversified tax base.
- Educate community about the value of a thriving downtown and DNA's role in it.
- Support and assist with the city's downtown capital improvement projects.



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## ***Consider Financing Programs to Support Small Business Growth***

Stakeholder interviews confirmed that financing for small businesses in this economic environment is particularly difficult. This is not uncommon. Micro-loan programs are useful tools in offering businesses a means for achieving growth however similar programs available in local banks were not readily available. If not already under consideration, similar programs should be explored.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | High Priority   |
| <b>Timeframe:</b>           | Immediate   |
| <b>Responsible Parties:</b> | City of Elgin, DNA, Local Banks, and Downtown's Business Owners |

### **Action Steps:**

Financial incentives have been used nationally to foster small business growth in Downtown districts. The most successful incentives are tailored to the unique needs of businesses in specific commercial areas. These same incentives also require that the business owner be financially vested in any funded project. Applicants for incentives should have a business plan and understand business operations. Opening any Downtown business should not be based on accessing available incentives.

- Identify best practices in incentive programs among communities with similar Downtown characteristics to those of Elgin.
- Discuss current challenges with new businesses that opened or moved to Downtown Elgin within the last three (3) years.
- Meet with local financial institutions to identify current access to available programs, such as Federal or State Small Business Administration (SBA) funding, to assist small business growth. Please see funding mechanisms table located later in this chapter as well as Appendix C for a comprehensive list of programs collected by RTA.
- Identify funding gaps and research and apply the best incentive programs offered in similar suburbs in terms of size and diversity. Efforts should also include interviewing people within those communities to discuss applicable programs in more depth. Understanding what works and does not within those programs will help the City formulate incentives responsive to the needs of businesses opening in Downtown.
- Publicize and introduce new incentives. DNA and the City of Elgin offers specific incentives which include One-on-One Assistance, Business Loan Interest Subsidies, Façade Improvement Grants, E-Elgin Technology Grants, and Projecting Sign Grants.
- Monitor incentive use and business success. Using a Façade Improvement Grant. A comprehensive review may occur every five years to determine whether or not the specific incentive program is still applicable or if incentive funds may be transferred in other directions.



## ***Complete a Comprehensive Marketing Strategy to Promote the Station Area and Plan within Elgin and the Surrounding Region***

Marketing the Chicago Street Station Area Plan as well as the Station Area itself is a necessary first step towards achieving the development goals and transit-oriented environment envisioned by the City and its residents. The City of Elgin, in cooperation with the DNA, and local marketing consultants must decide on a clear and comprehensive strategy for advertising the goals of the plan and the Chicago Street Station Area within Elgin and in the region, as well as throughout the entire development community.

### **Priority, Timeframe, and Responsible Parties**

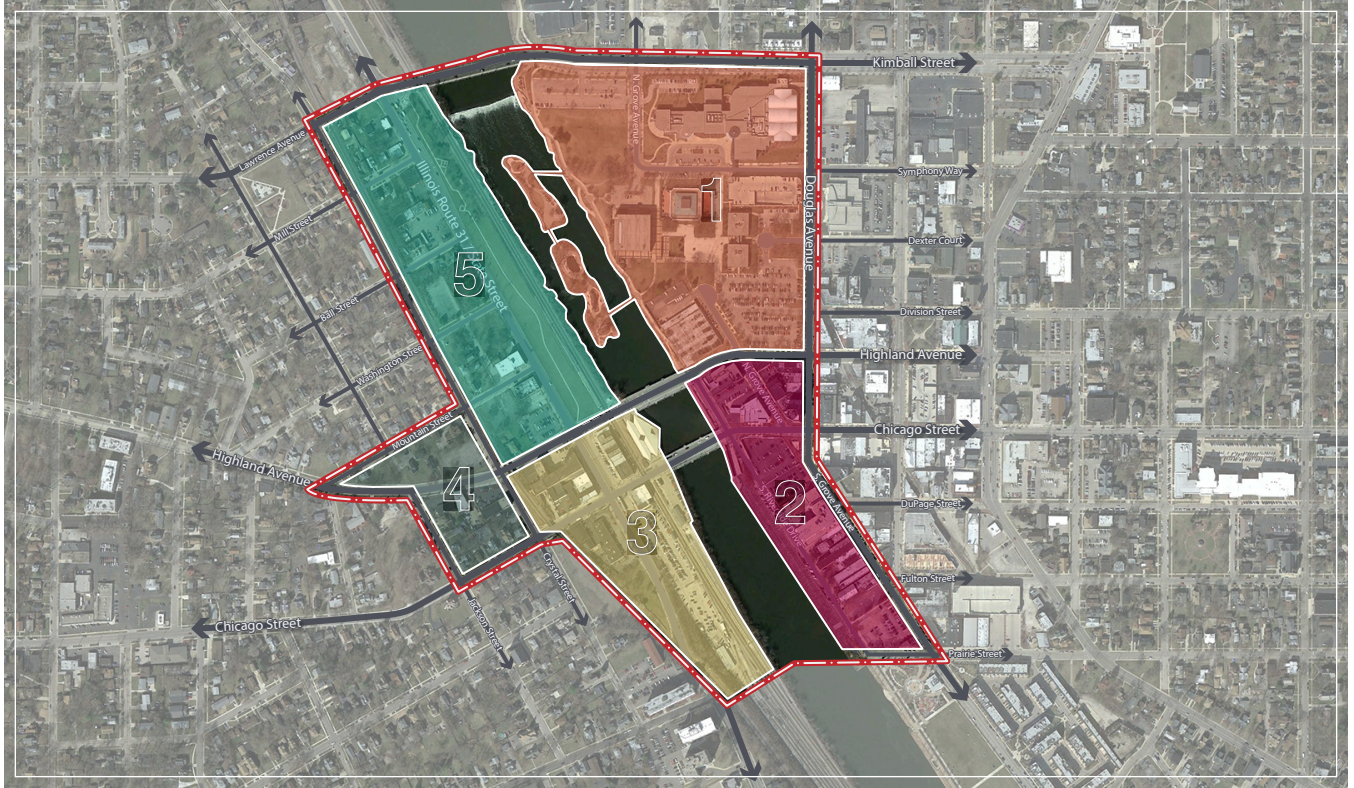
|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | High Priority   |
| <b>Timeframe:</b>           | Short Term  |
| <b>Responsible Parties:</b> | City of Elgin Officials and Staff, DNA, specialized consultants |

### **Action Steps:**

With cooperation between the City of Elgin and DNA, the City should hire a marketing/branding specialist who may aid the City in targeted marketing opportunities relating to both the Station Area and the Plan.

- Schedule interviews with local business owners and Village Stakeholders to generate ideas in developing a marketing strategy.
- Develop a marketing plan which differentiates the unique qualities, features, and opportunities the Station Area provides compared to local and regional competition.
- Coordinate a visual identity system which utilizes City of Elgin logos, colors, and typeface in order to clearly identify all Station Area marketing material.
- Introduce marketing initiatives throughout the Station Area in order to raise awareness to future plans for Downtown. One suggestion may be to provide graphics in window displays of vacant storefronts which may illustrate planned projects nearby so that residents and visitors can clearly envision future plans





### ***Identify Long-Term Development Sites within Each Sub-Area***

Five (5) sub areas have been identified, each with probable development sites. With the completion of this Chicago Street Station Area Planning Study, further exploration of these sites should be considered. Comprehensive conversations, have taken place, with property owners to understand their current interests and long-term intentions for these sites. Additional dialogue with current and future potential owners may be necessary in the long-term as well in order to remain informed regarding the status of the identified parcels.

#### **Priority, Timeframe, and Responsible Parties**

**Priority:** High Priority  
**Timeframe:** Short-Term  
**Responsible Parties:** City of Elgin staff, Property Owners, DNA, Local Banks, and Private Developers

#### **Action Steps:**

Building relationships with Downtown’s property owners represent the first step in determining long-term development opportunities and priorities.

- Review the likely development sites describe in this Planning Study, and identify the ownership of each site.
- Initiate conversations with site ownership to understand their long-term objectives for their properties and to gauge their interest in any future development of their properties
- Continue ongoing conversations with these property owners about their plans.
- If future development opportunities arise, City officials, in conjunction with the owner, can provide appropriate development assistance.



## ***Streamline Municipal Review Processes for Smaller Projects***

The stakeholder interviews indicated an opportunity to better coordinate the application of City codes and ordinances during construction/re-development particularly with smaller less sophisticated tenants/owners. Strong positive feedback indicated that larger projects with more sophisticated tenants/owners are being implemented very well.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | High Priority   |
| <b>Timeframe:</b>           | Short-Term  |
| <b>Responsible Parties:</b> | City of Elgin and DNA, with Downtown Business Owner Input |

### **Action Steps:**

Education about small business regulations and processes, how they work, and their rationale, is important to Downtown recruitment and reflects the City's commitment to small business success, Downtown and elsewhere.

- Identify those regulations and processes resulting in most small business problems, whether additional expense, confusion, or complaints. The City and DNA, based upon past experiences, should identify and address these issues jointly.
- Provide accessible and user-friendly descriptions of regulations and processes to small business owners. These materials should be available in printed, online, and download formats from the City, DNA, and the Chamber.
- Implement any identified regulatory or process changes, as appropriate.



## ***Encourage Development of Downtown Residential Rental Units***

While the Fountain Square development did not turn out as originally intended (most newly initiated condominium projects initiated during the Great Recession were not fully successful), the project's current success as an apartment building and its strong and sustained market rental rates are very positive indications for the rental-TOD market in Downtown Elgin. Aggressive initiatives should be pursued to find successful developers who may be interested in Downtown sites for new construction as well as experienced rehab developers for upper story spaces.

### **Priority, Timeframe, and Responsible Parties**

|                             |  |
|-----------------------------|--|
| <b>Priority:</b>            | High Priority                                      |
| <b>Timeframe:</b>           | Short-Term   |
| <b>Responsible Parties:</b> | City of Elgin Officials and Staff, Property Owners |

### **Action Steps:**

Developer interest in residential rental development has increased throughout the Chicago area during the last three (3) years. Downtown Elgin has several advantages in supporting new rental development, including available sites, an apparent market for additional units, and previously approved developments that could include a rental component.

- Review and identify potential housing opportunities, including approved development proposals with housing components and potential options for upper story housing in Downtown's existing buildings.
- Meet with identified developers to discuss market opportunities, given their research and recent housing-related experience.
- Meet with owners of existing buildings to discuss additional upper story housing redevelopment options.
- Prioritize available Downtown sites for residential development. If privately owned, meet with ownership to determine their plans for their site, and formulate strategies in tandem with owners to enable future projects.



## ***Introduce Design Improvements to Chicago Street and Highland Avenue Overpasses at Crystal Street.***

The Crystal Street overpasses at Chicago Street and Highland Avenue are important gateways into Downtown Elgin from the west. These elements should reflect their significance by incorporating design and beautification elements inspired by the streetscape enhancements implemented widely throughout Downtown.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | High Priority                                 |
| <b>Timeframe:</b>           | Short-Term                                    |
| <b>Responsible Parties:</b> | City of Elgin and Union Pacific (UP) Railroad |

### **Action Steps:**

- Review rules and regulations initiated by the UP Railroad associated with changes on or near their facilities.
- Utilize the funding mechanisms table to identify grants and other resources available for applicable transportation related improvements.
- Coordinate with the UP Railroad to evaluate the types of improvements necessary to raise the aesthetic of the overpasses with those of the surrounding Downtown.
- Evaluate the potential for a beautification agreement between the City of Elgin and the UP Railroad in order to monitor, guide, and maintain future improvements.





## ***Perform a Preliminary Engineering and Utilities Feasibility Study for Potential Future Development along IL Route 31***

Future Development along the IL Route 31 Corridor has the potential to be one of the Chicago Street Station Area Planning Study's signature recommendations due to the project's visibility and transformative potential. Although it is likely that further economic recovery will be necessary before this project begins, the City of Elgin may choose to perform preliminary feasibility work on the corridor to evaluate any future engineering or utilities work that may need to occur in order to achieve the development environment outlined in the plan.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | Moderate Priority   |
| <b>Timeframe:</b>           | Short-Term  |
| <b>Responsible Parties:</b> | City of Elgin staff, IDOT and Local Utilities Companies, IL Route 31 property owners, and a team of qualified consultants |

### **Action Steps:**

While the real estate market continues its recovery the City of Elgin should evaluate the feasibility of future development along IL Route 31. A large amount of work must be undertaken in order to begin a project of this scope and complexity. The City may initiate this process through:

- Contact appropriate consultants who may better address engineering and utilities-related challenges associated with the IL Route 31 corridor.
- Coordinate meetings with IDOT and those responsible for managing Utilities in the area to gain an understanding of existing conditions.
- Complete a feasibility analysis which address potential site-related concerns including, but not limited to; transportation related engineering, special engineering related to site topography, and the management and replacement of area utilities.





## ***Promote Public-Private Partnerships in order achieve the Development Goals of the Station Area Plan***

Public-Private Partnerships build on the particular expertise of multiple parties in order to meet the clearly defined needs of the public. These needs are met through the allocation of appropriate resources while allowing for both the risks and rewards associated with the large scale development throughout the Chicago Street Station Area to be spread across multiple parties.

### **Priority, Timeframe, and Responsible Parties**

|                             |                                      |
|-----------------------------|--------------------------------------|
| <b>Priority:</b>            | High Priority                        |
| <b>Timeframe:</b>           | Mid-Term                             |
| <b>Responsible Parties:</b> | City of Elgin and Private Developers |

### **Action Steps:**

As the real estate market continues its recovery the City of Elgin should begin to prepare for the future by evaluating how Public-Private Partnerships may be utilized to implement the types of development outlined in the Station Area Plan. The City may prepare in the following way:

- Review and revise list of previously identified development projects.
- Ensure that a sufficient number of qualified private parties are involved in order to create a competitive process.
- Project goals should ensure the public receives a certain value for its own investment while private parties can also expect a reasonable and fair return as well.
- Distribute risks equally among the partners best suited to assume each risk.
- Perform due diligence in the project procurement and create an environment that is both fair and completely transparent.
- Create an ongoing and transparent communications plan to keep information regarding each project readily available to all.



## ***Evaluate Transitioning Properties to Zoning Designations Suggested by the Station Area Plan in order to Facilitate Long-Range Development Goals***

A Process Improvement Study was completed in August 2008 and since then; the City has begun implementing several of the suggested improvements. Upon final implementation of the suggestions made to improve the development review process, the City may consider a revision of its City Zoning Ordinance in order to transition specific parcels located in the Station Area to alternate zoning designations. By transitioning these parcels the City of Elgin may better achieve the specific land use development suggestions outlined in the Chicago Street Station Area Plan resulting in the cohesive, mixed-use, transit-oriented development environment desired by the City.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | Moderate Priority   |
| <b>Timeframe:</b>           | Mid-Term  |
| <b>Responsible Parties:</b> | City of Elgin staff, DNA, and local Property Owners and Business Stakeholders |

### **Action Steps:**

- In conjunction with the DNA, City of Elgin Staff and Officials may organize an informational session with Downtown property owners and business owner representatives to discuss rezoning specific parcels in questions to those suggested by the Station Area Planning Study.
- Conduct an evaluation of expected impact of modifying the zoning designation on parcels in question regarding their current level of conformance with underlying bulk requirements and those of the intended designation.
- Perform a follow-up meeting with property and business owners to present for discussion the findings of the zoning modification impact evaluation.
- Where appropriate and agreed upon, consider drafting a preliminary zoning designation modification ordinance to be considered by the Planning & Zoning Commission as well as the City Council after completion of the planned Comprehensive Plan.
- Schedule the required public hearing before the Planning & Zoning Commission for review and public comment of the planned zoning designation modifications.
- Following closure of the public hearing, the Planning & Zoning Commission may vote to approve, amend, or deny any zoning designation modifications.
- Following approval by the Planning & Zoning Commission, the City Council may vote to approve, amend, or deny the recommendations relating to the zoning designation modifications.



## *Perform Enhancements to Existing Hemmens Cultural Center*

The City of Elgin may evaluate the Hemmens Cultural Center to determine what modifications or improvements may be completed in order to improve the buildings performance. As the construction of a new Hemmens Cultural Center may be a better solution in the long-term, a more feasible outcome may be to study what improvements may be made to the building itself as well as the spaces inside in order to perform its primary functions more adequately.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | Moderate Priority   |
| <b>Timeframe:</b>           | Mid-Term  |
| <b>Responsible Parties:</b> | City of Elgin Officials and Staff and a team of qualified consultants |

### **Action Steps:**

- Team with local architects and engineers in order to evaluate the existing facilities in terms of structure and sustainability.
- Study the existing building in terms of function and performance and compare it to other examples which may function at a higher level.
- Consider incorporating riverfront improvements in order to better integrate the existing facility with the Fox River.
- Generate and implement a list of enhancements and improvements which may improve the buildings functionality and standing in its local setting until plans for a new Hemmens can be studied.







## ***Consider the Relocation and Construction of a New Elgin City Hall***

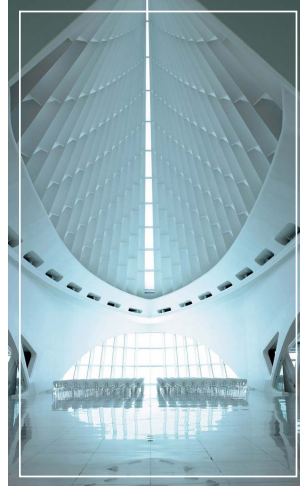
Although the Elgin City Hall functions properly in its current location, a desire to relocate the building to a more prominent location may be suitable. Choosing to relocate a new facility will also allow the existing site to become available for more appropriate land uses while helping to advance future development goals in the area.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | Moderate Priority   |
| <b>Timeframe:</b>           | Long-Term   |
| <b>Responsible Parties:</b> | City of Elgin Officials and Staff and a team of qualified consultants |

### **Action Steps:**

- Perform a feasibility analysis which studies the relocation of the Elgin City Hall to the northwest corner of Douglas Avenue and Highland Avenue.
- Consider spatial requirements and a usage analysis to determine the program and design of a new facility.
- Develop a site plan for the new facility which may also introduce public space opportunities for future City events, as well as promotes the walkable, transit-oriented environment desired throughout the Station Area.
- Schedule information sessions and meetings with City of Elgin residents and others with local interest in order to maintain communication and allow those parties to become involved in the process.
- Design a structure which is architecturally cohesive to the civic nature of the surrounding campus and achieves the monumentality that a new Elgin City Hall deserves.
- Minimize the effects of construction on the surrounding area through careful planning and coordination.



## ***Relocate and Construct a New Hemmens Cultural Center***

The existing Hemmens Cultural Center has been the focus of Elgin’s arts community since its construction over 44 years ago. A combination of expanding programs and growing needs has made the existing facility functionally obsolete. The City of Elgin may initiate the process of design and construction of a new facility on City owned land at the southwest corner of Kimball Street and North Grove Avenue. In choosing this location, the new facility may achieve a prominent presence on the Fox River as well as strengthen the institutional character of the surrounding civic campus.

### **Priority, Timeframe, and Responsible Parties**

|                             |   |
|-----------------------------|---|
| <b>Priority:</b>            | Low Priority  |
| <b>Timeframe:</b>           | Long-Term   |
| <b>Responsible Parties:</b> | City of Elgin Officials and Staff and a team of qualified consultants |

### **Action Steps:**

As the site is already under City ownership the City of Elgin may initiate the process of relocating the new Hemmens Cultural Center as soon as funding for the project can be acquired. Upon acquisition the City of Elgin should:

- Evaluate the emerging needs and spatial requirements of the new Hemmens facility.
- Assemble a team of architects, designers, engineers, and appropriate consultants to lead the process of transforming the site.
- Work with a transportation officials and consultants to perform a traffic study to evaluate the impact the new facility will have on the surrounding area.
- Schedule information sessions and meetings with City of Elgin residents and others with local interest in order to maintain communication and allow those parties to become involved in the process.
- Minimize the effects of construction on the surrounding area through careful planning and coordination.



