

**ELGIN**

**CHICAGO STREET**

**STATION AREA**

**PLANNING**

**STUDY**

October 2013 | City of Elgin, Illinois

**EXECUTIVE SUMMARY**

Prepared by: Land Vision, Inc.







# Intro

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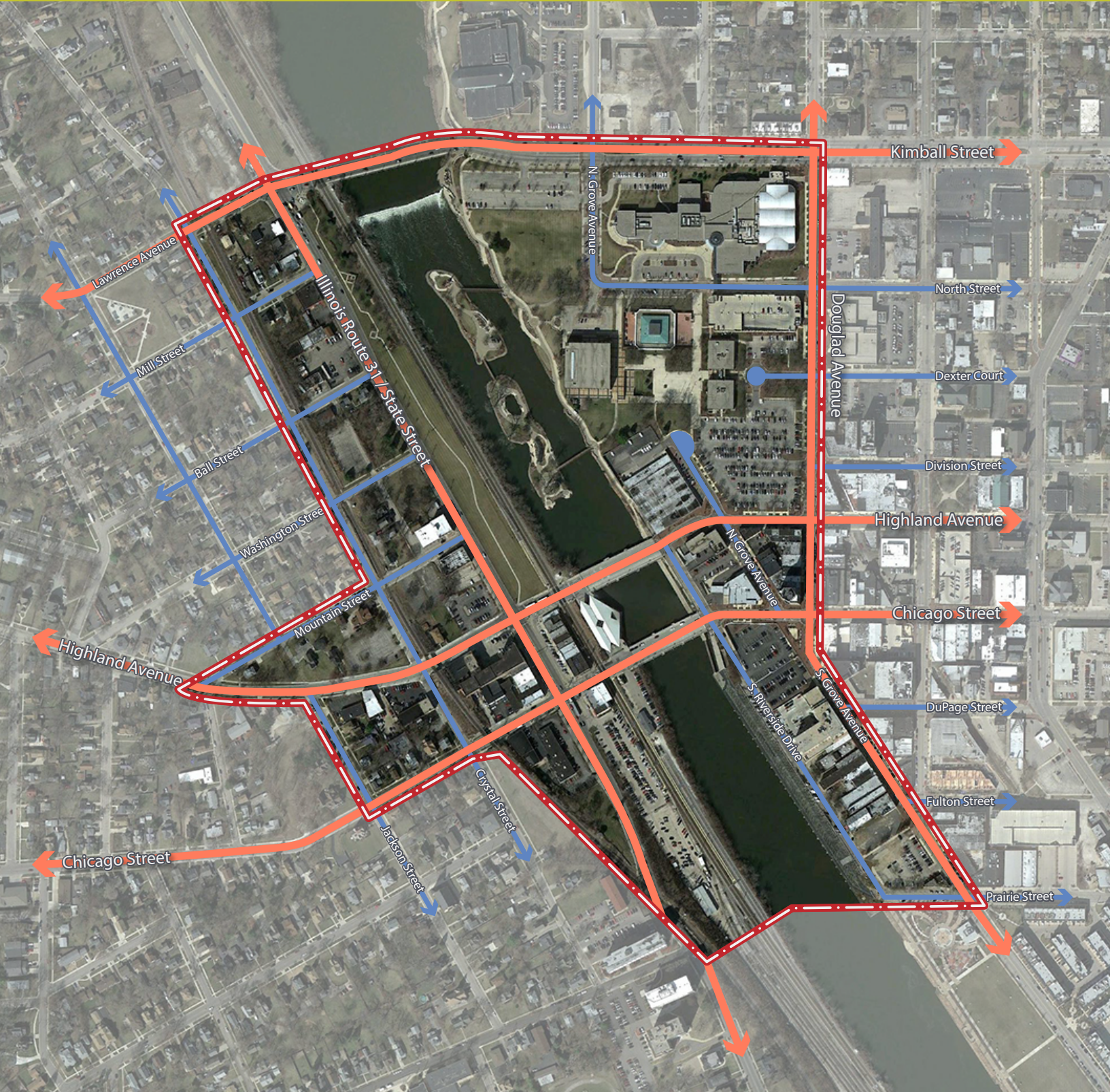
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# Chicago Street Station Area Plan | PROJECT AREA