## STAKEHOLDER INTERVIEWS

### *Overview*

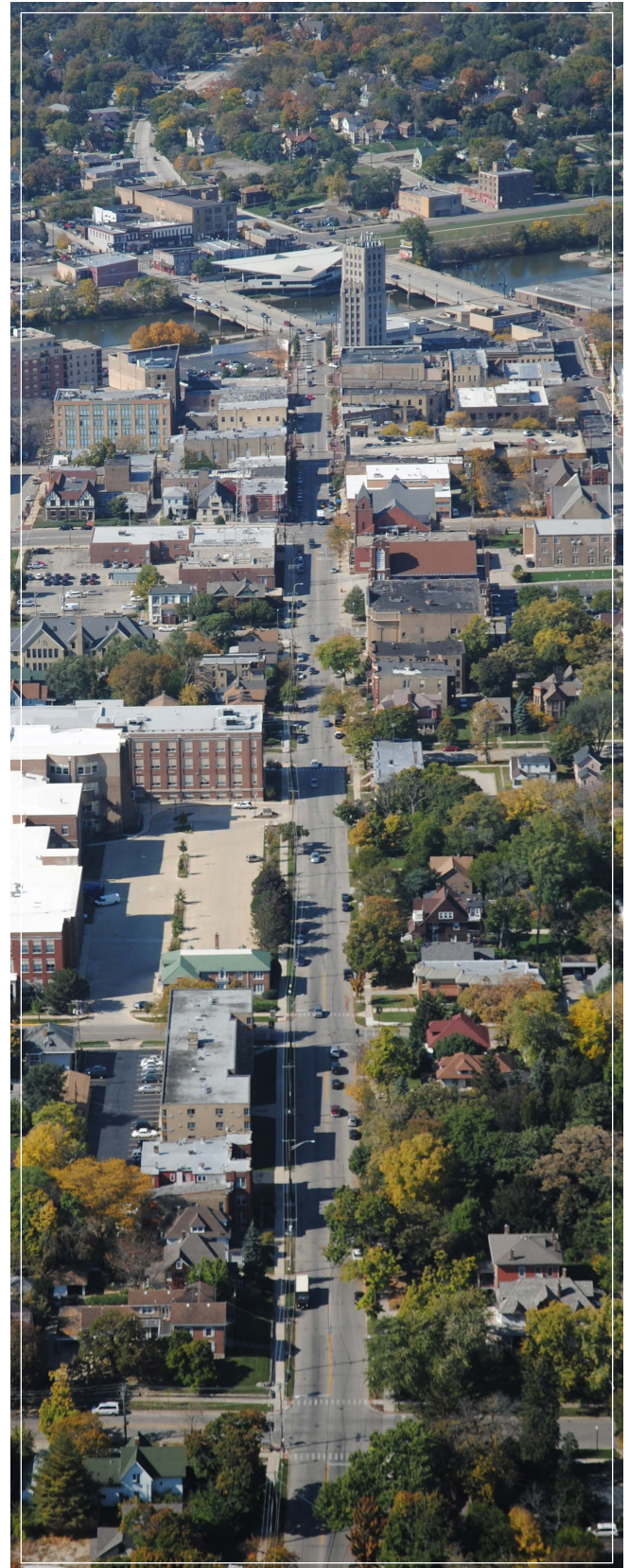
The stakeholder interview process was conducted in order to obtain detailed information about the study area from the different perspectives of representatives who are highly involved in the community.

Unlike the format of the community survey, stakeholder interviews provide the opportunity for two-way dialogue and discussions between the consultants and stakeholders which produced additional insight. They also allow the consultant team to target those with unique and broad knowledge about the community's strengths, weaknesses, opportunities, and threats while obtaining a more candid vision of how to bridge existing conditions with project recommendations.

Information from the stakeholder meetings was recorded by taking notes. These meetings were conducted at the Downtown Neighborhood Association offices on July 13, 2012 by Business Districts, Inc. with partial participation from Land Vision staff.

The interviewed stakeholders included representatives from the following organizations:

- ReMax
- DNA
- Chooch's
- Fountain Square Development
- Planning staff from the City of Elgin



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## ***Interview Summaries***

### **Real Estate Brokers (ReMax)**

Stakeholders from this group expressed some perceived safety issues concerning Downtown. Part of this was reinforced by a lack of significant ground floor tenant activity, particularly in regards to few retail uses.

Another issue that they raised was the unclear direction of the real estate market, which currently exhibits rental prices of a wide range. For example, \$5.00 per square foot gross was mentioned; however, high quality properties may go for two or three times this amount.

As far as sales of owner-occupied spaces, prices can range from \$20-40 per square foot. The stakeholders mentioned a lack of lending support from financial institutions as an issue facing potential new real estate developments. To this end, there is no specific bank “micro loan” program in place.

Furthermore, the restaurant industry’s “grease trap issue” was used as an example of a non-contemporary regulation which may also may inhibit new development. It was suggested that the coordination of various regulatory entities within the city could be improved; however, examples of good coordination were reported at larger development sites.

In regards to trends in property ownership, proprietors are primarily local and under-capitalized, yet small professional offices seem to be working well. Finally, real estate brokers in Elgin voiced a strong interest in better utilizing the Fox River, including the integration of recreation and downtown uses.

### **Downtown Neighborhood Association (DNA)**

The DNA’s primary responsibilities include community organizing, communication, tenant recruitment, special events, marketing, physical maintenance, and to act as a liaison with government. Funding comes primarily from public service agreements (PSA) (about 40%), membership fees, and fundraising activities. The City is strongly in favor of and investigating the replacement of PSA funding with a Special Service Area process.

DNA is excited about the opening of 12 new Elgin businesses such as Soulful Sparrow, Chooch’s, and the ArtSpace project which is anticipated to draw 50-75 tenants. Part of the success of attracting new activity in Elgin can be attributed to the coordinated efforts of DNA and the Elgin Chamber of Commerce. DNA commented on Elgin’s long-standing and strong historic preservation ethic. The City has been a Certified Local Government (CLG) since 1995 and has effectively used historic preservation as a tool for revitalizing its historic residential neighborhoods.

Within Downtown and the study area, DNA remains an important partner in ensuring the preservation of Downtown’s historic resources. DNA, as a local Main Street program, and its Design Committee works with the City to develop programs that support awareness about Downtown’s historic resources and commercial property owner reinvestment in those resources. The study area includes historic structures north and across Route 31 from the Chicago Avenue station.

Additional historic buildings have been identified in the larger downtown. One or two potential districts for nomination to the National Register of Historic Places have been preliminarily identified. Discussions with property owners will need to occur before any proposed district(s), and no timeframes have been established for these potential districts.



## Fountain Square Developers

The largest residential development within the study area over the last few years, Fountain Square has thus far sold 35 of its 93 units, with 100 percent of the remaining space occupied by converted rental units in lieu of the bank assuming the deed. They are presently unable to obtain Freddy Mac / Fanny Mae financing.

Monthly rental ranges for units are as follows:

- 1 bedrooms: 699-801 SF, \$1020-1120;
- 1 bedrooms with a den: 1017 SF, \$1270-1320;
- 2 bedrooms: 1200 SF, \$1320-1400;
- 2 bedrooms with a den: 1302 SF, \$1520
- 3 bedrooms: 1560 SF, \$1620.

Prices include utilities and parking. Both condominium owners and the bank pay assessments which helps support high quality building maintenance. Residents consist primarily of recent college graduates and 50 - 60 year old “empty nesters”, as well as police officers, fire fighters, and paramedics.

If provided the opportunity to construct a new building on the vacant land on the north end of the Fountain Square site (also owned by the bank and originally planned for 103 residential condo units), stakeholders mentioned the possibility of a “condo/ hotel” and more restaurants.

## Chooch’s

Chooch’s Restaurant features family style pricing which is oriented to the Elgin market. The owners were very complimentary about how the City of Elgin coordinated with them to ensure building regulations were being met.

There was a high degree of optimism regarding the future of this restaurant. One particular point of interest is the back deck which will take full advantage of the proposed Riverfront Promenade improvements and views.



## Conclusions

### General Perceptions

While there is much happening among individual properties in Elgin, little synergy exists between linking the Chicago Street Metra Station and Downtown district.

Moreover, Downtown Elgin lacks a level of activity to overcome certain negative perceptions about the district's safety. Though few crimes occur near Downtown, social issues such as homelessness, reinforce these negative perceptions. Ground floor retail is challenged due to the lack of foot and vehicular traffic. As expressed by the stakeholders, residents are highly interested in additional restaurant options.

However, the study area has many positive features: the pedestrian environment promotes walkability; the river provides additional amenities; institutions draw residents to the study area such as the recreation center and the library; and, new investments in arts and technology are a boon to new business.

### Real Estate and Development

Asking rents for available ground floor lease space vary widely throughout the study area. Rents are typically negotiable, with some current rents as low as \$4.00 - \$5.00 per square Foot (PSF) on gross lease basis. Downtown apartment rentals within previously approved condo projects have high occupancy and strong rents.

Despite the generally weak leasing market, some market interest exists among small office tenants for a Downtown Elgin location. Moreover, the City is supportive of adaptive reuse of existing spaces, such as the approval of the Prairie Rock Brewery site to become two separated uses - a church and a bar with an outdoor patio (the site was originally a movie theater).

### Regulatory Issues

Certain codes and regulations can sometimes inhibit the start of small business operations. One example cited was the grease trap requirement for restaurants and its related incentive. The incentive doesn't match the requirement which may be outmoded. Joint enforcement with the City and another regulator appears inconsistent.

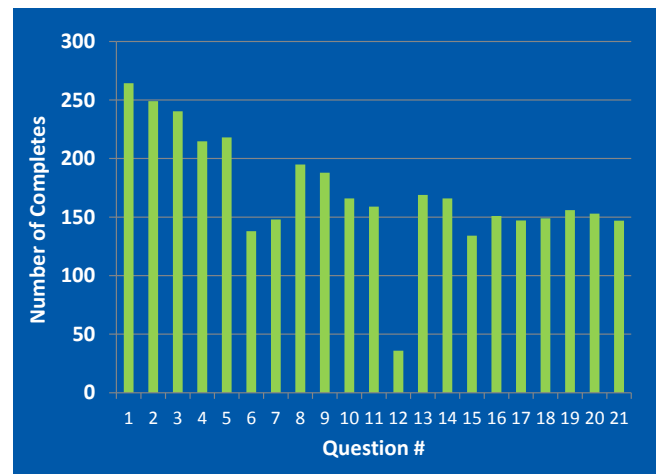
### Programming

DNA continues to provide comprehensive programming specific to Downtown. They plan to explore the possibility of a SSA as an organizational funding source. DNA works effectively with other local economic development partners, such as the City of Elgin and Chamber of Commerce, and each entity has a clear sense of their role in the overall effort.

### Emerging Issues or Opportunities

Technology businesses and the arts represent a growth opportunity in Downtown Elgin. The Elgin Technology Center and the soon-to-be completed Art Space serve as current examples.

Figure A-1 | Number of Completed Surveys





# COMMUNITY SURVEY

## Overview

The community survey was the largest and most concentrated effort to measure public opinion about the direction of development near the Chicago Street Station area. For this task, the consultant team developed 21 questions about the study area, ranging from land use desires and infrastructure improvements to demographic information and daily commute patterns. The format of the questions also ranged from multiple-choice to ordinal ranking, and included one write-in answer.

The development of the survey instrument was a collaborative process that involved incorporating feedback from the City of Elgin and the transit agencies RTA, Metra, and Pace. The final product was an electronic survey hosted through the SurveyGizmo.com website and accessed through the project website developed by Land Vision.

Survey respondents could take the survey by typing in the URL for the project website into a browser, scanning a QR code with their smart phone or tablet, visiting the City of Elgin and DNA websites, or by accessing one of three iPad survey kiosk locations that were setup near the study area. The survey went live on July 9 and was closed on Monday, August 27, 2012. iPad kiosks were stationed for most of July and August.

In total, 418 attempted to take the survey. Of this number, 162 answered every question (or at least made it to the last page of the survey and clicked on a “Submit Survey” button), while 286 answered at least one of the 21 questions. Additionally, some questions featured multiple answers while others only featured a single answer.

Therefore, to capture all valid responses, each question is examined individually in the following sections of this chapter.

Table A-1 displays the category of information being asked of each question, along with the number of total responses, also displayed in Figure A-1.

**Table A-1 | Questions by Category**

| Question # | Category       | Sub-Category        | Total Responses       |
|------------|----------------|---------------------|-----------------------|
| 1          |                | General             | 264 (Average)         |
| 2          |                | Housing             | 249                   |
| 3          | Land Use       | Commercial          | 240 (Average)         |
| 4          |                | TOD                 | 215 (Average)         |
| 5          |                | TOD                 | 218                   |
| 6          |                | Metra / Pace        | 138 (High), 72 (ave.) |
| 7          |                | Metra               | 148                   |
| 8          |                | Metra               | 195                   |
| 9          |                | Station Access      | 188                   |
| 10         | Transportation | Pace                | 166                   |
| 11         |                | Metra / Pace        | 159                   |
| 12         |                | Pace                | 36                    |
| 13         |                | Infrastructure      | 169                   |
| 14         |                | Pedestrian Mobility | 166                   |
| 15         | Parking        | -                   | 134 (Average)         |
| 16         | Streetscape    | -                   | 151                   |
| 17         | Open Space     | -                   | 147 (Average)         |
| 18         |                | Sex                 | 149                   |
| 19         | Demographic    | Age                 | 156                   |
| 20         |                | Household Size      | 153                   |
| 21         |                | Household Income    | 147                   |

# iPad Kiosks and Survey Distribution

## About the iPad Survey Kiosks

The iPad survey kiosk is a successful technology tool used by the Land Vision team to enhance community and public outreach efforts. Essentially, this is an electronic survey that could be taken on an iPad tablet.

The survey was hosted through the project website managed by Land Vision and its format and content were customized to address the various goals and objectives the Chicago Street Station Area study.

## Kiosk Locations

In order to access the general public who live and work in the community, kiosks were setup at the Gail Borden Library, City Hall and The Centre. Each provided Wi-Fi internet access, which allowed the surveys to run continuously while each location was open to the public.

## Electronic Distribution

Beyond being posted on the City and DNA's websites, the website link and description of the survey were provided within two Downtown Neighborhood News Top 10 email blasts. They also were provided in DNA's July Block-by-Block email-blast which is sent to Downtown property and business owners. Clickthroughs from these e-mail blasts generated more than 80 views combined and were of great help in generating a higher survey response.

## Marketing Flyer

An 11 x 17" flyer and 24 x 36" poster were produced containing information about the project and how to take the survey. Flyers were fastened or displayed on tables, counters, etc. to draw attention to the kiosk, and a poster and easel were setup at the Centre to provide more visibility.





## Survey Results

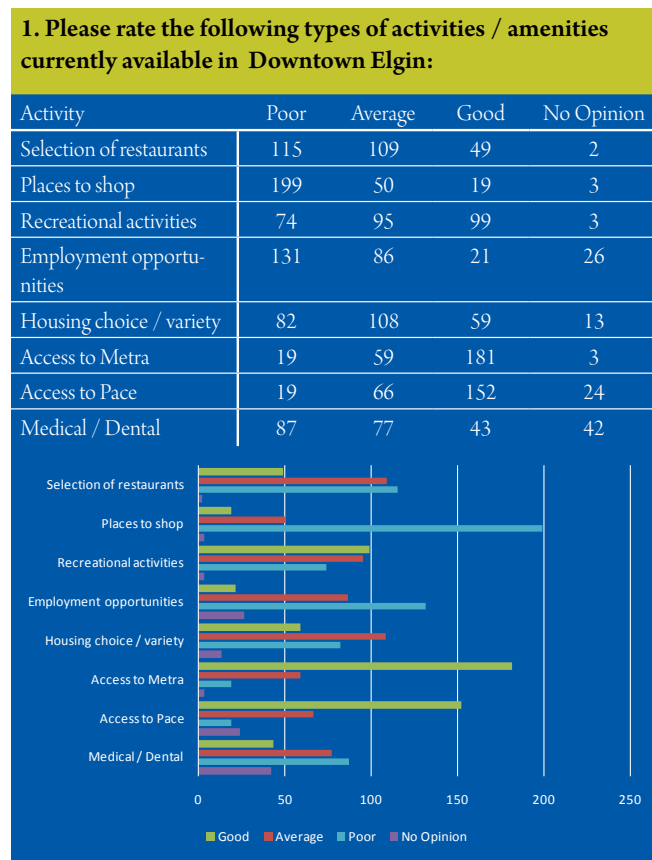
### Question #1

Responses for the first question on the survey were higher than for other questions, which is typical of any survey where someone may start the survey but does not have enough time to complete it.

Overall, respondents feel like the quality of access to Metra and Pace is good, but rank as poor the quality of places to shop and availability of job opportunities. About 42% rank restaurant selection as poor, and a similar proportion of respondents also ranked medical/dental amenities as poor. On the other hand, many (72%) ranked recreational activities as good or average.

Respondents are somewhat split on the choice and variety of the housing stock, with “average” representing the largest portion of responses. Activities and amenities that generated the most “no opinion” responses—between 9% and 17%-- are limited to medical / dental, access to Pace, and employment opportunities.

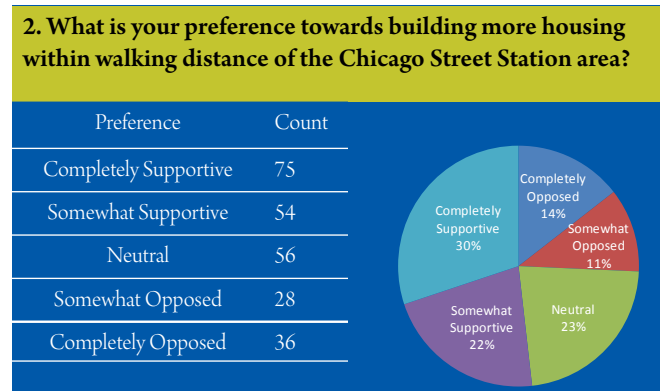
**Table A-2 | Question #1 Results**



### Question #2

The construction of additional housing near the Chicago Street Metra Station is supported by a 52% majority of survey respondents with 26% opposing and 23% neutral to the idea.

**Table A-3 | Question #2 Results**



### Question #3

Knowing how often respondents travel to each of the shopping areas listed in this question is helpful in determining not only the level of attraction of each area but also willingness to travel certain distances.

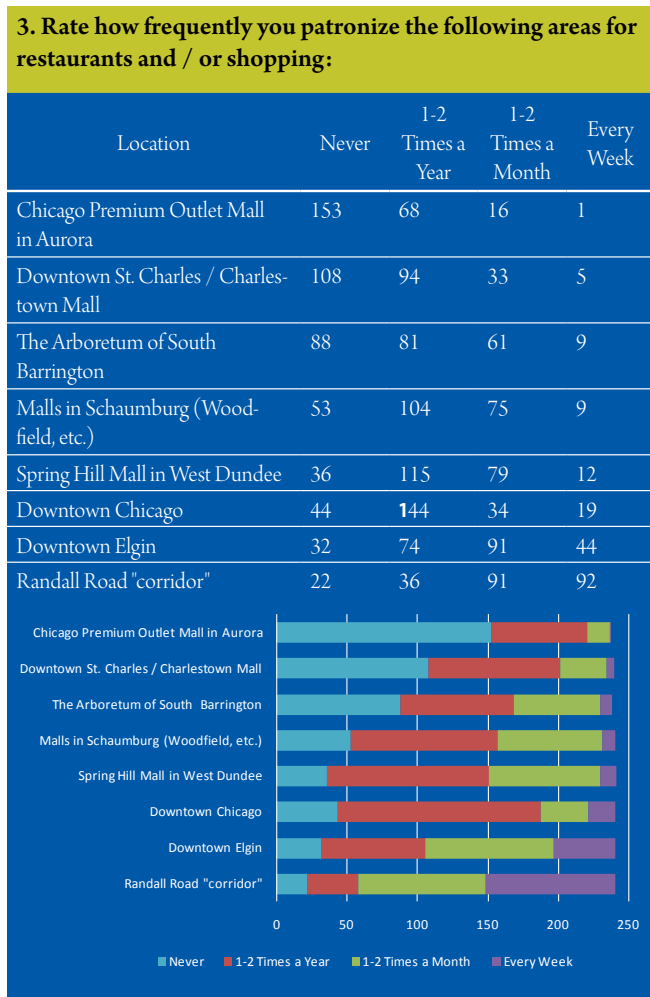
Respondents patron the Randall Road “corridor” more frequently than any other shopping area listed in Question 3; 92 out of 241 responses for Randall Road selected every week or more, with 91 selecting 1-2 times per month.

Respondents also patronize Downtown Elgin, with 18% doing so 1-2 times a week and 38% doing so 1-2 times per month. Those destined for Downtown Chicago, 60% of respondents, travel to this location only 1-2 times per year, with another 22% going monthly or more often.

Over one-third of respondents shop 1-2 times per month at the Spring Hill Mall in West Dundee and at Malls in Schaumburg (including Woodfield) About 30% patronize the Arboretum of South Barrington at least once a month, with a slightly higher number patronizing it once or twice a year.

Finally, many respondents indicated they never go to either Downtown St. Charles / Charlestown Mall (45%) or the Chicago Premium Outlet Mall in Aurora (63%).

**Table A-4 | Question #3 Results**



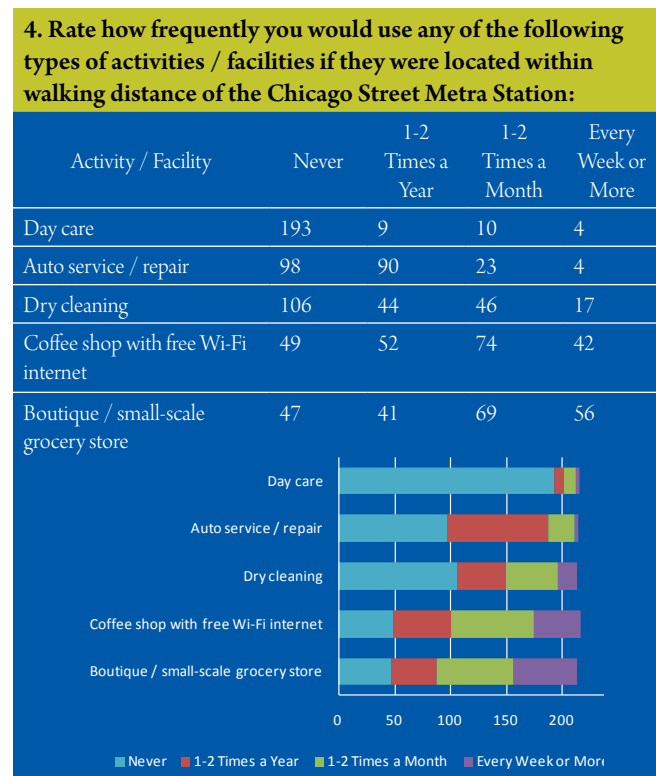
**Question 4**

The purpose of this question was to gauge the support for specific kinds of commercial developments that could be considered as potential recommendations for key sites near the Chicago Street Metra Station.

A majority of respondents stated that they would frequent a boutique / small-scale grocery store as well as a coffee shop with free Wi-Fi internet at least 1-2 times per month, with more than one quarter stating they'd shop at a grocery store every week or more.

While respondents indicated overall that they would rarely use a dry cleaning service and almost never have need for day care service, a large number suggested they would have need for auto service / repair 1-2 times per year (42% total compared to 46% who marked "never"). This may suggest that Metra and / or Pace services are the primary alternative means of transportation for those who are stuck with their vehicle in the shop.

**Table A-5 | Question #4 Results**





### Question #5

Beyond inquiring about how frequently one may use a specific type of commercial service, the consultant team wanted to go a step further and provide respondents with a chance to prioritize each activity or facility. This was done to ensure that the services most important to the public are identified, regardless of how often they may be used. The responses for each selection were totaled and averaged to show preferences. Averages are displayed in Table A-6.

The results for Question #5 reinforce answers from Question #4, with boutique small-scale grocery store having the highest average rank, followed closely by coffee shop with free Wi-Fi internet, then dry cleaning, auto service / repair, and day care.

### Question #6

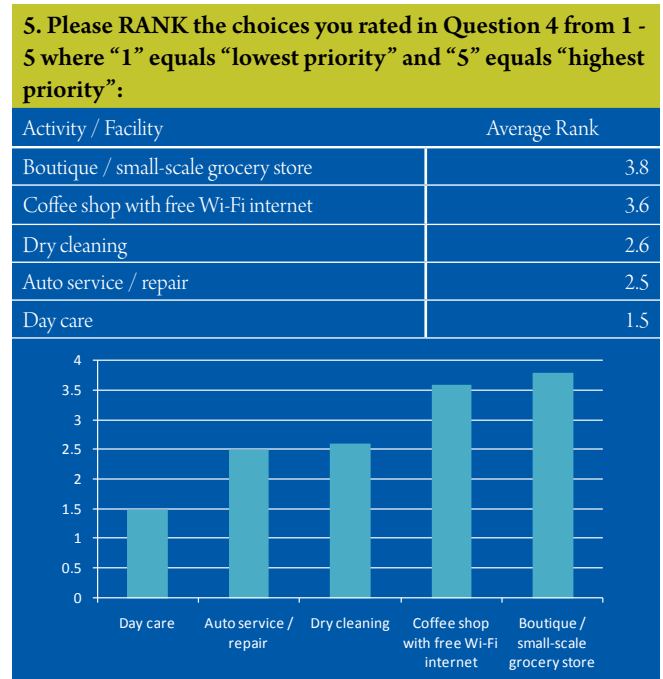
Question #6 was asked to find out both how many survey respondents use Metra and/or Pace and the purpose of their trip(s). Of the 145 people who answered this question, there were 457 selections made for Metra and 49 for Pace.

Since 138 out of 145 possible respondents take Metra for recreation / entertainment, this is perhaps the primary trip purpose for Metra service to / from the Chicago Street Metra Station. This stands in contrast to the 86% of all Metra riders who use Metra to commute to work (according to the 2011 RTA Customer Satisfaction Survey. Most likely, the reason for the difference between surveys is that respondents of this survey were likely occasional riders versus daily Metra commuters.

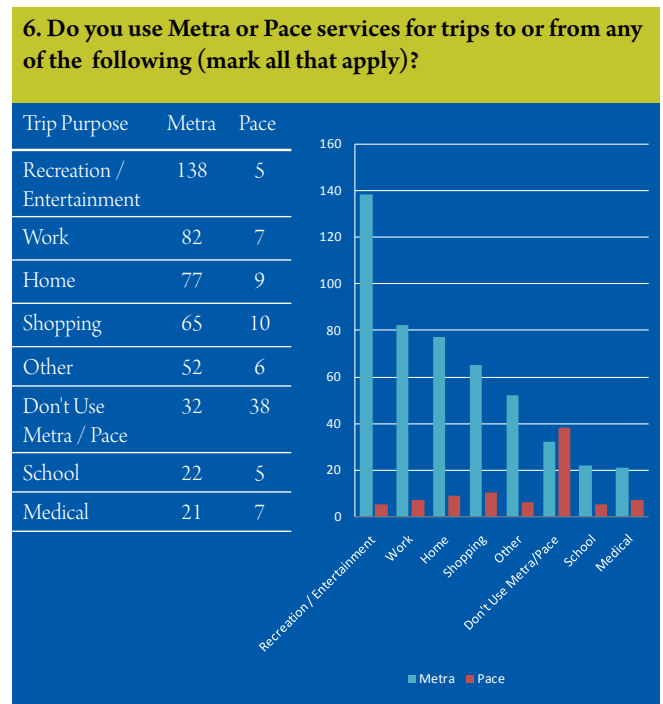
The next highest purpose is work, followed closely by home (these two are often the same trip for commuters). Shopping and “other” are also frequent responses for Metra riders, although few take Metra for school or medical purposes.

Pace riders were most likely to ride the bus for travel to shopping, or home; however, given the very small number of respondents who use Pace, the data is insufficient to reach definite conclusions.

**Table A-6 | Question #5 Results**



**Table A-7 | Question #6 Results**



### Question #7

In terms of frequency, most survey respondents who use the Chicago Street Metra Station are not regular commuters, with 42% taking Metra 1 day per typical week. Excepting survey respondents who don't take Metra (32%), the next highest proportion of riders includes those who take Metra 5 days a week (12.8%), most of whom are likely Monday-Friday commuters going to work.

However, if one considers those who take Metra 3-days, 4-days, 6-days, and every day as regular commuters, this number increases to 21.9%. While this twice as many as only 5-day commuters, it is still half of those who only take Metra 1 or 2 days per week.

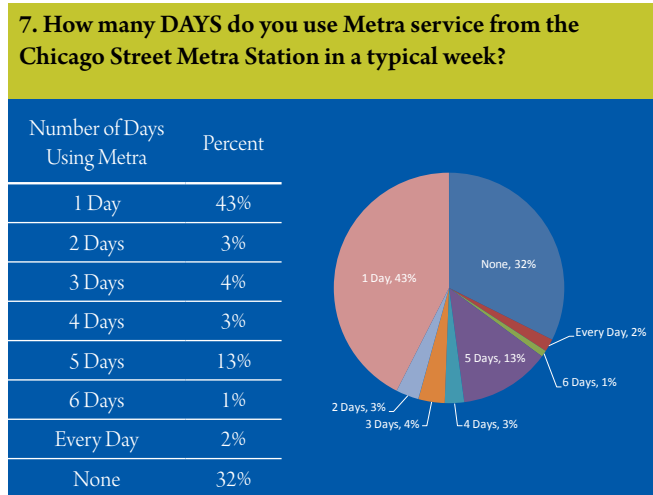
### Question #8

Mode of access to the Station is important for planning purposes since it allows a more targeted set of transportation recommendations.

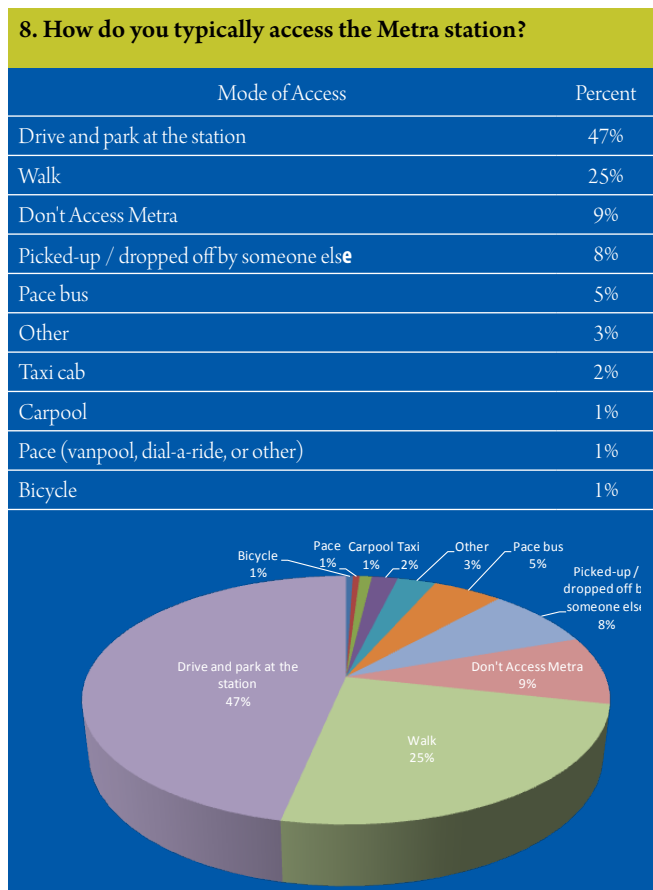
A large majority of Metra commuters from the Chicago Street Metra Station drive a vehicle and park at the station, 46.7% of those responding to Question #8. This was followed by at 24.8%. About 8% were picked-up / dropped-off by someone else, while 5% access by Pace. Very few carpool, or take a taxi cab, Pace vanpool, or bicycle to the station.

Given the overwhelming number of respondents who walk and drive to the station, particular attention should be directed towards pedestrian and parking improvements for this study's recommendations.

**Table A-8 | Question #7 Results**



**Table A-9 | Question #8 Results**





### Question #9

Half of survey respondents travel 10 - 15 minutes to access the Chicago Street Metra Station, with one third taking less than 5 minutes. Less than one fifth take 15 - 20 minutes, and only 4% take 20 - 30 minutes or more.

Data from Questions 8 and 9 provide an interesting opportunity for cross-tabulation, to analyze how long it takes respondents to access the station using the mode they identified. Table A-10 illustrates this information. Those who drive experience the shortest access times, followed by those who walk. Access times for Pace bus riders are slightly higher overall.

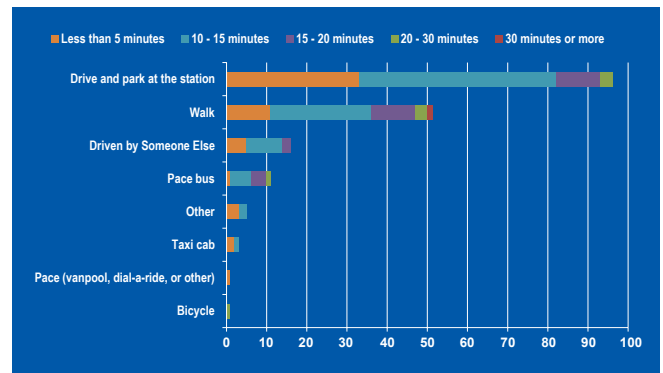
Figure A-3 displays the average travel time for each mode. In order to achieve this, the midpoint of minutes for each category was used (so for example, 12.5 minutes was used as a proxy for the 10 - 15 minute category). The size of the point for each mode correlates to the number of total responses.

Both driving alone and parking and being driven by someone else yield an average travel time of about 10 minutes. Walking takes slightly longer, averaging about 12.5 minutes, while using Pace takes 14.5 minutes. Since only one respondent accessed the station by bicycle and very few others take taxis or Pace vanpools, the average time for these modes is not reliable.

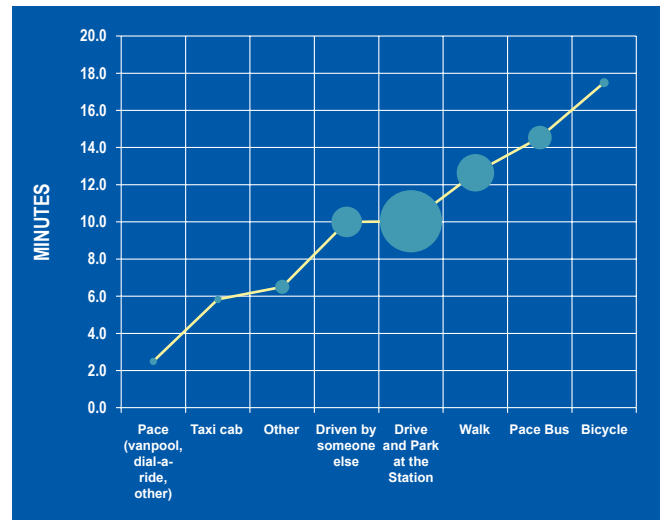
**Table A-10 | Question #9 Results**

| 9. How long does it take you to access the Chicago Street Metra Station from where you live using the mode identified in Question 8? |         |
|--|---------|
| Time   | Percent |
| Less than 5 minutes  | 30.3%   |
| 10 - 15 minutes  | 49.5%   |
| 15 - 20 minutes  | 16.0%   |
| 20 - 30 minutes  | 3.7%    |
| 30 minutes or more   | 0.5%    |

**Figure A-2 | Questions 8 & 9 Comparison**



**Figure A-3 | Average Access Time per Mode**



### Question #10

Few survey respondents claimed taking Pace at all; however, among those who did, most use bus service once per week (55.2%).

The remaining 45% of Pace riders show no particular riding pattern and are more or less evenly distributed from 2-days per week to every day.

### Question #11

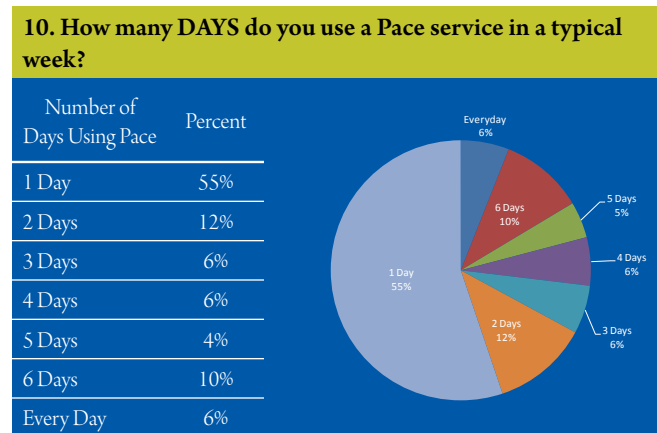
Though most respondents to Question #11 do not take Pace service to the Transportation Center, those who do either transfer to Metra (15%) or indicate the Transportation Center is the last stop before their final destination (12%). The smallest proportion of respondents to this question transfer to another Pace service (8%).

### Question #12

The purpose of Question #12 was to provide survey respondents with an opportunity to suggest new destinations for Pace bus service in the greater-Elgin area. The question is: “What destinations would you like Pace to serve that are not currently being served? Please write in up to three locations...”

While the majority of answers were unique (few people suggested the same destination), Figure A-4 shows the importance of a destination in that the text size is scaled to the frequency of answers. It also displays every answer to Question #12.

**Table A-11 | Question #10 Results**



**Table A-12 | Question #11 Results**

| Answer  | %   |
|---|-----|
| Yes - Metra   | 15% |
| Yes - Pace  | 8%  |
| No - the Transportation Center is the last stop before my destination | 12% |
| I do not take Pace service to the Transportation Center               | 65% |

**Figure A-4 | Question #12 Answers**





### Question #13

Given that the public’s tax dollars may be used to fund improvements that are recommended from this study, Question 13 provides an opportunity for members of the community to rank order their preferences for each of the seven transportation improvements under consideration.

Since many respondents did not answer this question completely (many ranked fewer than seven improvements), the averages were determined by adding up ranks for each improvement and dividing by the total responses for that item. This method assures that improvements which had fewer responses are not under-represented in the overall order of priority.

Respondents were most interested in increasing the parking capacity at the Chicago Street Metra Station, followed closely by improving traffic signal coordination with railroad crossings at Highland Avenue and Chicago Street.

Respondents thought the following improvements to be nearly equally important: improved coordination between Metra and Pace schedules, improved pedestrian connections between Pace and the Chicago Street Metra Station, printing route hours and simple maps on Pace bus signs, and installing bus shelters along Pace routes with additional route and system information. Constructing a new Pace Transportation Center building was considered least beneficial.

### Question #14

Once again, the public was given an opportunity to identify their priorities for transportation improvements, this time for pedestrian mobility.

While improving crossings at major intersections came out ahead, improved pedestrian and bike connections between the Fox River Trail and Chicago Street Metra Station ranked last.