## 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*

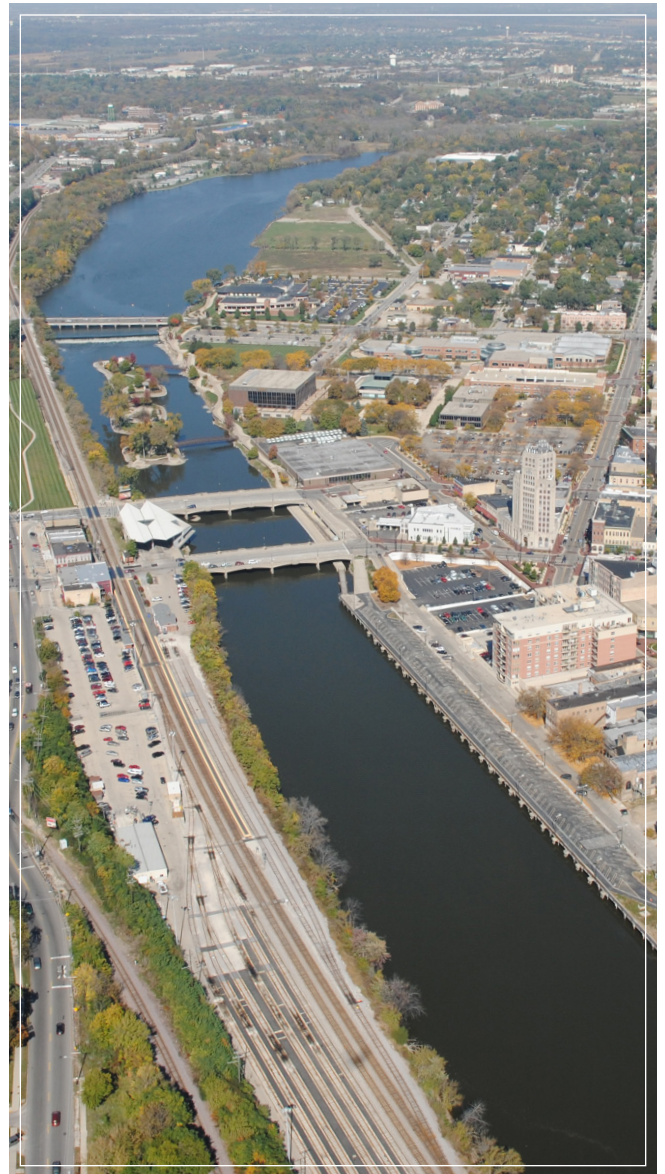
## CONSULTANT TEAM

# 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.

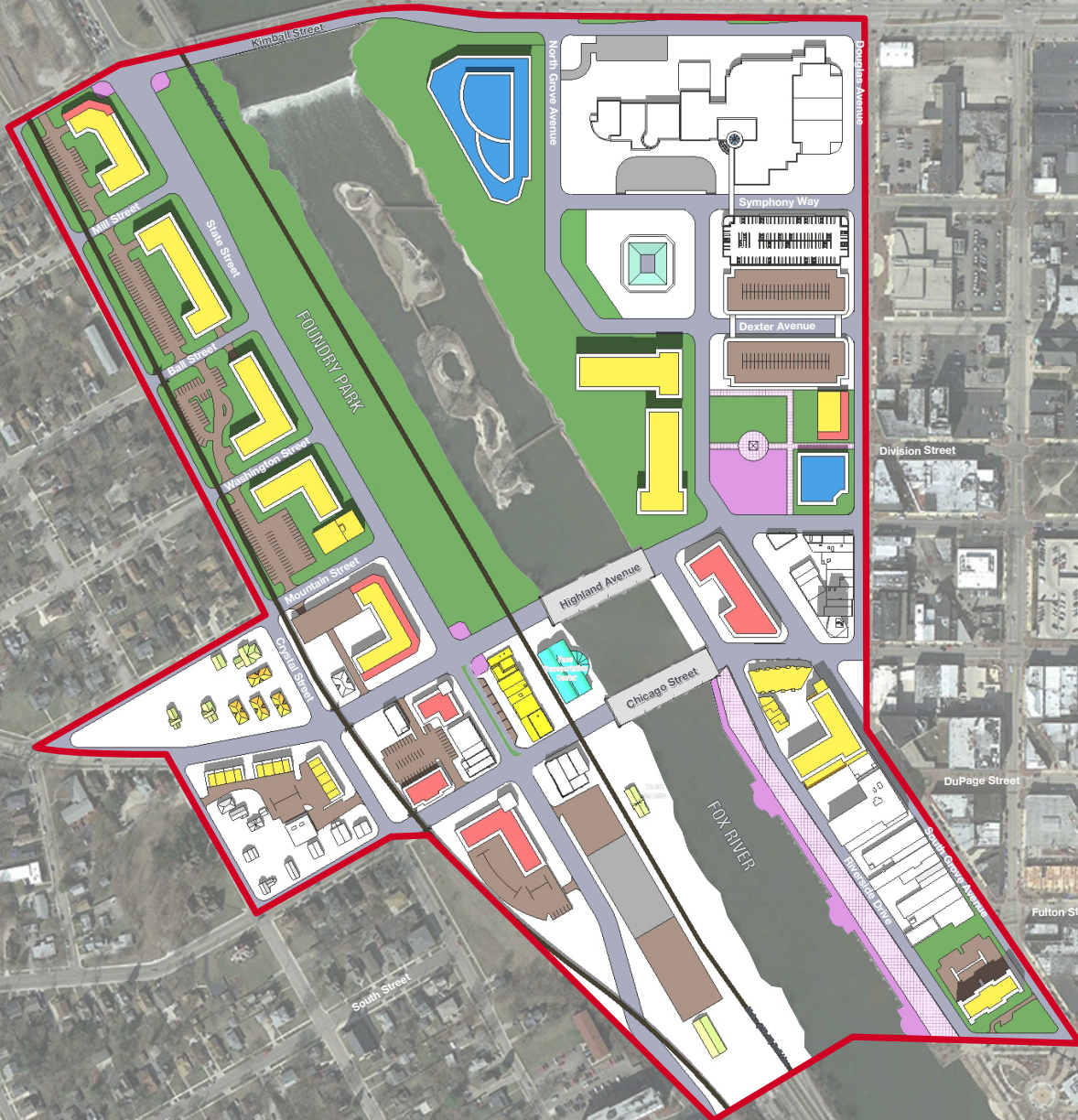
To accomplish this goal, the Plan will:

- 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 a summary of the overall Framework Plan Recommendations found in 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

1. Sub Area Conceptualization: Continue to evaluate sites identified in the Station Area Planning Study and continue dialogue with property owners and businesses regarding the status of their properties.
2. Neighborhood Investments: Continue investment in the neighborhood surrounding the Station Area through neighborhood investment programs.
3. Re-Tenancing: Continue working with the DNA to explore additional tenancing and re-tenancing opportunities throughout Downtown.
4. Compliment Casino Growth: Closely monitor plans for future casino growth as this type of development wouldt add to the overall appeal of the downtown while offering coordinated marketing opportunities.
5. Enhance Apartment Rental Space: The City should pursue initiatives to find successful developers who may be interested in Downtown sites as well as rehab developers for space above the first floor.
6. Promote Food and Beverage Establishments: Food and Beverage 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.
7. Streamline Municipal Review Process: Provide more simplicity and clarity to acquiring necessary documentation needed to facilitate all development and redevelopment projects.
8. Capitalize on Natural Assets: Utilize the Riverside Drive Promenade as an acceptable precedent for future development providing an attractive riverfront while integrating its assets within Downtown.
9. Enhance Partnerships with DNA: Develop a more permanent funding base for DNA with a Special Service Assessment District (SSA).
10. Consider “Micro Loan” Programs: Micro Loan programs should be explored in order to provide financing for small businesses.
11. Cultivate Historic Preservation Opprotunities: Grow the existing Historic Preservation opportunities in Downtown and take advantage as new opportunities develop.
12. Leverage Capital Improvements of Public Transportation Facilities: Coordinate upcoming improvements to the Pace Transportation Center with other improvements nearby in order to mutually benefit the entire Downtown.