**Table A-13 | Question #13 Results**

**13. Please RANK the following transportation improvements from 1-7 where “1” equals “least beneficial” and “7” equals “most beneficial” (use each number only once):**

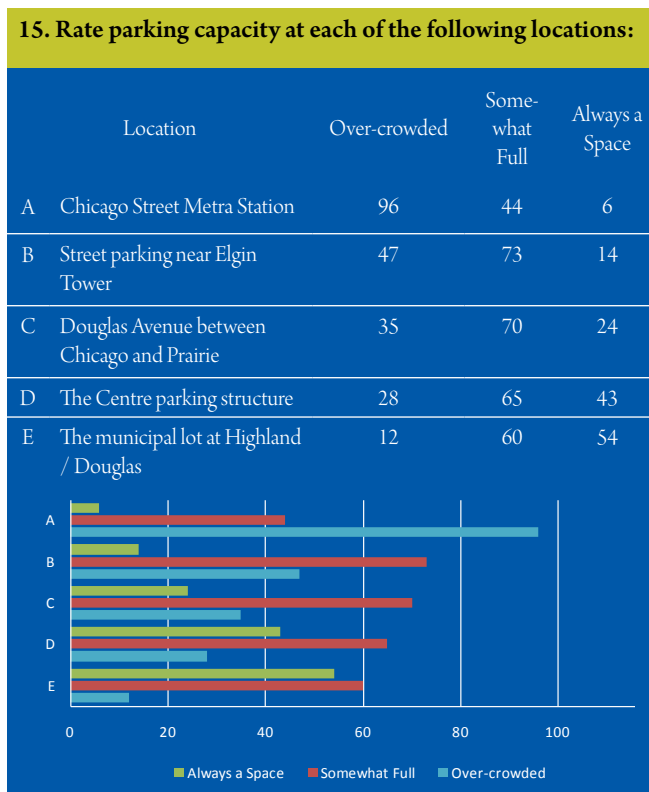
| Improvement  | Avg. Rank |
|--|-----------|
| A More parking at the Chicago Street Metra Station                                       | 4.6       |
| B Improved traffic signal coordination with railroad crossings at Highland, Chicago      | 4.4       |
| C Improved coordination between Metra and Pace schedules                                 | 3.8       |
| D Improved pedestrian connections between Pace and Metra                                 | 3.7       |
| E Route hours and simple maps printed on Pace bus signs                                  | 3.7       |
| F Installing bus shelters along Pace routes with additional route and system information | 3.6       |
| G A new Pace Transportation Center building  | 3.3       |

**Table A-14 | Question #14 Results**

**14. Please RANK the following pedestrian mobility improvements from 1-3, where "1" equals "lowest priority" and "3" equals "highest priority" (use each number only once):**

| Improvement  | Ave. Rank |
|--|-----------|
| A Improved pedestrian crossing signals at major intersections  | 2.2       |
| B Improved pedestrian connections between the Pace Transportation Center and Chicago Street Station  | 1.9       |
| C Improved pedestrian and bicycle connections between the Fox River Trail and Chicago Street Station | 1.7       |

**Table A-15 | Question #15 Results**



**Question #15**

As a means of gaging parking usage in the study area, Question #15 asked respondents about their perception of parking capacity at five locations.

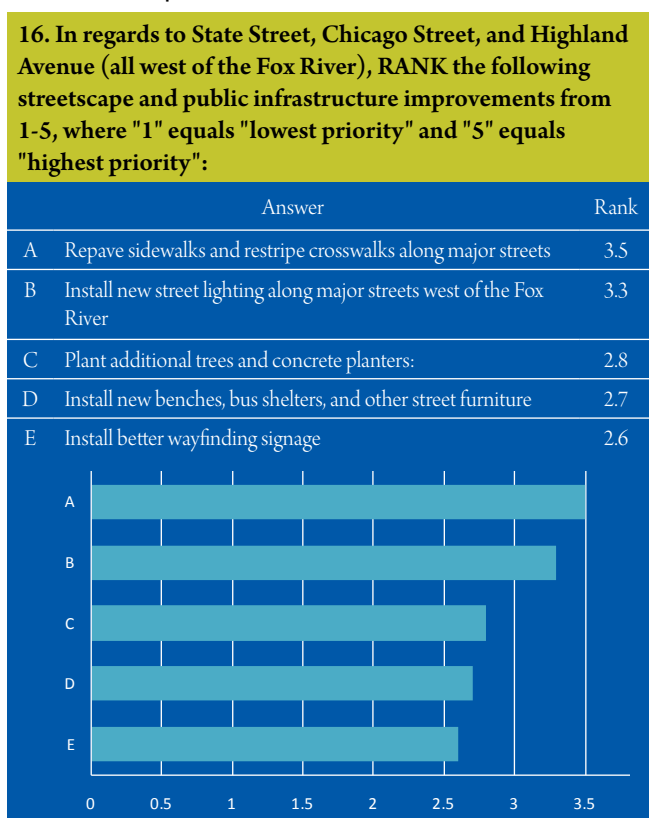
Almost two-thirds (66%) rated conditions at the Chicago Street Metra Station as overcrowded. Crowded conditions are also present for street parking near Elgin Tower and along Douglas Avenue between Chicago and Prairie; however, these two areas are more frequently characterized by “somewhat full” conditions.

At two locations respondents indicated there is “always a space” more often than at any other locations: Centre parking structure and municipal lot at Highland / Douglas. However, both of these locations had slightly higher numbers of responses where “somewhat full” was selected.

**Question #16**

The final question in the set of the three relating to infrastructure priorities asked survey respondents to rank streetscape improvements.

**Table A-16 | Question #16 Results**



Repaving sidewalks and restriping crosswalks along major streets had the overall highest rank, with the installation of new street lighting along major streets west of the Fox River close behind.

The remaining three options, all of which focus more on cosmetic, aesthetic, and information upgrades, ranked similarly at about one point below the top two improvements.

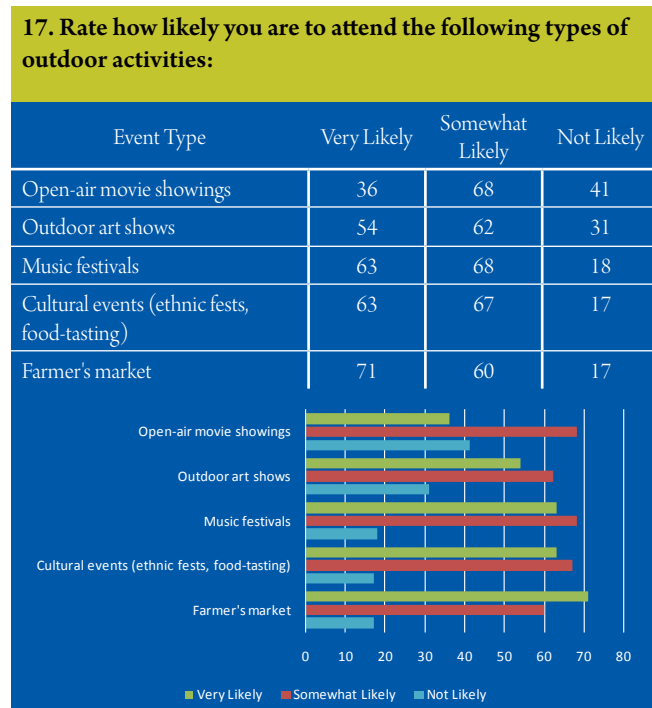
**Question #17**

This was the last question dealing with study area-specific characteristics or qualities. It concerns the types of open space activities that most interest the public. Understanding public preferences towards these activities can be helpful in determining physical improvements to parks and open spaces.

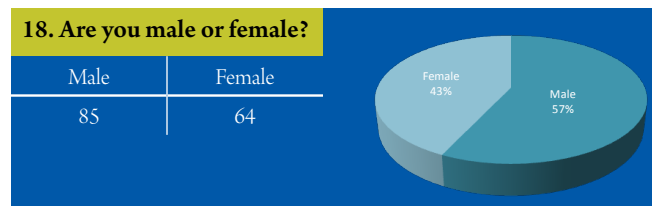
Respondents were most likely to attend farmer’s markets and least likely to attend open-air movie showings. For the rest of the activities, most indicated that they were either very likely or somewhat likely to attend.



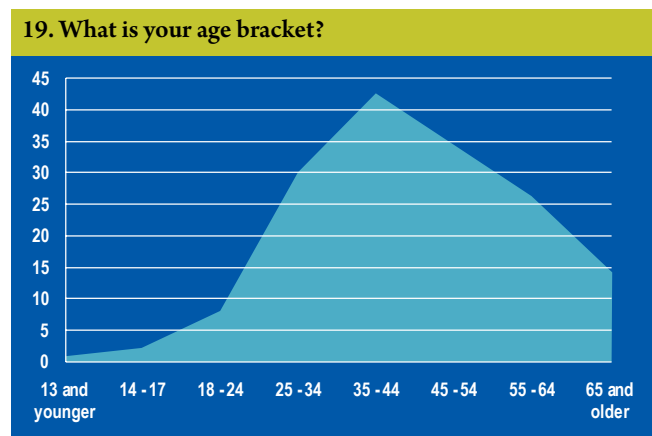
**Table A-17 | Question #17 Results**



**Table A-18 | Question #18 Results**



**Figure A-5 | Question #19 Results**



**Question #18**

The demographic questions begin with Question 18. A larger number of males than females completed the survey.

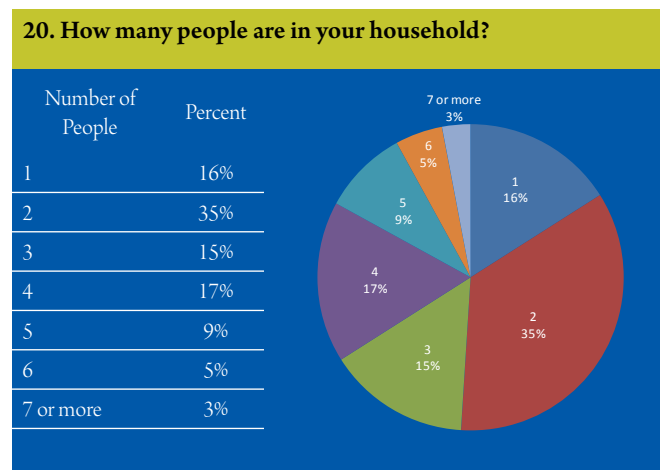
**Question #19**

Not surprisingly, respondents' ages followed somewhat of a standard bell curve distribution with the largest number of people between the ages of 25 and 64. The only departure from a standard curve is that there were fewer people younger than 25 than there were people 65 or older.

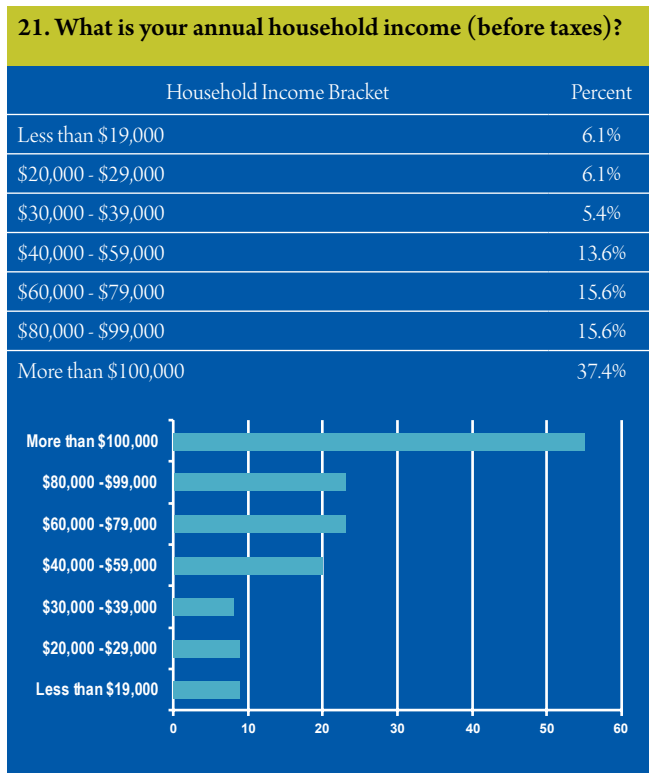
**Question #20**

Household size also followed a distribution that is typical of national trends, with more than half of respondents identifying themselves with two or three person households.

**Table A-19 | Question #20 Results**



**Table A-20 | Question #21 Results**



**Question #21**

Perhaps most surprising about the demographic characteristics of the survey respondents was household income. The results indicate an unusually high proportion of those making more than \$100,000 per year, which is well above the national average for both one-person and two person households. These results are also very different from the household incomes identified in this study’s Existing Conditions Report, which suggests much lower median incomes for those living in the study area.

Approximate median household income for the City of Elgin is \$52,605, which is lower than Kane County’s median household income of \$66,604. Elgin’s figure is actually more similar to the state of Illinois as a whole, whose median household income is \$53,966. Compared to the majority of survey participants, 21% of households in Elgin have an annual income greater than \$100,000. This percentage is in line with the State as a whole at 22% and slightly below Kane County’s 30% of households with an in income of \$100,000 or higher.

This difference may be attributable to the nature of the survey delivery system, which is electronically based and can be taken by anyone with internet access, regardless of whether they live in Downtown Elgin or not.

Most likely, a much higher number of people taking the survey live outside of the study area. However, this information may be an indication that the survey was successful in not only representing those who live in the study area, but also those who work and / or spend a significant amount of their time in or passing through the Chicago Street Metra Station area.

This data also suggests that there are many people who are more likely to have disposable income that also have an interest in the study area. Land use recommendations should take this into consideration when determining what types of commercial development to attract.





## CONCEPT PREFERENCE SURVEY

The purpose of the Concept Preference Survey is to help focus planning and design issues and define the most appropriate and inappropriate typologies and elements for the Downtown's future. As the Concept Preference Survey results were presented to the public, they facilitated discussion of critical development and design issues in the study area. This process ensures that the final plan contains recommendations, guidelines, and regulations that portray a shared vision of the Downtown.

Concept Preference Survey image slides were organized into seven categories: Mixed-Use / Multi-Use, Commercial / Retail, Multi-Family Residential, Identity / Wayfinding Signage, Business Signage, Parking, and Open Space.

Respondents were given five rating options for each image; (1) Strongly Negative; (2) Negative; (3) Neutral; (4) Positive; and, (5) Strongly Positive. Images with average scores higher than 3.5 are considered to be overall positive, while images with average scores lower than 2.5 are considered to be overall negative. Image ratings are located at the bottom left corner of each image.





## ***Multi-Use / Mixed-Use***

The most highly regarded images typically show attractive multi-use structures fronting attractive streetscapes and in one case forming an enclosure around an intimate and landscaped public green. To be further explained in the Design Guidelines later in this document, the images displayed in this category are representative of good planning and urban design principles in which buildings form continuous and well-defined streets.



Multi-use / Mixed-use structures rated highest were typically shown at 2-4 stories. In these images retail space is typically located along the ground level in order to activate the pedestrian realm along the street/public space. Residential or office uses are placed above with special attention made to locate the more “public” uses of each space along the street to ensure the visual connection between people inside the buildings with the environment below. Small details such as this help promote safer and more pleasant environments by allowing for more “eyes on the street”.



Building facades feature projecting windows and balconies which are integrated into massing articulations that generate a high degree of architectural interest. This articulation in each facade allows for the creation of small “people” spaces along public streetscapes which generally serve as prime locations for outdoor dining and other gathering space for pedestrians to interact. High quality materials and details combined with an elevated degree of craftsmanship result in structures that provide architectural interest to both pedestrians leisurely passing by as well as vehicles traveling at a higher rate of speed.



Although each of the images is very different in architectural style, the relationship between the building and the surrounding environment is very similar in each case. These images all depict attractive street environments, highlighted by on-street parking and pedestrian-oriented sidewalks with integrated street furniture, appropriate scaled lighting, and attractive landscapes. In the most highly desirable developments it is the layering of elements such as this, in addition to high-quality architecture which create successful downtowns.





## Commercial / Retail

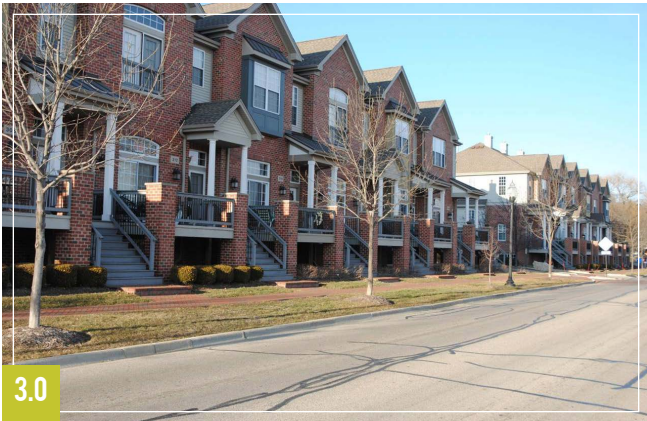
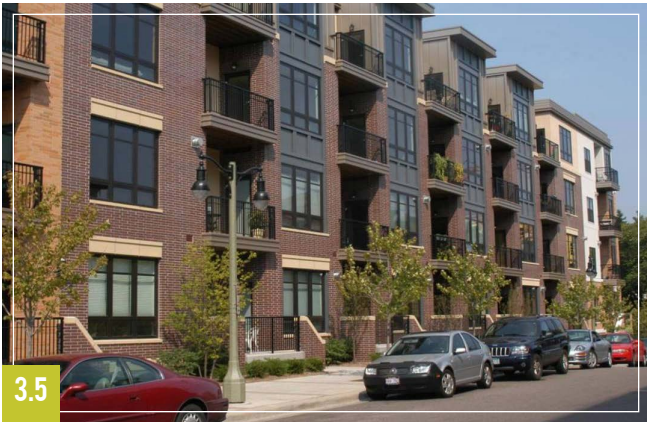
The top rated images in the Commercial / Retail category reflect a strong preference for a well-integrated commercial and pedestrian environment.

Highly rated images show a quality commercial streetscape utilizing proper urban design principles depicting buildings forming a continuous street frontage. Generous public sidewalks facilitate social interaction including outdoor dining as shown in the top image. Depending on the location and needs of the market upper floors should be utilized for either office uses or residences as was displayed in the multi-use image set.

The City of Elgin has performed admirably in delivering a high quality pedestrian-oriented environment. By utilizing similar techniques in new development and redevelopment opportunities, Elgin can ensure a cohesive and attractive Downtown resulting in the creation of an inviting and walkable “place”.







## ***Multi-Family Residential***

Results from the Concept Preference Survey illustrate that the participants in Elgin possess an understanding of the elements which contribute positively to good urban environments. Although there may not be an opportunity for multi-family redevelopment similar to image number one, it should be noted that those who took the survey seem to hold an appreciation for good planning principles which yield outcomes such as this intimate residential street.

Although the images rated most highly among the multi-family residences are all different, they all reflect a desire for creating attractive, pedestrian-oriented streetscapes with appropriately scaled architecture and high-quality materials. Building setbacks are minimal in most cases yet when a setback is present it is typically used to introduce a porch or stoop which provides its own contribution to the pedestrian realm.

Image four is quite different in both scale and style to what is being shown above. In analyzing the performance of this image, it is believed that the survey participants selected based on the use of transparent materials and a desire for monumental and architecturally significant buildings. This image performed well enough in the survey to be included however it is unlikely that a building of this character would be appropriate for Downtown Elgin.





3.9



3.4



3.3

## Identity / Wayfinding

The highest rated images in the identity/wayfinding categories represent three of the primary elements utilized in the successful building of a community's brand. Each of the images used are designed to coincide with the other elements of the communities identity and wayfinding strategy. Similar design, materials, color palette and styles are utilized in order to project a cohesive and united environment.

The City of Elgin has done a tremendous job in implementing a signage and wayfinding strategy throughout the Station Area. Effort should be made to utilize similar techniques, styles, materials, and colors to implement the existing strategy through the remaining places in Downtown Elgin.



3.7

## Business Signage

Highly rated business signage examples show a clear preference for attractive and thoughtful designs constructed with high quality materials.

Images one, two, and four show facade mounted projecting signs, expressive in design and indicative of the businesses and uses which they are serving. Signs such as this are typically oriented towards pedestrians as they are placed perpendicular to the storefronts and in direct view of the residents and visitors which pass them on a daily basis.



3.6

Image three illustrates a typical storefront business sign that is externally illuminated with attractive lamps that are designed in a compatible manner with the overall architecture of the building. The dimensions of the sign, including font size and facade coverage is regulated in a manner which allows the business the ability to express their individual identities while promoting a uniform and cohesive commercial environment overall.



3.6



3.6

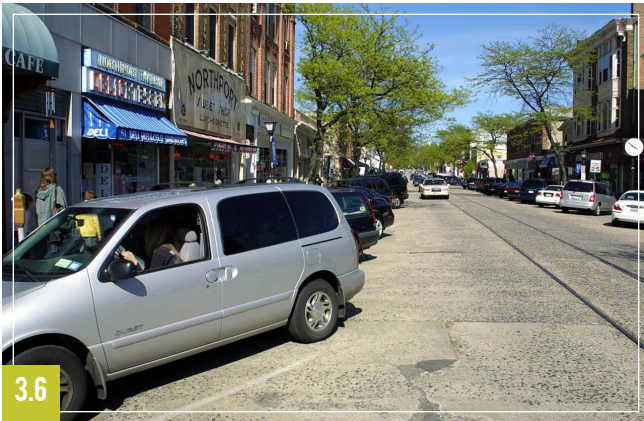




3.9



3.8



3.6



3.4

## Parking

The Concept Preference Survey tested both structured parking examples as well as surface parking (both on-street and surface lots). Highest rated images depicted examples of structured parking in more urban environments with each example integrating commercial uses on the ground level in order to more proactively contribute to the pedestrian realm.

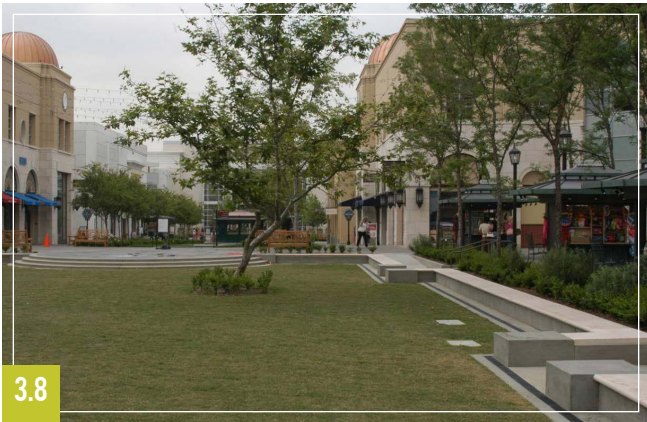
Image one depicts a contemporary design which integrates the quality and variety of streetscape enhancements currently present in Elgin. Additionally, the design of this structure introduces shallow storefronts which may serve as attractive space for small scale retailers or start up businesses looking to open their first shop. By introducing these uses the Downtown Elgin fabric prevents a gap in development from forming in the streetscape and activates an otherwise traditionally “dead” use.

Image three demonstrates the positive affect that on-street parking can have on the overall Downtown Streetscape. Elgin has already done a great job in implementing on-street parking which contribute positively to local streetscapes and should continue to explore these possibilities where opportunities are present.





3.9



3.8



3.6



3.5

## Open Space

The images ranked in the top four in the Open Space category display a particular type of open space that is currently at a premium in places such as Downtown Elgin. However, those places which have implemented similar spaces are consistently ranked very favorable and are highly regarded as great Downtowns. These small urban parks and public squares represent exciting examples to be woven into the community fabric of Downtown Elgin. Each space may be designed to incorporate specific amenities in order to allow for it to develop a special identity and local source of pride for the immediate businesses and residents.

Elgin has incorporated larger parks along the riverfront in order to provide residents and visitors with options for both passive and active recreation opportunities. There is, however, opportunity to incorporate smaller scale plazas and greens within Downtown in order to accommodate those who prefer alternative types of open space. These spaces may be located along special corners or within gaps in development and each represents an opportunity to introduce recreational and leisure uses into the urban fabric of Downtown Elgin.



# DEVELOPER FORUM

On April 4, 2013 a Developer Forum meeting was held at The Centre with an invited list of developers who have worked or are currently working in the City of Elgin. The meeting was attended by 7 developer representatives possessing a mix of past development work in both single family greenfield sites, as well as developments located in Downtown Elgin.

The meeting began with an overview presentation of the Chicago Street Station Area Plan including a detailed discussion for each of the five Sub Areas. The presentation walked through the intent for future changes to each Sub Area summarized as follows:

## **Sub Area 1**

Maintain and improve municipal campus designating opportunities for a new City Hall, a new Hemmens Auditorium, as well as new residential and mixed-use development opportunities along the Fox River.

## **Sub Area 2**

Complete unfinished mid-rise and rowhome residential projects already planned and underway, complete the Riverside Drive Promenade project that is under construction, continue restoration and adaptive re-use projects in structures that back up to the new river walk taking advantage of this amenity.

## **Sub Area 3**

Pursue improvements to the immediate Chicago Street Metra Station and nearby State Street block between Highland Avenue and Chicago Street.

## **Sub Area 4**

Improve this location west of Crystal Street as a gateway entrance to Downtown Elgin.

## **Sub Area 5**

Assemble parcels in this linear corridor west of State Street from Highland Avenue north to Kimball Street for redevelopment of attractive mid-rise, multi-family structures with limited retail uses at strategic locations. Continue streetscaping improvements along this corridor.

The developer representatives appreciated the city's pro-active stance towards addressing the future needs of the Chicago Street Station Area Plan. In relation to the continued efforts to expand the streetscaping program to the State Street corridor, the representatives explained that this would be a key element to assist in turning the efforts to promote redevelopment of the corridor.

Feedback from the developers confirmed that both financing and price sensitivity are still challenging in current market conditions. Developers with experience in past projects located in Downtown Elgin confirmed that projects designed with for-sale units have been required to shift to rentals in order to fill vacancies. This is a trend that will continue in the near future. It should be noted however that current rental rates in newer structures in Downtown Elgin are commanding a healthy market rate.

Developers in attendance provided other valuable feedback that confirmed that multi-family for sale or rental unit opportunities will have a stronger market in the setting of a meaningful and quality downtown atmosphere. In today's market there is a great interest in having the amenities of an urban lifestyle outside of the City of Chicago. Preserving and enhancing an authentic urban downtown atmosphere is a key factor in sustaining successful residential opportunities. The developers also concurred that the transit option, especially the commuter train station, is also a very positive attribute which helps to market residential properties in this setting.

In summary, attendees at the Developer Forum meeting appreciated the City of Elgin's efforts and plans to identify future priorities for Downtown improvements as well as potential redevelopment opportunities. Attendees also suggested that public/private partnerships and funding sources through bonds and TIF districts should be considered in order to move things forward in a recovering real estate and housing market.







# Appendix **B**

## Other Funding Opportunities

### Municipal Funding Opportunities for Transit-Oriented Development



The Regional Transportation Authority (RTA) in conjunction with the Regional Transit-Oriented Development Working Group created this document to assist communities with the development of TOD. The document is intended to be used primarily by economic and community development practitioners throughout the northern Illinois region.

Included is a comprehensive directory of funding programs that serve Transit-Oriented Development initiatives in northern Illinois. It includes programs for municipalities, government agencies, businesses, non-profit organizations, and other organizations that work to promote Transit-Oriented development. It should be used by agencies to inform themselves of the various funding opportunities available. Programs are from government agencies as well as philanthropic agencies and financial institutions are included. This guide has been organized by Sources, Agencies, Program Description, and Eligibility.

The majority of information in this guide was compiled from various website sources. Special acknowledgement is given to CMAP's Community and Economic Development Funding Resource Guide. For more information on the contents in this directory or on how RTA is involved in Transit-Oriented Development please call 312-913-3244 or visit our website at [www.rtachicago.com/programs](http://www.rtachicago.com/programs).



**Regional  
Transportation  
Authority**

Municipal Funding Opportunities for Transit-Oriented Development

Local

| Agency   | Program  | Purpose                         | Program Description  | Eligibility / Funding Range   | Website   |
|--|--|---------------------------------|--|---|---|
| Local Municipalities   | Community Development Tax Incentment Financing & Enterprise Zone | Community Development Financing | The established TIF district and enterprise zone can assist with business development through tax credits, exemptions and deductions.  | Municipalities / Varies   | <a href="http://www.jillinois-tif.com/about_tif.asp">http://www.jillinois-tif.com/about_tif.asp</a>   |
| Local Municipalities   | Special Service Areas  | Community Development Financing | A Special Service Area (SSA) is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area within a municipality or jurisdiction. This type of district allows local governments to establish such areas without incurring debt or levying a tax on the entire municipality. In short, an SSA allows local governments to tax for and deliver services to limited geographic areas within their jurisdictions. SSAs are a unique financing tool that can be used to support and implement a wide-array of physical improvements such as roads, water, sewer, storm water, cuts and gutters. Under Special Service Area Bonds, only the property owners that benefit from the improvements are assessed an additional tax that is used to pay debt service and administrative expenses on the bonds. The SSA tax is collected through the property tax system, and is calculated on the basis of benefit, but is NOT a part of the Illinois real property tax system. | Municipalities / Varies   | <a href="http://www.yorkville.il.us/depts_finance/ssa.php">http://www.yorkville.il.us/depts_finance/ssa.php</a>   |
| Local Municipalities   | Business Improvement Districts                                   | Business Financing              | A business improvement district (BID) is a public-private partnership in which businesses in a defined area pay an additional tax or fee in order to fund improvements within the district's boundaries. BIDs may go by other names, such as business improvement area, business revitalization zone, community improvement district, special services area, or special improvement district. BIDs provide services, such as cleaning streets, providing security, making capital improvements and marketing the area. The services provided by BIDs are supplemental to those already provided by the municipality.   | Municipalities / Varies   | <a href="http://en.wikipedia.org/wiki/Business_Improvement_District">http://en.wikipedia.org/wiki/Business_Improvement_District</a>   |
| Local Municipalities   | Enterprise Zone Programs   | Business Tax Incentive          | Contribution Deduction, Dividend Income Deduction, Interest Deduction, Investment Tax Credit, Jobs Tax Credit, Participation Loan Program, Sales Tax Exemption, Utility Tax Exemption  | Various / Varies  | <a href="http://tax.assessor.gov/enterprise-zone.htm">http://tax.assessor.gov/enterprise-zone.htm</a>   |
| City of Chicago  | Small Business Improvement Fund                                  | Business Efficiency - Capital   | SomerCor/SD4 Inc. administers the Small Business Improvement Fund for the City of Chicago. The fund utilizes revenue from Tax Increment Financing (TIF) and supports commercial and industrial properties, as well as tenants, within specific TIF districts to upgrade their facilities. Certain energy efficient upgrades, such as energy efficient windows, HVAC systems, and roofs may qualify for funding under this program and are encouraged.  | The grants can cover up to 75% of the costs of the upgrades and are paid after the work is completed and expenses paid-up to a maximum of \$50,000. In order to qualify, industrial tenants must have a maximum of 100 full-time employees, commercial tenants must have maximum sales of \$1.5 million/year for the previous three years, and property owners/landlords must have a maximum personal net worth of \$4.0 million and a maximum total liquidity of | <a href="http://www.somercor.com/SHI/">http://www.somercor.com/SHI/</a>   |
| Counties, Municipalities, SSIMA, CMAP and community based housing agencies (pass through funds from HUD) | Neighborhood Stabilization Program (NSP)                         | Housing - Capital               | The Program is designed to revitalize communities through the rehabilitation and redevelopment of vacant and foreclosed properties.  | Varies depending on cycle. Contact HDA or CMAP housing staff for more information. / Varies   | <a href="http://www.hud.gov/offices/cpod/communitydevelopment/programs/neighborhoodspg">http://www.hud.gov/offices/cpod/communitydevelopment/programs/neighborhoodspg</a> and <a href="http://www.chicagosp.org/index.html">http://www.chicagosp.org/index.html</a> |
| Counties   | Community Development Block Grant (CDBG)                         |                                 | Funding program with dollars allocated locally or at county level. The CDBG program encourages applicants to use funds help develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Contact your local county's planning department for specific information.   | Municipalities and Counties / Varies  | <a href="http://www.hud.gov/offices/cod/cdbg/development/development/programs/">http://www.hud.gov/offices/cod/cdbg/development/development/programs/</a>   |
| Cook County Planning and Development   | American Dream Down Payment Initiative Program                   | Housing - Financing             | Program provides financial assistance to income-qualified families, who are first-time home buyers, to purchase single family housing that will serve as the family's principal residence in suburban Cook County. Qualified buyers are eligible to receive assistance to help them meet down payment and closing costs. Through a five-year forgivable second mortgage (second lien) held by Cook County.   | The applicant must be a first time homebuyer. Home owner qualify if your income is 80% or less of the median income for the area adjusted for family size. Housing assisted with HOME funds must meet the property standards the maximum appraised value of a HOME assisted property can not exceed \$275,200. / Varies   | <a href="http://www.hud.gov/local/il/homeownershlp/addi.cfm">http://www.hud.gov/local/il/homeownershlp/addi.cfm</a>   |

Prepared and Maintained by the RTA and the Regional TOD Working Group

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## Local (continued)

| Agency   | Program  | Purpose   | Program Description  | Eligibility / Funding Range  | Website   |
|--|--|---|--|--|---|
| Cook County Planning and Development   | County Property Tax Incentives                 | Business Tax Incentive  | Property Tax Incentives may be offered to entice development.  | Contact the Department of Planning and Development for more information / Varies | <a href="http://www.co.cook.il.us">www.co.cook.il.us</a>  |
| Cook County Planning and Development and Department of Environmental Control | Energy Efficiency and Conservation Block Grant | Infrastructure and Housing  | The Cook County Energy Efficiency and Conservation Block Grant Program (EECBG) assists businesses, families, and individuals by making grants and loans available to support the following activities: Energy Efficiency Retrofit Program, Single Family Rehabilitation Program, Energy Efficiency Local Government Initiative, Energy Efficiency Audits, Energy Efficiency and Material Conservation, Energy Efficiency and Transportation Incentive Program, Revolving Loan Fund for Energy Efficiency Retrofitting, Electronic Collection Program, Composting Program, and Highway Traffic Signal Retrofit Program. | Municipalities, Homeowners, and Business Owners / Varies                         | <a href="http://www.cookcountylev.com/portal/server.pl/community/planning_and_development/210">http://www.cookcountylev.com/portal/server.pl/community/planning_and_development/210</a>                                   |
| Cook County Bureau of Community Development                                  | Various  | Economic Development - Capital, Planning, and Operating<br>Housing and Economic Development | Various programs including Energy Efficiency and Conservation Block Grant, Community Development Block Grant and Emergency Shelter Grant Programs, Recovery Zone Facility Bonds Round 3, Homelessness Prevention Rapid Re-Housing Program (HPRP), CDBG American Recovery and Reinvestment Act of 2009, and more  | Various / Varies   | <a href="http://www.cookcountylev.com/portal/server.pl/community/economic_development%2C_bureau_of_development">http://www.cookcountylev.com/portal/server.pl/community/economic_development%2C_bureau_of_development</a> |
| DuPage County Community Development Commission Grant Programs                | Various  | Housing and Economic Development  | Information regarding county initiatives and Community Development Block Grant (CDBG) available through the county.  | Various / Varies   | <a href="http://www.co.dupare.il.us/cdc/">http://www.co.dupare.il.us/cdc/</a>   |
| Kane County  | Various  | Housing and Economic Development  | Various grant programs including Community Development Block Grant (CDBG), Emergency Shelter Grant (ESG), HOME Investment Partnerships Program (HOME), Human Services Grant (HS9F)   | Various / Varies   | <a href="http://www.co.kane.il.us/development/">http://www.co.kane.il.us/development/</a>   |
| Lake County Community Development Division                                   | Various  | Housing and Economic Development  | Lake County has grant funds available from the US Department of Housing and Urban Development to assist low-income persons. Funds can be used for the following activities: Public infrastructure (sewers, roads, etc.) improvements, Affordable Housing development and rehabilitation, Public Service activities, assisting human service organizations, and Homeless Assistance   | Various / Varies   | <a href="http://www.lakecountyil.gov/planning/Pages/DevGrant.aspx">http://www.lakecountyil.gov/planning/Pages/DevGrant.aspx</a>   |
| McHenry County Planning Community Development Department and Programs        | Various  | Housing and Economic Development  | Various grant programs including Community Development Block Grant, Neighborhood Stabilization Program, HOME Investment Partnerships (HOME) and Homelessness Prevention Rapid Re-housing Program (HPRP).   | Various / Varies   | <a href="http://www.co.mchenry.il.us/departments/commdev/Pages/HUIDProgramsandPublications.aspx">http://www.co.mchenry.il.us/departments/commdev/Pages/HUIDProgramsandPublications.aspx</a>                               |
| Will County Community Development Division                                   | Various  | Housing and Economic Development  | Various grant programs including Community Development Block Grant, HOME Investment Partnership Project, and Lead Hazard Grant.  | Various / Varies   | <a href="http://www.willcountylev.com">http://www.willcountylev.com</a>   |

# Northwestern Illinois

| Agency  | Program  | Purpose                                  | Program Description  | Eligibility / Funding Range  | Website   |
|---|--|--|--|--|---|
| Chicago Metropolitan Agency for Planning (CMAP)   | Congestion Mitigation and Air Quality Improvement Program (CMAQ) | Transportation - Capital and Operating   | This grant program provides funding for projects that improve air quality, such as pedestrian and bicycle facilities or projects promoting greater transit ridership, including new additional commuter parking. These are federal funds administered locally by the Chicago Metropolitan Agency for Planning (CMAP), and applications are submitted to CMAP yearly, with competition for funds only within the 6-county region.   | Transportation agencies, counties, municipalities, townships, park districts, forest preserve districts, local unit of government, and library districts. Project proposals from the public and private sector are welcome, however private sector applicants must have a sponsor approved by CMAP. / Varies | <a href="http://www.cmap.illinois.gov/cmaq/default.aspx">http://www.cmap.illinois.gov/cmaq/default.aspx</a>                     |
| Chicago Metropolitan Agency for Planning (CMAP)   | Local Technical Assistance Program                               | Planning                                 | In late 2010 CMAP was awarded a \$4.25 M Sustainable Communities Regional Planning Grant from HUD to implement their COTO 2040 Plan. CMAP will use some of these funds for their Local Technical Assistance Program. This program will include both staff assistance and grants, and will cover a wide range of planning-related services. It will include components that provide assistance directly to individual communities, as well as broader training and coordination components.   | Project must be located in the CMAP planning region. Eligible project types and related services will be available in early 2011. Visit CMAP's website for detailed information. / Varies  | <a href="http://www.cmap.illinois.gov/">http://www.cmap.illinois.gov/</a>   |
| CMAP / IDOT   | Surface Transportation Program (STP)                             | Transportation - Capital                 | This grant program provides funding for road projects that improve public transportation or bicycle and pedestrian facilities. It is administered locally by CMAP, the Illinois Department of Transportation (IDOT), and the Council of Mayors. Applications are submitted to the local Council of Mayors, with competition for funds only among the other members of that council. These are federal funds administered locally by CMAP.  | Contact your CMAP Planning Liaison for more information. / Varies  | <a href="http://www.cmap.illinois.gov/com/dplan/mtr_liaisons.aspx">http://www.cmap.illinois.gov/com/dplan/mtr_liaisons.aspx</a> |
| Regional Transportation Authority (RTA) and Chicago Metropolitan Agency for Planning (CMAP) | Community Planning Program                                       | Planning                                 | The Community Planning program provides funding and planning assistance to communities at the local level for planning projects that benefit both the local communities and the transportation network. CMAP and RTA have combined their call for projects for the 2012 Community Planning Program. Applicants will fill out an application and if selected will have a study funded by the RTA or CMAP. RTA will fund Transit Oriented Development or Transit Improvement Projects. CMAP will fund Integrated Transportation and Land Use Projects. Following the completion of Community Planning Studies, RTA and CMAP staff will follow up with community staff to help implement recommendations. | Municipalities located within the RTA six-county service region are eligible to apply. / Varies requires 20% match   | <a href="http://www.rtaichicago.com/cdp">www.rtaichicago.com/cdp</a>  |
| Regional Transportation Authority   | Subregional Planning   | Planning                                 | The Subregional Planning program provides funding and planning assistance to communities at a subregional level for planning projects that benefit both the local communities and the RTA transit system. Following the completion of Subregional Planning Studies, RTA staff will follow up with community staff to help implement recommendations.   | Counties, townships, Councils of Government/Municipal Associations and groups of two or more municipalities located in the RTA six-county service area, the City of Chicago and the RTA Service Boards (Chicago Transit Authority, Metra and Pace) / Varies requires 20% match                               | <a href="http://www.rtaichicago.com/stp">www.rtaichicago.com/stp</a>  |
| Regional Transportation Authority   | Job Access Reverse Commute (JARC)                                | Transportation - Capital and Operational | This program provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. These are federal funds administered locally by RTA.  | Private Non-profit Organizations, or Public and Private Operators of Public Transportation Services / Varies requires match  | <a href="http://www.rtaichicago.com/jarcnt">www.rtaichicago.com/jarcnt</a>  |
| Regional Transportation Authority   | New Freedom  | Transportation - Capital and Operational | This program seeks to reduce barriers to transportation services and expand the transportation mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act. These are federal funds administered locally by the RTA.  | Private Non-profit Organizations, or Public and Private Operators of Public Transportation Services / Varies requires match  | <a href="http://www.rtaichicago.com/farcnt">www.rtaichicago.com/farcnt</a>  |
| Regional Transportation Authority   | Innovation, Coordination and Enhancement (ICE)                   | Transportation - Capital and Operating   | Operating or capital grants that advance the goals and objectives of the RTA's strategic plan. Projects must be cost-effective and promote innovation, coordination and enhancement of the regional public transportation system in northeastern Illinois.   | Service Boards of the Regional Transportation Authority (CTA, Metra, and Pace), Transportation Agencies that provide public transportation services, or Units of Local Government / Varies requires match  | <a href="http://www.rtaichicago.com/ice">www.rtaichicago.com/ice</a>  |



# State of Illinois

| Agency   | Program  | Purpose                                | Program Description   | Eligibility / Funding Range  | Website   |
|--|--|--|---|--|---|
| Governor's Office  | Illinois Rain Garden Initiative                                      | Infrastructure, Environment, Capital   | Award 20 grants of \$500 each to plant rain gardens and/or rain barrels at a reduced price  | Communities and Schools Up to 500, \$25 per rain barrel  | <a href="http://www.standupforillinois.org/decamwater/ra_index.php">http://www.standupforillinois.org/decamwater/ra_index.php</a>   |
| Illinois Environmental Protection Agency                 | Illinois Brownfields Redevelopment Grants & Loans                    | Brownfield                             | The Municipal Brownfields Redevelopment Grant Program provides funding to local municipalities to investigate and clean up brownfields properties. The Illinois Brownfields Redevelopment Loan Program is a revolving low-interest loan program that provides funds to municipalities and the private sector for the environmental cleanup of Brownfields sites.  | Various / Varies   | <a href="http://www.epa.state.il.us/land/brornfields/index.html">http://www.epa.state.il.us/land/brornfields/index.html</a>   |
| Illinois EPA & Illinois Office of the State Fire Marshal | Underground Storage Tank Fund  | Brownfield                             | This fund assists with the cleanup of contamination from underground storage tanks.   | Various / Varies   | <a href="http://www.epa.state.il.us/land/usstfunds.html">http://www.epa.state.il.us/land/usstfunds.html</a>   |
| Illinois Department of Commerce & Economic Opportunity   | Business Development Public Infrastructure Program (BDPIP)           | Infrastructure Capital & Operational   | Provides grants to units of local government for public improvements on behalf of businesses undertaking a major expansion or relocation project. Infrastructure improvements must be made for public benefit on public property and must directly result in the creation or retention of private sector jobs.  | General purpose local governments / Varies   | <a href="http://www.illinoisbiz.biz/deo/Bureau/Business_Development/Grant_s/BDPIP.htm">http://www.illinoisbiz.biz/deo/Bureau/Business_Development/Grant_s/BDPIP.htm</a>   |
| Illinois Department of Commerce & Economic Opportunity   | Workforce Development Initiatives, grants, etc.                      | Workforce Development                  | Program provides various funding and training opportunities to retain and improve Illinois workforce.   | Various / Varies   | <a href="http://www.illinoisbiz.biz/deo/Bureau/Energy_Recycling/Energy/EneRgy+Efficiency/Housing_Energy_Program.htm">http://www.illinoisbiz.biz/deo/Bureau/Energy_Recycling/Energy/EneRgy+Efficiency/Housing_Energy_Program.htm</a>     |
| Illinois Department of Commerce & Economic Opportunity   | Energy Efficient Affordable Housing                                  | Housing - Capital                      | Grants are provided to include energy efficient building practices in the rehab or new construction of affordable housing units. Average energy savings range from 50% to 75%.  | Illinois based non-profit and for-profit housing developers / \$4000 to \$1000 per structure   | <a href="http://www.illinoisbiz.biz/deo/Bureau/Energy_Recycling/Energy/EneRgy+Efficiency/Housing_Energy_Program.htm">http://www.illinoisbiz.biz/deo/Bureau/Energy_Recycling/Energy/EneRgy+Efficiency/Housing_Energy_Program.htm</a>     |
| Illinois Department of Commerce & Economic Opportunity   | Community Development Assistance Program (CDAP)                      | Public Buildings and Housing - Capital | Providing grants to local governments to help them in financing economic development projects, public facilities and housing rehabilitation. The program is targeted to assist low-to-moderate income persons by creating job opportunities and improving the quality of their living environment.  | Units of general local government may apply for funding. Must have populations of 50,000 or less and must not be located in an urban county or the 38 cities that receive federal "entitlement" funds. The Counties of Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair and Will are entitlement counties and not eligible for CDAP funds. / Varies   | <a href="http://www.commerce.state.il.us/development/grants/CDAP.htm">http://www.commerce.state.il.us/development/grants/CDAP.htm</a>   |
| Illinois Department of Commerce & Economic Opportunity   | Economic Development For a Growing Economy Tax Credit Program (EDGE) | Business Tax Incentive                 | The EDGE program is designed to offer a special tax incentive to encourage companies to locate or expand operations in Illinois when there is active consideration of a competing location in another State. The program can provide tax credits to qualifying companies, equal to the amount of state income taxes withheld from the salaries of employees in the newly created jobs. The non-refundable credits can be used against corporate income taxes to be paid over a period not to exceed 10 years. | To qualify a company must provide documentation that attests to the fact of competition among a competing state, and agree to make an investment of at least \$5 million in capital improvements and create a minimum of 25 new full time jobs in Illinois. For a company with 100 or fewer employees, the company must agree to make a capital investment of \$1 million and create at least 5 new full time jobs in Illinois. / Varies | <a href="http://www.commerce.state.il.us/development/Business_Development/Tax+Assistance/EDGE.htm">http://www.commerce.state.il.us/development/Business_Development/Tax+Assistance/EDGE.htm</a>   |
| Illinois Department of Commerce & Economic Opportunity   | Minority, Women, and Disabled Participation Loan                     | Business Financing                     | This loan program provides financing for businesses owned and managed by persons who are minorities, women, or disabled.  | Illinois small businesses that are 51 percent owned and managed by persons who are minorities, women, or disabled / Loans up to \$100,000 or 50% of the total project.   | <a href="http://www.worldbusinesschicago.com/site/select/minority-women-and-disabled/participation-loan-program-mwddp">http://www.worldbusinesschicago.com/site/select/minority-women-and-disabled/participation-loan-program-mwddp</a> |
| Illinois Department of Commerce & Economic Opportunity   | High Impact Business   | Business Tax Incentive                 | The HIB program is designed to encourage large-scale economic development activities, by providing tax incentives (similar to those offered within an enterprise zone) to companies that propose to make a substantial capital investment in operations.  | \$12 million investment; 500 retained or \$30 million and 1200 jobs retained / Investment tax credit, state sales tax utility tax exempt businesses  | <a href="http://www.illdeco.net/deo/Bureau/Business_Development/Tax+Assistance/HIB.htm">http://www.illdeco.net/deo/Bureau/Business_Development/Tax+Assistance/HIB.htm</a>   |
| Illinois Department of Commerce & Economic Opportunity   | Solar Thermal Grant Program  | Environmental - Capital and Operating  | Support the development and implementation of solar thermal and solar photovoltaic technologies in Illinois   | Various / maximum incentive amount of \$250,000  | <a href="http://www.commerce.state.il.us/development/Clean+Energy/02-solar+energy+incentive+program.htm">http://www.commerce.state.il.us/development/Clean+Energy/02-solar+energy+incentive+program.htm</a>                             |

## State of Illinois (continued)

| Agency   | Program  | Purpose                                  | Program Description  | Eligibility / Funding Range  | Website  |
|--|--|--|--|--|--|
| Illinois Department of Commerce & Economic Opportunity   | Enterprise Zone Programs                             | Business Tax Incentive                   | Contribution Deduction, Dividend Income Deduction, Interest Deduction, Investment Tax Credit, Jobs Tax Credit, Participation Loan Program, Sales Tax Exemption, Utility Tax Exemption  | Various /Varies  | <a href="http://www.ildeco.net/deco/print/dfdaul.htm?uid=1674FAF8A-CF82-433A-A2AB-5FA1D0F204D31">http://www.ildeco.net/deco/print/dfdaul.htm?uid=1674FAF8A-CF82-433A-A2AB-5FA1D0F204D31</a><br><a href="http://www.illinoisbiz.biz/deco/bur/eas/Energy_Reclaiming/Energy/EneBR+Efficiency/Housing_energy_brogram.htm">http://www.illinoisbiz.biz/deco/bur/eas/Energy_Reclaiming/Energy/EneBR+Efficiency/Housing_energy_brogram.htm</a>             |
| Illinois Department of Commerce & Economic Opportunity   | Illinois Energy Efficient Affordable Housing Program | Housing/Environment al - Capital         | Grants are provided to Illinois based non-profit housing developers to include energy efficient building practices in the rehab or new construction of affordable housing units.   | Not-for-profit housing developers / Varies by building size and type.  |  |
| Illinois Department of Commerce & Economic Opportunity   | Community Service Block Grant Loan Program           | Business - Financing                     | This loan program provides financing for new or expanding small businesses.  | Small Businesses in Illinois /CSBG funds usually make up between 20-43% of the entire loan project and have a low interest rate of 5% to 7.5%. | <a href="http://www.ildeco.net/deco/Burea us/Community_Development/Low+Income+Support/">http://www.ildeco.net/deco/Burea us/Community_Development/Low+Income+Support/</a><br><a href="http://www.dsireusa.org/incentive s/Incentive.cfm?Incentive_Code=1101&amp;state=IL&amp;CurrentTargetID=1&amp;R E=1&amp;FE=1">http://www.dsireusa.org/incentive s/Incentive.cfm?Incentive_Code=1101&amp;state=IL&amp;CurrentTargetID=1&amp;R E=1&amp;FE=1</a> |
| Illinois Department of Commerce and Economic Opportunity | Illinois Incentives for Renewable Energy Systems     | Building/ Construction - Tax Incentive   | A tax exemption program that benefits property owners who employ solar-energy and other renewable energy systems.  | Commercial, Industrial, Residential / Varies   |  |
| Illinois Department of Transportation                    | Economic Development Program                         | Transportation - Capital                 | The Economic Development Program (EDP) provides assistance in creating or expanding highways that will result in support of an economic development activity. Funding is available for highways that will provide direct access to industrial, distribution, or tourism developments and to projects that would not otherwise be feasible financially.   | Local Governments / Up to 50% matching Grant   | <a href="http://www.dot.state.il.us/edp/edp .html">http://www.dot.state.il.us/edp/edp .html</a>  |
| Illinois Department of Transportation                    | Safe Routes to School Program                        | Transportation - Capital and Educational | This grant program provides funding for projects that improve the ability of school aged children to walk and bike to school. These are federal funds administered through IDOT.   | Municipalities, Schools, Non-Profits, Counties / Varies  | <a href="http://www.dot.il.gov/saferroutes/S afeRoutesSRRCContent.aspx">http://www.dot.il.gov/saferroutes/S afeRoutesSRRCContent.aspx</a>  |
| Illinois Department of Transportation                    | Truck Access Route Program                           | Transportation - Capital                 | The purpose of the TARP is to help local government agencies upgrade roads to accommodate 80,000 pound trucks. The routes are to provide access to points of loading and unloading and to facilities for food, fuel, and truck repair and driver rest. Projects must connect to a truck route and at another truck route or truck generator.   | Local Government Agencies / \$30,000/one mile \$15,000/intersection 50% or \$600,000 whichever is less   | <a href="http://www.dot.state.il.us/tarp.ht ml">http://www.dot.state.il.us/tarp.ht ml</a>  |
| Illinois Department of Transportation                    | Corridor Planning Grant Program                      | Planning                                 | This grant program provides funding for planning projects that reduce traffic congestion, preserve open space, and encourage reinvestment.   | Municipalities, Counties, MPO, RPC / Varies  | <a href="http://www.dot.state.il.us/corridor planning/corridor_grant.html">http://www.dot.state.il.us/corridor planning/corridor_grant.html</a>  |
| Illinois Department of Transportation                    | Transportation Enhancement Program                   | Infrastructure - Capital                 | TEP funding in the following twelve categories:<br>1. Provision of facilities for pedestrians and bicycles<br>2. Scenic or historic highway programs<br>3. Landscaping and other scenic beautification<br>4. Historic preservation<br>5. Rehabilitation of historic transportation buildings, structures, or facilities<br>6. Provision of safety and educational activities for pedestrians and bicyclists<br>7. Acquisition of scenic easements and scenic or historic sites<br>8. Preservation of abandoned railway corridors for the conversion and use thereof for pedestrian and bicycle trails<br>9. Control and removal of outdoor advertising<br>10. Establishment of transportation museums<br>11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity<br>12. Archeological planning and research | Local government or state agency / Varies - Funds are allocated on a discretionary basis. Average \$720,000                                    | <a href="http://www.dot.il.gov/opp/tep.ht ml">http://www.dot.il.gov/opp/tep.ht ml</a>  |



## State of Illinois (continued)

| Agency                                   | Program                                   | Purpose                          | Program Description  | Eligibility / Funding Range   | Website   |
|--|---|----------------------------------|--|---|---|
| Illinois Department of Natural Resources | Illinois Bicycle Path Grant Program       | Bike Trail - Capital             | This grant program provides funding for bike trail construction and renovation.  | Unit of local government with statutory authority to provide lands for public bicycle path purposes (i.e. counties, townships, municipalities, park districts, conservation districts and forest preserve districts) / Varies   | <a href="http://dnr.state.il.us/ocd/newbike2.htm">http://dnr.state.il.us/ocd/newbike2.htm</a>   |
| Illinois Department of Natural Resources | Recreational Trails Program               | Trail - Capital                  | This grant program provides funding for recreational trail construction and renovation.  | Local government or state agency / Varies - Funds are allocated on a discretionary basis.   | <a href="http://dnr.state.il.us/ocd/newtrails2.htm">http://dnr.state.il.us/ocd/newtrails2.htm</a>   |
| Illinois Housing Development Authority   | Reach Illinois: Employer Assisted Housing | Housing - Financing              | An employer can leverage a dollar-for-dollar match from the Illinois Housing Development Authority (IHDA).   | For-Profit and non-profit businesses. I will match an employer's down payment assistance up to \$5,000 for households earning less than 50 percent of the region's Area Median Income (AMI) or up to \$3,000 for households earning between 50 and 80 percent of AMI.   | <a href="http://reachillinois.webdocs.com/incentives.asp">http://reachillinois.webdocs.com/incentives.asp</a> and <a href="http://www.chicohedge.org/content/default.asp?cid=Housing%20Program&amp;EmployerAssistHousingpp2011.doc">http://www.chicohedge.org/content/default.asp?cid=Housing%20Program&amp;EmployerAssistHousingpp2011.doc</a> |
| Illinois Housing Development Authority   | Housing Trust Fund                        | Housing - Construction           | Projects eligible for consideration include, but are not limited to:<br>* Acquisition and rehabilitation of existing housing<br>* New construction (single family and multifamily)<br>* Adaptive reuse of non-residential buildings<br>* Special housing needs for the: mentally ill, developmentally disabled, elderly, physically disabled, single-parent families<br>* Technical Assistance (for non-profit organizations only)   | Not-for-profits and for-profit corporations as well as units of local government may seek Trust Fund dollars. Individual citizens are not eligible for Trust Fund financing. The maximum award from the Trust Fund for a project is typically \$750,000. Sponsors are generally limited to applying for up to \$1.5 million in any 12-month period. | <a href="http://ihda.org/developer/trustfund.htm">http://ihda.org/developer/trustfund.htm</a>   |
| Illinois State Treasury                  | Business Invest: Job Creation             | Employment - Financing and Grant | Stimulates job creation and supports Illinois businesses of all shapes and sizes by enabling financial institutions to offer below-market interest rates on loans to new and existing businesses that will generate new jobs. Through the Business Invest: Job Creation interest rate reduction program, the Treasurer's Office provides businesses with the affordable access to capital needed to grow, expand and ultimately create new jobs.   | Business must be a for-profit entity located in the state of Illinois. Business must generate new permanent jobs as a result of the loan. The Treasurer's participation in a loan is equal to the projected payroll and benefits costs of the new jobs over the 5 years of the Treasurer's participation, up to a maximum of \$10 million per loan. | <a href="http://www.treasurer.il.gov/dt/orca.ms/Business-Invest/Business-Invest.asp">http://www.treasurer.il.gov/dt/orca.ms/Business-Invest/Business-Invest.asp</a>   |
| Illinois State Treasury                  | Business Invest: Small Business           | Employment - Financing and Grant | The Business Invest: Small Business program supports Illinois small businesses by enabling financial institutions to offer interest rate reductions on loans to new and existing small businesses. For each approved Business Invest: Small Business project, the Treasurer's Office deposits funds at a below-market rate with the financial institution providing the loan to the business. This below-market cost of funds in turn enables the financial institution to offer a reduced interest rate on the business's loan. | Business must be a for-profit entity located in the state of Illinois. Business must have maximum gross annual revenues of \$3 million, or up to \$5 million if the business is located in a low-to-moderate income area. / The Treasurer's Office may lower the interest rate on up to \$1 million per loan.                                       | <a href="http://www.treasurer.il.gov/dt/orca.ms/Business-Invest/Business-Invest.asp">http://www.treasurer.il.gov/dt/orca.ms/Business-Invest/Business-Invest.asp</a>   |

# Federal

| Agency                              | Program   | Purpose   | Program Description   | Eligibility / Funding Range   | Website  |
|-------------------------------------|---|---|---|---|--|
| Economic Development Administration | Economic Adjustment Assistance Program          | technical, planning and infrastructure assistance | Economic Adjustment Assistance investments are intended to enhance a distressed community's ability to compete economically by stimulating private investment in targeted areas.  | State, city, county, institution of higher education, for and non profits, Indian tribes / Matching Grant of up to 50%                      | <a href="https://www.dhs.gov/25eprogram&amp;node=for-indian-stem&amp;id=56288a169377d6501f7a5823d17d89f">https://www.dhs.gov/25eprogram&amp;node=for-indian-stem&amp;id=56288a169377d6501f7a5823d17d89f</a>  |
| Economic Development Administration | Economic Development Support for Planning       | Planning  | Intended to strengthen economic development planning capacity and establish comprehensive economic development strategies designed to reduce unemployment and increase incomes.   | States, Cities, (and other municipal units), Indian Tribes, Higher Education, Not-for profit / \$8000-\$750,000 Average reward \$62,000     | <a href="http://www.federalgrantswire.com/economic-development/technical-assistance.html">http://www.federalgrantswire.com/economic-development/technical-assistance.html</a>  |
| Economic Development Administration | Economic Development Technical Assistance       | Business and Development- Technical Assistance    | EDA oversees three technical assistance programs (National, Local and University Center) that promote economic development and alleviate unemployment, underemployment, and out-migration in distressed regions.  | State, Cities, (other municipalities), Higher Education, Not-for Profit / Matching up 50%   | <a href="http://www.federalgrantswire.com/economic-development/technical-assistance.html">http://www.federalgrantswire.com/economic-development/technical-assistance.html</a>  |
| Economic Development Administration | Global Climate Change Mitigation Incentive Fund | Environmental Capital                             | Finance projects that foster economic development by advancing the green economy in distressed communities. Supports projects that create jobs through, and increase private capital investment in, efforts to limit the nation's dependence on fossil fuels, enhance energy efficiency, curb greenhouse gas emissions and protect natural systems.   | State, Cities, Counties / Varies  | <a href="http://www.eda.gov/PDF/GCCMI-%20OnePager_External%20_081110_9.pdf">http://www.eda.gov/PDF/GCCMI-%20OnePager_External%20_081110_9.pdf</a>  |
| Economic Development Administration | Planning Program                                | Planning  | The Planning Program helps support planning organizations, including District Organizations and Indian Tribes, in the development, implementation, revision or replacement of comprehensive economic development strategies (CEDs), and for related short-term planning investments and State plans designed to create and retain higher-skill, higher-wage jobs, particularly for the unemployed and underemployed in the nation's most economically distressed regions. (CFDA No. 11.302) | Planning Organizations / Varies   | <a href="http://www.eda.gov/InmateCeh/eDAPublic/documents/dofdocs2008/13dtrchapter_2011_2d2006andtr_2.pdf">http://www.eda.gov/InmateCeh/eDAPublic/documents/dofdocs2008/13dtrchapter_2011_2d2006andtr_2.pdf</a>  |
| Economic Development Administration | Public Works and Economic Development Program   | Infrastructure - Capital                          | Public Works and Economic Development investments help support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments.  | State, Cities, (other municipalities), Higher Education, Not-for Profit / Matching up 50%   | <a href="http://www.eda.gov/InmateCeh/eDAPublic/documents/dofdocs2008/13dtrchapter_2011_2d2006andtr_2.pdf">http://www.eda.gov/InmateCeh/eDAPublic/documents/dofdocs2008/13dtrchapter_2011_2d2006andtr_2.pdf</a>  |
| Environmental Protection Agency     | Brownfields Assessment Grants                   | Brownfield - Planning                             | Assessment grants provide funding for a grant recipient to inventory, characterize assess, and conduct planning and community involvement related to Brownfield sites   | State, Local, Tribal governments / Up to \$200,000 or exceptions to grant \$350,000   | <a href="http://www.epa.gov/brownfields/assessment_grants.htm">http://www.epa.gov/brownfields/assessment_grants.htm</a>  |
| Environmental Protection Agency     | Brownfields Cleanup Grants                      | Brownfield - Capital and Operational              | Cleanup grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites.   | State, Local, tribal, non-profit / up to \$200,000  | <a href="http://www.epa.gov/brownfields/apolicat.htm">http://www.epa.gov/brownfields/apolicat.htm</a>  |
| Environmental Protection Agency     | Brownfields Cleanup Revolving Loan Program      | Brownfield - Financing                            | Revolving low-interest loan program that provides funds to municipalities and the private sector for the environmental cleanup of Brownfields sites. Limited to brownfields determined to have hazardous materials or pose threat to public health.   | State, local, tribal governments, land clearance authorities, quasi-governmental entities / Up to \$1,000,000                               | <a href="http://www.epa.gov/swerosps/bf/fftrst.htm">www.epa.gov/swerosps/bf/fftrst.htm</a>   |
| Environmental Protection Agency     | American Communities Fund                       | Housing and Community - Capital and operating     | This fund provides financing assistance for housing developments and community revitalization efforts.  | Municipalities and Community-based financial institutions and intermediaries that directly support affordable housing development. / Varies | <a href="http://www.fanniema.com/housing/ecommdcv/commdev/act.htm?e=A4fordeble+Housing+%26+Community+Development&amp;#s=Community+Development&amp;#c=Community+Lending">http://www.fanniema.com/housing/ecommdcv/commdev/act.htm?e=A4fordeble+Housing+%26+Community+Development&amp;#s=Community+Lending</a> |



# Federal (continued)

| Agency   | Program   | Purpose   | Program Description  | Eligibility / Funding Range   | Website   |
|--|---|---|--|---|---|
| Federal Highway Authority  | Transportation Community and System Preservation (TCSP) Program | Planning, implementation and research           | The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives.   | States, metropolitan planning organizations, local governments, and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. | <a href="http://www.fhwa.dot.gov/tcsp/faro/lets.html">http://www.fhwa.dot.gov/tcsp/faro/lets.html</a>   |
| Great Lakes Regional Pollution Prevention Roundtable                               | Database of Funding Opportunities                               | Environmental, housing, social, and educational | Database of Funding Opportunities to improve environmental quality, particular water quality in and around the Great Lakes. Database also has a wide variety of funding sources for housing, social, and educational grants.   | Varies / Varies   | <a href="http://www.glrppc.org/funding/">http://www.glrppc.org/funding/</a>   |
| National Park Service  | Federal Historic Preservation Tax Incentives Program            | Historic - Tax Incentives                       | Tax incentives are available for the rehabilitation of income-producing certified historic structures.   | Property owners of historical properties / 20% Tax Credit   | <a href="http://www.nps.gov/history/hps/7P5/tax/incentives/essentials_1.htm">http://www.nps.gov/history/hps/7P5/tax/incentives/essentials_1.htm</a>   |
| U.S. Department of Energy  | Business Credit of Energy-Efficient New Homes                   | Housing / Environmental - Financing             | This tax credit benefits contractors who construct new energy-efficient homes that reduce annual energy consumption by 50%.  | Businesses, Utilities, and Governments / Varies depending on type of structure and type of improvement  | <a href="http://www.ener.gov/taxbreaks.htm">http://www.ener.gov/taxbreaks.htm</a>   |
| U.S. Department of Energy  | Energy-Efficient Commercial Building Deduction - Tax Credit     | Building/ Construction - Tax Credit             | This tax credit is given for the construction of new commercial buildings that reduce annual energy and power consumption by 50%.  | Businesses, Utilities, and Governments / Varies depending on type of structure and type of improvement  | <a href="http://www.dsireusa.org/incentive.html">http://www.dsireusa.org/incentive.html</a>   |
| U.S. Department of Energy  | Database of Incentives/Policies for Renewables & Efficiency     | Business and Public Sector Improvements         | Extensive database of incentives energy efficiency grants and assistance programs at the state, federal, and local levels.   | Varies / Varies   | <a href="http://www.hud.gov/offices/cnd/economicdevelopment/programs/be/dl/dfie/finance.cfm">http://www.hud.gov/offices/cnd/economicdevelopment/programs/be/dl/dfie/finance.cfm</a>   |
| U.S. Department of Housing and Urban Development                                   | Brownfields Economic Development Initiative                     | Brownfield - Financing                          | Enhance development of brownfields to productive economic sites through financial assistance to public entities and enhance security or improve viability of project financed with section 108 guaranteed loan.  | CBDC and non CBDC recipients / Varies   |   |
| U.S. Department of Housing and Urban Development                                   | Community Development Block Grant                               | Community Development - Capital and Financing   | Annual Grant provided to municipalities to develop viable urban communities by providing decent housing and suitable living environments. Primarily for low and middle income areas.   | Municipalities 50k-200k annual grants / Formula set by HUD determines need. Ultimate range varies   | <a href="http://www.hud.gov/offices/cnd/economicdevelopment/programs/communitvdevelopment/programs/">http://www.hud.gov/offices/cnd/economicdevelopment/programs/communitvdevelopment/programs/</a>   |
| U.S. Department of Housing and Urban Development                                   | Empowerment Zone Employment Credit                              | Business/ Housing - Tax Credit                  | Credit against Federal taxes up to \$3,000 for businesses for each year of Empowerment Zone designation for every employee who lives and works in the Empowerment Zone. Business must be located in an Empowerment Zone.   | Businesses. Must be in empowerment zone / Credit against taxes up \$3,000   | <a href="http://www.hud.gov/offices/cnd/economicdevelopment/programs/erc/hudirs.cfm">http://www.hud.gov/offices/cnd/economicdevelopment/programs/erc/hudirs.cfm</a>   |
| U.S. Department of Housing and Urban Development                                   | Enterprise Zone Facility Bonds                                  | Business - Financing                            | State and local governments can issue Enterprise Zone Facility Bonds (a type of tax exempt bond) to make loans at lower interest rates to Enterprise Zone Businesses to finance Qualified Zone Property. 35 percent of employees must be Enterprise Zone residents.  | Businesses with 35% of employees as EZ or EC residents / Does not specify   | <a href="http://www.hud.gov/offices/cnd/economicdevelopment/news/taxinc/entizes051701.pdf">http://www.hud.gov/offices/cnd/economicdevelopment/news/taxinc/entizes051701.pdf</a>   |
| U.S. Department of Housing and Urban Development (in conjunction with EPA and DOT) | Community Challenge Planning Grant                              | Planning & Implementation                       | Efforts may include amending or replacing local master plans, zoning codes, and building codes, either on a jurisdiction-wide basis or in a specific neighborhood, district, corridor, or sector to promote mixed-use development, affordable housing, the reuse of older buildings and structures for new purposes, and similar activities with the goal of promoting sustainability at the local or neighborhood level. This Program also supports the development of affordable housing through the development and adoption of inclusionary zoning ordinances and other activities to support planning implementation. | State and local governments, including US territories, tribal governments, political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups. 20% local match required as cash, in-kind or both.   | <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/HUD-DOT_Community_Challenge_Grant">http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/HUD-DOT_Community_Challenge_Grant</a> |
| U.S. Department of Housing and Urban Development                                   | Low Income Housing Tax Credits                                  | Housing - Financial Assistance                  | The LIHTC program gives State and local LIHTC-allocating agencies the equivalent of nearly \$5 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households.   | State and local LIHTC-allocating agencies / Varies but projects are traditionally large in scale  | <a href="http://www.huduser.org/datasets/lihtc.html">http://www.huduser.org/datasets/lihtc.html</a>   |
| U.S. Department of Housing and Urban Development                                   | Renewal Community Commercial Revitalization                     | Business - Tax Credit                           | Deduction of either one-half of (QREs) in the first year a building is placed in service or all of (QREs) on a taxable basis over 10 years if QREs have been allocated to revitalization of a commercial building located in an HC.  | Qualified Revitalized expenditures buildings / Up to \$12 million in reductions   | <a href="http://www.hud.gov/offices/cnd/economicdevelopment/library/taxquid/2003.pdf">http://www.hud.gov/offices/cnd/economicdevelopment/library/taxquid/2003.pdf</a>   |

## Federal (continued)

| Agency   | Program   | Purpose                        | Program Description  | Eligibility / Funding Range  | Website   |
|--|---|--------------------------------|--|--|---|
| US Department of Housing and Urban development                                   | Renewal Community Employment Credit                                   | Business - Tax Credit          | Credit against Federal taxes up to \$1,500 for businesses for each year of Renewal Community designation for every existing employee and new hire who lives and works in the Renewal Community.  | Businesses in Community Renewal / Up to \$1500   | <a href="http://www.hud.gov/offices/cand/economicdevelopment/library/taxruide2003.pdf">http://www.hud.gov/offices/cand/economicdevelopment/library/taxruide2003.pdf</a>   |
| US Department of Housing and Urban development                                   | Section 108 Loan Guarantee  | Business - Financing           | Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects, public facilities, and large-scale physical development projects. | Urban areas and Metropolitan Counties / Varies by size of project  | <a href="http://www.hud.gov/offices/gnd/ccommunitydevelopment/programs/108/index.cfm">http://www.hud.gov/offices/gnd/ccommunitydevelopment/programs/108/index.cfm</a>   |
| US Department of Housing and Urban development                                   | Hope VI Main Street Grants  | Housing - Capital              | This grant program provides financing assistance for affordable housing in conjunction with the revitalization of downtown business districts.   | Units of General Local Government / Varies   | <a href="http://www.hud.gov/hopevi/grants/mainstreet/">http://www.hud.gov/hopevi/grants/mainstreet/</a>   |
| US Department of Housing and Urban development (in conjunction with EPA and DOT) | Sustainable Communities Regional Planning Grant Program               | Planning & Implementation      | Supports metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments   | A consortium of units of government, regional planning agencies, and non-profit organizations. Allied public and private sector partners can join the consortium as participants in order to develop a regional plan. If a Metropolitan Planning Organization (MPO) exists within a region, it must be a part of the consortium. Councils of Governments are eligible if they meet the requirements described in the NOFA / 20% local match through in-kind services, cash, or both. | <a href="http://portal.hud.gov/portal/ HUDsrc:/program_offices/sustainable_housing_communities/sustainable_communities_regional_planning_grants">http://portal.hud.gov/portal/ HUDsrc:/program_offices/sustainable_housing_communities/sustainable_communities_regional_planning_grants</a> |
| US Department of Transportation  | Bus and Bus Facilities Program  | Transportation                 | This grant program provides funding for new and replacement buses and facilities.  | Public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) 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 / Varies - Funds are allocated on a discretionary basis.  | <a href="http://www.fra.dot.gov/funding/grants/grants_financing_3357.html">http://www.fra.dot.gov/funding/grants/grants_financing_3357.html</a>   |
| US Department of the Treasury  | Business Start Up Cost Amortization                                   | Business - Tax Credit          | Business start-up and organizational costs are generally capital expenditures. However, you can elect to deduct up to \$5,000 of business start-up and \$5,000 of organizational costs paid or incurred after October 22, 2004.  | For-profit organizations / Deductions of up to \$5,000   | <a href="http://www.irs.gov/publications/p535/CH07.html#d0e4895">http://www.irs.gov/publications/p535/CH07.html#d0e4895</a>   |
| US Department of the Treasury  | Community Development Financial Institutions Fund-Capital Magnet Fund | Housing - Financial Assistance | Provides competitively awarded grants to CDFIs and qualified nonprofit housing organizations to finance affordable housing and related community development projects.   | CDFIs and qualified nonprofit housing / Varies   | <a href="http://www.cdfifund.gov/what_wedo/overview.asp">http://www.cdfifund.gov/what_wedo/overview.asp</a>   |
| US Department of the Treasury  | New Market Tax Credits  | Housing - Financial Assistance | The New Markets Tax Credit (NMTC) Program permits taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs).  | Must be certified as a CDE by the Fund (information about becoming a CDE are documented on the website) / up to \$5,000,000  | <a href="http://www.cdfifund.gov/what_wedo/programs_id.asp?programID=5">http://www.cdfifund.gov/what_wedo/programs_id.asp?programID=5</a>   |
| US Department of the Treasury  | Work Opportunity Tax Credits (WOTC)                                   | Business/ Housing - Tax Credit | Businesses can take a tax credit of up to \$2,400 for each 18-39 year-old new employee who lives in an EZ.   | Businesses that hire 18-39 year old employees that live in an EZ / Up to \$2,400   | <a href="http://www.dolleta.gov/business/fincenter/cdrtax/">http://www.dolleta.gov/business/fincenter/cdrtax/</a>   |
| US Small Business Administration   | Basic 7(a) Loan Guaranty  | Business - Financing           | This program helps qualified small business obtain financing when they might be eligible for business loans through normal lending channels.   | For-profit, demonstrate need Max \$2 million loan. SBA will absorb \$1.5 million.  | <a href="http://www.sba.gov/category/view/center/7a/loans/loans-grants-small-business-loans/sba-loan-business-loans/sba-loan-program">http://www.sba.gov/category/view/center/7a/loans/loans-grants-small-business-loans/sba-loan-business-loans/sba-loan-program</a>                       |
| US Small Business Administration   | CDC/504 Program   | Business - Financing           | Program helps qualified small businesses obtain financing when they might not be eligible for business loans through normal lending channels   | Manufactures are for-profit, standard SBA business size / 1 created/retained job for \$50,000 loaned   | <a href="http://www.sba.gov/content/cd504loan-program">http://www.sba.gov/content/cd504loan-program</a>   |
| US Small Business Administration   | Microloan Program   | Business - Financing           | Provides very small loans to start-up, newly established, or growing small business concerns. Under this program, SBA makes funds available to nonprofit community based lenders (intermediaries) which, in turn, make loans to eligible borrowers.  | Startup, for-profit, \$500-\$25,000  | <a href="http://www.sba.gov/content/microloan-program">http://www.sba.gov/content/microloan-program</a>   |
| US Small Business Administration   | Prequalification Program  | Business - Financing           | Assists prospective borrowers in developing viable loan application packages and securing loans. Program targets low income borrowers, disabled business owners, new and emerging businesses, veterans, exports, rural and specialized industries.   | Businesses / Up to \$250,000   | <a href="http://www.sba.gov/category/nav/rational-structure/loans-grants">http://www.sba.gov/category/nav/rational-structure/loans-grants</a>   |



# Private Foundation

| Agency                           | Program  | Purpose        | Program Description   | Eligibility / Funding Range  | Website   |
|----------------------------------|--|----------------|---|--|---|
| Abbott Laboratories              | Abbott Laboratories Fund   | Various        | Provides support through cash grants to recipients who operate in the areas of health and welfare, education, culture, art, civic and public policy   | 501 (c) (3) U.S. Internal Revenue Service / Varies   | <a href="http://www.abbottfund.org/">http://www.abbottfund.org/</a>   |
| Alcoa Foundation                 | Alcoa Foundation   | Various        | Majority of their grants fit within one of the following areas: Conservation and Sustainability, Safe and Healthy Children and Families; Global Education in Science, Engineering, Technology, and Business; Business and Community Partnerships, and Workforce Skills Today for Tomorrow.  | Alcoa Foundation gives priority consideration to programs and organizations in or near communities where Alcoa has a presence. / \$21 million in grants around the world   | <a href="http://www.alcoa.com/global/en/c_community/foundation/overview.aspx">http://www.alcoa.com/global/en/c_community/foundation/overview.aspx</a>                     |
| Alstatale                        | The Alstatale Foundation   | Various        | Personal safety and security, neighborhood revitalization and financial planning and education. Examples of funded projects include: the safety, child safety advocacy, structured after-school programs with initiatives safeguard against gangs and delinquency; automobile passenger safety; and anti-drinking and driving programs.   | The Alstatale Foundation makes grants to nonprofit, tax-exempt organizations under Section 501(c)(3) of the Internal Revenue Code. / Varies  | <a href="http://www.alstatale.com/foundation/">http://www.alstatale.com/foundation/</a>   |
| American Institute of Architects | Sustainable Design Assessment Teams (SDAT)   | Planning       | The SDAT program is a community assistance program that focuses on the principles of sustainability. SDATs bring teams of volunteer professionals (such as architects, urban designers, landscape architects, planners, hydrologists, economists, attorneys, and others) to work with community decision-makers and stakeholders to help them develop a vision and framework for a sustainable future.  | Municipalities / Technical Assistance  | <a href="http://www.aia.org/about/initiatives/AIASD75425760vId=&amp;resSpec=AAAS075425">http://www.aia.org/about/initiatives/AIASD75425760vId=&amp;resSpec=AAAS075425</a> |
| AmeriDream Inc.                  | Various Programs   | Various        | Through down payment assistance and community redevelopment programs, AmeriDream, Inc. expands affordable housing opportunities not only to first-time homebuyers but to all low- and moderate-income individuals and families who wish to achieve homeownership. Additionally, as a non-profit organization, AmeriDream works to promote the value of homeownership as a strong foundation that supports lasting communities and individual prosperity.      | Various / Varies   | <a href="http://www.americdream.org/who-weare/Accomplishments/">http://www.americdream.org/who-weare/Accomplishments/</a>   |
| Amenberg Foundation              | Civic and Community Grants   | Various        | Education and youth development, arts, culture and humanities; civic and community life; health and human services; and animal services and the environment.  | Communities and Non-Profits / Varies   | <a href="http://amenbergfoundation.org/civic-grants">http://amenbergfoundation.org/civic-grants</a>   |
| Bank of America Foundation       | Bank of America Foundation Grant Program aimed at improving local communities            | Various        | To be a catalyst by investing in community catalysts to ensure economic vibrancy and growth. In fact, more than 85% of our total philanthropic spend directly impacts local communities. In addition to our general community funding priorities of Arts and Culture, Community Development, Education, and Health and Human Services, our local market presidents and their local community leaders also support Environment and Youth Development programs. | Non profits - National and Targeted Chicago and Southern Illinois Markets / 1.5 billion 10 year giving goal started in 2014  | <a href="http://www.bankofamerica.com/foundation">http://www.bankofamerica.com/foundation</a>   |
| Bank of America Foundation       | Community Catalyst Grants  | Various        | Funds efforts that support issues such as: literacy, school readiness, economic education, teacher preparation, need-based and merit scholarships, work readiness, economic revitalization efforts, environmental awareness and urban planning, disaster relief, diversity and multicultural awareness, and arts education.   | Unknown / Varies   | <a href="http://www.bankofamerica.com/foundation/">http://www.bankofamerica.com/foundation/</a>   |
| Bike Belong Coalition            | Various avenues for funding; must team up with a local bicycling Non-Profit Organization | Infrastructure | Funding important and influential projects that leverage federal funding. Projects include bike paths, lanes, and routes, as well as bike parks, mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives.  | Municipalities and Non-Profits / Varies  | <a href="http://www.bikesbelong.org/grants">http://www.bikesbelong.org/grants</a>   |
| Bikes Belong                     | Bikes Belong Grant Program that Promotes Bicycle Usage                                   | Bicycle        | Putting more people on bicycles more often. Fundable projects include paved bike paths and trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.  | Nonprofit organizations whose missions are bicycle and/or trail specific. Also accept applications from public agencies and departments at the national, state, regional, and local levels; municipalities must partner with a local bicycle advocacy. / Applicants can request up to \$10,000 each. | <a href="http://www.bikesbelong.org/grants">http://www.bikesbelong.org/grants</a>   |

## Private Foundation (continued)

| Agency   | Program   | Purpose                              | Program Description   | Eligibility / Funding Range  | Website   |
|--|---|--------------------------------------|---|--|---|
| Calvert Foundation   | Calvert Foundation  | Various                              | Calvert Foundation makes loans to community development organizations that focus on affordable housing, small business, microcredit and other community development   | Community development financial institutions (CDFI), and other organizations, including community development corporations, community loan funds, community banks and credit unions, social enterprises and micro finance institutions. / <i>Varies</i>  | <a href="http://www.calvertfunding.org/overview/documents.html">http://www.calvertfunding.org/overview/documents.html</a>   |
| Oil Group  | Oil Foundation  | Various                              | Oil Foundation supports Community Development programs to help physically revitalize neighborhoods and create economically vibrant communities  | Unknown / <i>Varies</i>  | <a href="http://www.oilgroup.com/cdfifoundation/index.htm">http://www.oilgroup.com/cdfifoundation/index.htm</a>   |
| Clinton Foundation   | Clinton Economic Opportunity Initiative - Entrepreneurship Programs | Economic Development                 | Entrepreneurship is a critical pathway to the middle class for individuals and economic growth for communities. CEO's entrepreneurship efforts are promoting economic growth in economically distressed and emerging communities. Learn more about CEO's Entrepreneurship Programs.   | Various / <i>Varies</i>  | <a href="http://www.clintonfoundation.org/what-we-do/clinton-economic-opportunity-initiative">http://www.clintonfoundation.org/what-we-do/clinton-economic-opportunity-initiative</a> |
| Enterprise, Enterprise Social Investment Corporation & the Natural Resources Defense Council | Green Communities Grants & Loans                                    | Building/ Construction               | These grants and loans provide assistance for the development of affordable housing using green building technologies.  | 501(c)(3) nonprofits; public housing authorities; tribal designated housing entities; for-profit entities; and for-profit entities participating through joint ventures with qualified organizations. / <i>In general, the grant amount will range from \$20,000 to \$75,000 per project.</i>                              | <a href="http://www.greencommunitiesonline.org/tools/fundinggrants/">http://www.greencommunitiesonline.org/tools/fundinggrants/</a>   |
| Enterprise Foundation  | Green Communities Initiative - Charlotte Grants                     | Planning                             | Assist housing developers with integrating green building systems in their developments and engage in a serious discussion of green design possibilities. Enterprise will award planning grants to affordable housing developers to coordinate a green design charrette.  | 501(c)(3) nonprofits / Grants for up to \$5,000  | <a href="http://www.greencommunitiesonline.org/tools/funding/grants/charrette.asp">http://www.greencommunitiesonline.org/tools/funding/grants/charrette.asp</a>                       |
| Enterprise Foundation  | Green Communities Initiative - Sustainability Training Grants       | Post-Planning                        | Funding is available to cover the design and distribution of an operations and maintenance.   | 501(c)(3) nonprofits / \$5,000 for affordable housing developers   | <a href="http://www.greencommunitiesonline.org/tools/funding/grants/sustainability/index.asp">http://www.greencommunitiesonline.org/tools/funding/grants/sustainability/index.asp</a> |
| Enterprise Foundation  | Green Communities Planning and Construction Grants                  | Green Housing - Planning and Capital | Green Communities is a five-year, \$550 million initiative developed through a partnership between the Enterprise Foundation/Enterprise Social Investment Corporation and the Natural Resources Defense Council to ensure smarter, healthier homes for Americans with limited incomes. The goal of the initiative is to transform the way communities think about, design, and build affordable homes. The initiative offers grants to help cover the costs of planning and implementing green components of affordable housing projects, as well as tracking their costs and benefits. Capital funding opportunities are also available. | The initiative will provide financing, grants, and technical assistance to developers to build more than 8,500 rental and for-sale homes that promote health, conserve energy, and natural resources, and enhance access to jobs, schools, and services. Applications will be reviewed on a rolling basis. / <i>Varies</i> | <a href="http://www.greencommunitiesonline.org/tools/funding/index.asp">http://www.greencommunitiesonline.org/tools/funding/index.asp</a>   |
| FedEx Social Responsibility Program  | FedEx Social Responsibility Program                                 | Bikes and Pests                      | Pedestrian and Child Safety - Safety is a core value of FedEx, and it is the first consideration in all operations. We currently partner with the National SAFE KIDS Campaign to promote child and pedestrian safety around the world. We also support other organizations that work to enhance the safety of children and transportation systems.  | Selected charities must be registered 501(c)(3) organizations in good financial and public standing. / <i>Varies</i>   | <a href="http://about.van.fedex.com/corporate/responsibility">http://about.van.fedex.com/corporate/responsibility</a>   |
| Ford Foundation  | Ford Foundation   | Various                              | Types of support include grants, recoverable grants, loans and loan guarantees. Issue Areas: Democratic and Accountable Government, Peace and Social Justice, Human Rights, Social Justice Philanthropy, Economic Fairness and Opportunity, Asset Building and Community Development, Natural Resources and Sustainable Development, Access to Education, Knowledge, Creativity and Freedom, Freedom of Expression, Sexuality and Reproductive Health and Rights  | 501 c 3. Government Agencies, Universities and more / <i>Funding amount varies based on project</i>  | <a href="http://www.fordfound.org/">http://www.fordfound.org/</a>   |
| Georgia-Pacific  | Georgia-Pacific Foundation  | Various                              | The Foundation invests our resources primarily in four key areas (the Four Es) that help create and sustain strong communities: Education, Environment, Entrepreneurship and community enrichment.  | Applicants must be located within thirty miles of a Georgia-Pacific community (Manufacturing facility). / <i>Varies</i>  | <a href="http://www.gpfoundation/index.html">http://www.gpfoundation/index.html</a>   |



# Private Foundation (continued)

| Agency                          | Program  | Purpose   | Program Description   | Eligibility / Funding Range  | Website   |
|---------------------------------|--|---|---|--|---|
| Google                          | Google Grants                                    | Advertising/ Information Sharing                      | Provides in-kind keyword advertising using Google AdWords so you can connect directly with your target audience.  | 501(c)(3) / In-Kind Programming/Advertising  | <a href="http://www.google.com/grants/faq/ais.html">http://www.google.com/grants/faq/ais.html</a>   |
| Grand Victoria Foundation       | Core Program                                     | Economic Development and Environment                  | Highest priority is given to efforts that focus on long-term solutions; are multidisciplinary and collaborative; that effectively address barriers of race and class; promote civic engagement; and attract additional investment. Grand Victoria is interested in programs that strengthen and build the fields of practice the foundation supports; help identify emerging trends; and/or test new ways to solve persistent problems in those fields. Core areas include Economic Development, Education and Environment. | To be considered for funding, an organization must be registered with the IRS as a 501(c)(3) public charity. They support organizations in Illinois whose work is a strong fit with their guidelines and strategies.   | <a href="http://www.grandvictoriafdn.org/funding.php?option=com_content&amp;layout=view&amp;id=89">http://www.grandvictoriafdn.org/funding.php?option=com_content&amp;layout=view&amp;id=89</a> |
| Home Depot                      | Building Healthy Communities Grant Program       | Various   | Grants are for community improvement projects that include activities such as construction or refurbishment of affordable or transitional housing, building, rebuilding, painting, refinishing, increasing energy efficiency or sustainability, landscaping, planting of native trees, community facility improvements, and the development and/or improvement of green spaces. Grants must support work completed by community volunteers in the United States.  | Only registered 501(c)(3) nonprofit organizations, tax-exempt public schools, and tax-exempt public agencies in the U.S. are eligible to apply. / Awards grants of up to \$2,500. Grants are made in the form of the Home Depot gift cards for the purchase of tools or materials.   | <a href="http://www.home.com/programs/healthy-communities">http://www.home.com/programs/healthy-communities</a>   |
| HSBC                            | HSBC in the Community Foundation                 | Environment   | Focusing on education and the environment, HSBC also has a focus on participating in local community initiatives in which they operate.   | 501(c)(3) public charities. In addition, public schools and school districts or other government agencies are eligible to receive grants under IRS rules. / Varies   | <a href="http://www.hsbcusa.com/corporate-responsibility">http://www.hsbcusa.com/corporate-responsibility</a>   |
| IL Clean Energy Foundation      | Illinois Clean Energy Community Foundation Grant | Environment, Structure                                | The Foundation funds projects in three core program areas: improving energy efficiency, developing renewable energy resources, and preserving and enhancing natural areas and wildlife habitat throughout Illinois.   | Funding to federally recognized 501(c)3 nonprofit organizations and state and local government agencies serving Illinois residents. / Varies   | <a href="http://www.illinoiscleanenergy.org">www.illinoiscleanenergy.org</a>  |
| Kaboom Playground Opportunities | Kaboom Playground Opportunities                  | Park - Playground Equipment                           | Work with communities to build new safe playgrounds.  | Ideal Community Partners are usually child-serving, non-profit organizations but could be community development organizations, neighborhood coalitions, charter schools, or any organization that can mobilize a volunteer force and is in need of a playground. / Varies but require a substantial amount of public participating and some funding from communities | <a href="http://www.kaboom.org">http://www.kaboom.org</a>   |
| Kesage Foundation               | Community Development                            | Community Development, Infrastructure and Environment | Support the capital needs of community development organizations working in rural, urban and older-suburban neighborhoods to enhance grassroots participation, resident empowerment, physical revitalization, neighborhood cohesion, wealth-building, housing, and, in some cases, youth opportunity.   | Government entities, 501(c)3 organizations that are not classified as private foundations and more / Varies  | <a href="http://www.kesage.org/index.php/about/community-development/">http://www.kesage.org/index.php/about/community-development/</a>   |
| Local Government Commission     | Customized Technical Assistance                  | Technical Assistance                                  | Technical assistance is offered in three broad categories: Educational Services, Participatory Planning and Visioning, Policy Development Assistance  | Municipalities / Technical Assistance  | <a href="http://www.lgc.com/services/index.html">http://www.lgc.com/services/index.html</a>   |

## Private Foundation (continued)

| Agency   | Program  | Purpose                                  | Program Description  | Eligibility / Funding Range   | Website   |
|--|--|--|--|---|---|
| Metropolitan Life Foundation                     | Metropolitan Life Foundation   | Various                                  | Supporting various educational, health and welfare and civic and cultural organizations. Their goals are to strengthen communities, promote good health and improve education. The Foundation makes grants nationally in the areas of health, education, culture, civic affairs, and social investment programs.   | 501(c)3 / In 2000, the Metropolitan Life Foundation awarded 253 grants totaling \$13.1 million  | <a href="http://www.metlife.com/corporate/index.html?COPR=MetLife&amp;MSHC=65001&amp;L=10&amp;WF=foundations%20for%20metropolitan%20the%20&amp;PR=7&amp;FONTS=20STYLE%3D%22barkerround%3A%23ff00">http://www.metlife.com/corporate/index.html?COPR=MetLife&amp;MSHC=65001&amp;L=10&amp;WF=foundations%20for%20metropolitan%20the%20&amp;PR=7&amp;FONTS=20STYLE%3D%22barkerround%3A%23ff00</a> |
| National Association of Realtors (NAR)           | Smart Growth Action Grants   | Planning, Policy, Community Organization | NAR's Smart Growth Action Grant program is available to support your efforts to implement programs and activities that position REALTORS as leaders in improving their communities by advancing smart growth. NAR's Smart Growth Action Grants are intended to help your association and members initiate and sustain an active role in bringing smart growth development principles to your community.  | Municipalities and home owner associations / Maximum of \$5,000 per year  | <a href="http://www.realtor.org/government_affairs/smart_growth/grants">www.realtor.org/government_affairs/smart_growth/grants</a>  |
| National Endowment for the Arts (NEA)            | Your Town: The Citizens' Institute on Rural Design                         | Planning                                 | The Your Town program consists of two-and-a-half-day participatory workshops held in different locations around the country. These sessions bring architects, landscape architects, and other design professionals together with community members. Each year, four workshops are funded by the National Endowment.  | Municipalities / Technical Assistance   | <a href="http://www.yourtowndesign.org">http://www.yourtowndesign.org</a>   |
| The Oak Hill Fund                                | Environmentally Sustainable Affordable Design program                      | Planning                                 | The Oak Hill Fund provides support to national, regional, and local organizations through several grant making programs. The Environmentally Sustainable Affordable Design program promotes the incorporation of the principles of sustainable development into the design of affordable construction, with a primary focus on residential housing.  | Requests are accepted from throughout the U.S. The application process begins with a Letter of Inquiry submitted through their online system. / Various | <a href="http://www.oakhillfund.org/">http://www.oakhillfund.org/</a>   |
| The Orion Family Foundation and Placematters.com | Community Viz  | Planning and Consensus Building          | The Orion Family Foundation is an "operating" foundation, which means that instead of making grants, they bring resources together in creative entrepreneurial ways to create tools, educational programs and templates that can be replicated in rural communities that are actively grappling with growth community planning issues. The foundation provides one-on-one assistance to communities and regions to improve their capacity for decision-making. They've also created "CommunityViz," an interactive software tool for professional planners, citizen planners, landowners, and interested citizens. With this software, communities can visualize and evaluate different land use patterns and make informed decisions on issues specific to their own communities. | Communities and Regions / Technical Assistance  | <a href="http://www.orion.org">http://www.orion.org</a>   |
| Project for Public Spaces (PPS)                  | Project for Public Spaces (PPS)  | Planning and Research                    | PPS is a non-profit organization dedicated to creating and sustaining public places that build communities. PPS provides technical assistance, education, and research through programs in parks, plazas and central squares, buildings and civic architecture, transportation and public markets.   | Municipalities / Technical Assistance   | <a href="http://www.pps.org">http://www.pps.org</a>   |
| Public Welfare Foundation                        | Public Welfare Foundation  | Various                                  | Funding is focused in eight program areas: criminal justice, disadvantaged elderly, disadvantaged youth, environment, health, population and reproductive health, community economic development and participation, and human rights and global security.  | 501(c)3 / Varies  | <a href="http://www.dubliwelfare.org/">http://www.dubliwelfare.org/</a>   |
| Rails to Trails Conservancy                      | Lists a myriad of funding sources  | Bike Ped                                 | Organization lists a large variety of state, federal, and foundation grants for funding trails.  | Varies depending on grant source / Varies depending on source and program.  | <a href="http://www.railstotrail.org/technicalassistance/e/roibox/20080710_funding_fina ncing.html">http://www.railstotrail.org/technicalassistance/e/roibox/20080710_funding_fina ncing.html</a>   |
| Rockefeller Foundation                           | Various programs, including environment, transportation, urban development | Various                                  | A focus area is: Addressing the risks of accelerating urbanization - shaping efforts in planning, finance, infrastructure, and governance to manage a world in which, for the first time in history, more people live in urban communities than rural ones.  | Open - submit ideas / Varies  | <a href="http://www.rockfound.org/grants/grants.shtml">http://www.rockfound.org/grants/grants.shtml</a>   |

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# Private Foundation (continued)

| Agency  | Program                                       | Purpose                   | Program Description   | Eligibility / Funding Range   | Website   |
|---|---|---------------------------|---|---|---|
| Robm and Haas   | Robm and Haas                                 | Various                   | Robm and Haas Company focuses their support in five key philanthropic categories: including Education, Environment, Civic and Community, Health and Human Services and Arts and Culture.  | Various / Varies  | <a href="http://www.robmhaas.com/history/courtesy/social_planet.htm">http://www.robmhaas.com/history/courtesy/social_planet.htm</a>   |
| Surdna Foundation   | Surdna Foundation                             | Community Development     | Environment, community revitalization, effective citizenry, the arts, and the nonprofit sector  | 501(c) (3) or 501(c)(4) / Varies  | <a href="http://www.surdna.org/grants/ra-nts-overview.html">http://www.surdna.org/grants/ra-nts-overview.html</a>   |
| Smart Growth America (SGA), Local Initiatives Support Corporation (LISC), the International City and County Management Association (ICMA), and the Metropolitan Institute at Virginia Tech (MI) | National Vacant Properties Campaign           | Technical Assistance      | National Vacant Properties Campaign is a collaboration of four leading national organizations, Smart Growth America (SGA), Local Initiatives Support Corporation (LISC), the International City and County Management Association (ICMA), and the Metropolitan Institute at Virginia Tech (MI). (M)PC is leveraging the expertise of partners, practitioners, and national experts to offer a range of training and technical assistance services to communities seeking to improve stable and local systems for revitalizing vacant and abandoned properties.  | Municipalities / Technical Assistance   | <a href="http://www.communityprogress.net/">http://www.communityprogress.net/</a>   |
| US Green Building Council   | Affordable Green Neighborhoods Grant Program  | Housing - Green Buildings | With support from the Bank of America Foundation, the U.S. Green Building Council (USGBC) is offering a grant program that recognizes affordable housing developers who are committed to building sustainable communities. The Affordable Green Neighborhoods Grant Program awards grants and provide educational resources to affordable housing developers and related public agencies who choose to pursue LEED for Neighborhood Development certification. Preference will be given to qualifying projects that meet additional goals, including the redevelopment of infill and previously developed sites, effort to strengthen the surrounding neighborhoods, commitment to engage stakeholders in the development process, and the provision of green housing for a range of income levels. | Affordable housing developers and related public agencies who choose to pursue LEED for Neighborhood Development certification / A cash award of approximately \$25,000, which may be used to pursue LEED-ND certification and many other extras. | <a href="http://www.usgbc.org/DisplayPage.aspx?CMSPageID=2184">http://www.usgbc.org/DisplayPage.aspx?CMSPageID=2184</a>   |
| Wachovia Foundation   | Wachovia Foundation                           | Community Development     | Two primary and two secondary focus areas (Primary Focus Areas: Education and Community Development, Secondary Focus Areas: Health and Human Services and Arts and Culture). Their mission is to build strong and vibrant communities, improve the quality of life, and make a positive difference where they have banking institutions.  | 501(c)(3) of the Internal Revenue Code, be located or provide service in Wachovia's markets / Varies  | <a href="https://www.wachovia.com/foundation/index.jsp?dpage&amp;node=7671_092090aa130vgrVCM1000004hd0d1_8228CRQD&amp;vgrqentime=default">https://www.wachovia.com/foundation/index.jsp?dpage&amp;node=7671_092090aa130vgrVCM1000004hd0d1_8228CRQD&amp;vgrqentime=default</a> |
| Wal-Mart Foundation   | Wal-Mart Store and Sam's Club Giving Programs | Various                   | Supports programs and initiatives in four main areas of focus: Education, Workforce Development/ Economic Opportunity, Health & Wellness and Environmental Sustainability.  | Municipalities, Schools, Non-Profits, Churches / Varies   | <a href="http://walmartstores.com/CommunityGiving/5916.aspx">http://walmartstores.com/CommunityGiving/5916.aspx</a>   |
| Wells Fargo   | Wells Fargo Housing Foundation                | Housing                   | Increasing low-income homeownership through the development of affordable housing and to providing shelter and supportive services for homeless and disabled adult populations. Areas of interest include homeownership (construction and home improvement opportunities), supportive housing, and transitional housing.  | 501(c) (3) or tax exempt, \$5,000 - \$10,000  | <a href="https://www.wellsfargo.com/about/whfr/about_wfrf.html#sections=ZAK505ZM1DUAVCO1OC3E3NOKBR_KTMUM0">https://www.wellsfargo.com/about/whfr/about_wfrf.html#sections=ZAK505ZM1DUAVCO1OC3E3NOKBR_KTMUM0</a>   |