## LAND USE & ZONING

1. Evaluate transferring parcels zoned Planned City Center (PCC) at the southeast corner of Kimball Street and the Fox River to Planned Community Facility (PCF) to achieve the long-term goal of a new Hemmens Cultural Center.

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2. Consider changing parcels adjacent to the northeast corner of Highland Avenue and the riverfront to Center City (CC) to allow for multi-use development.

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3. Allow parcels west of Crystal Street to transition to Planned Development designations to allow for the development of increased density, multi-family (duplex and townhouse) development.

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4. Transition all areas zoned Residential (RC3) along the east side of Crystal Street to Center City (CC2) to allow industrial-oriented structures to be replaced with the multi-use buildings envisioned by the Plan.

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5. Perform an audit of procedural and regulatory policies and documents in order to achieve the Multi-Use, Transit-Oriented Development envisioned by the Plan.

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## ACCESS & CIRCULATION

1. Consider street realignment and connection improvements to the blocks bounded by Kimball Street, Douglas Avenue, Highland Avenue, and the Fox River.

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2. Provide a more formal connectivity of pedestrian circulation and access to this area and others that have yet to undergo similar changes by implementing streetscape enhancements similar to those already completed.

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3. Consider providing an elevated sidewalk to front proposed development along IL. Route 31 in order to protect pedestrians.

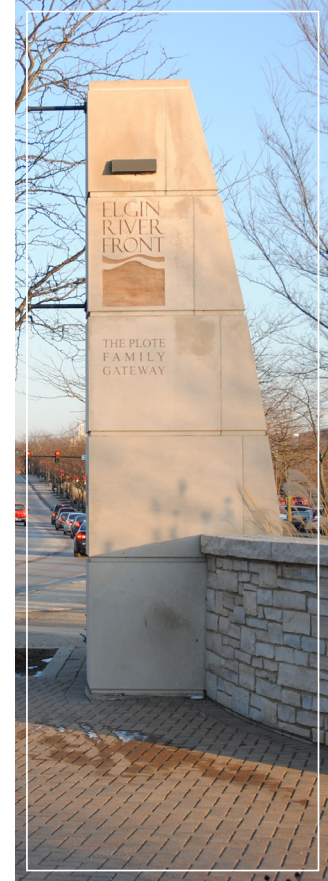
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4. Provide additional signage to increase pedestrian and vehicular awareness and improve pedestrian circulation between the Chicago Street Metra Station and the Pace Transportation Center.

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# WAYFINDING & SIGNAGE

1. Coordinate with planned improvements to designate strategic locations for gateway features and prominent signage to signal arrival into Downtown Elgin.
2. Incorporate new wayfinding signage to promote Downtown surroundings and guide both residents and visitors to local businesses, Downtown amenities, and City institutions.
3. Encourage the strategic expansion of Downtown identity elements while maintaining a similar style, materials, and color representative of the existing character of Downtown Elgin.
4. Preserve and enhance natural features by providing elements such as public art installations, play areas, enhanced landscaping and connectivity for existing trails and pathways in order to provide increased visibility for Downtown Elgin throughout the region.



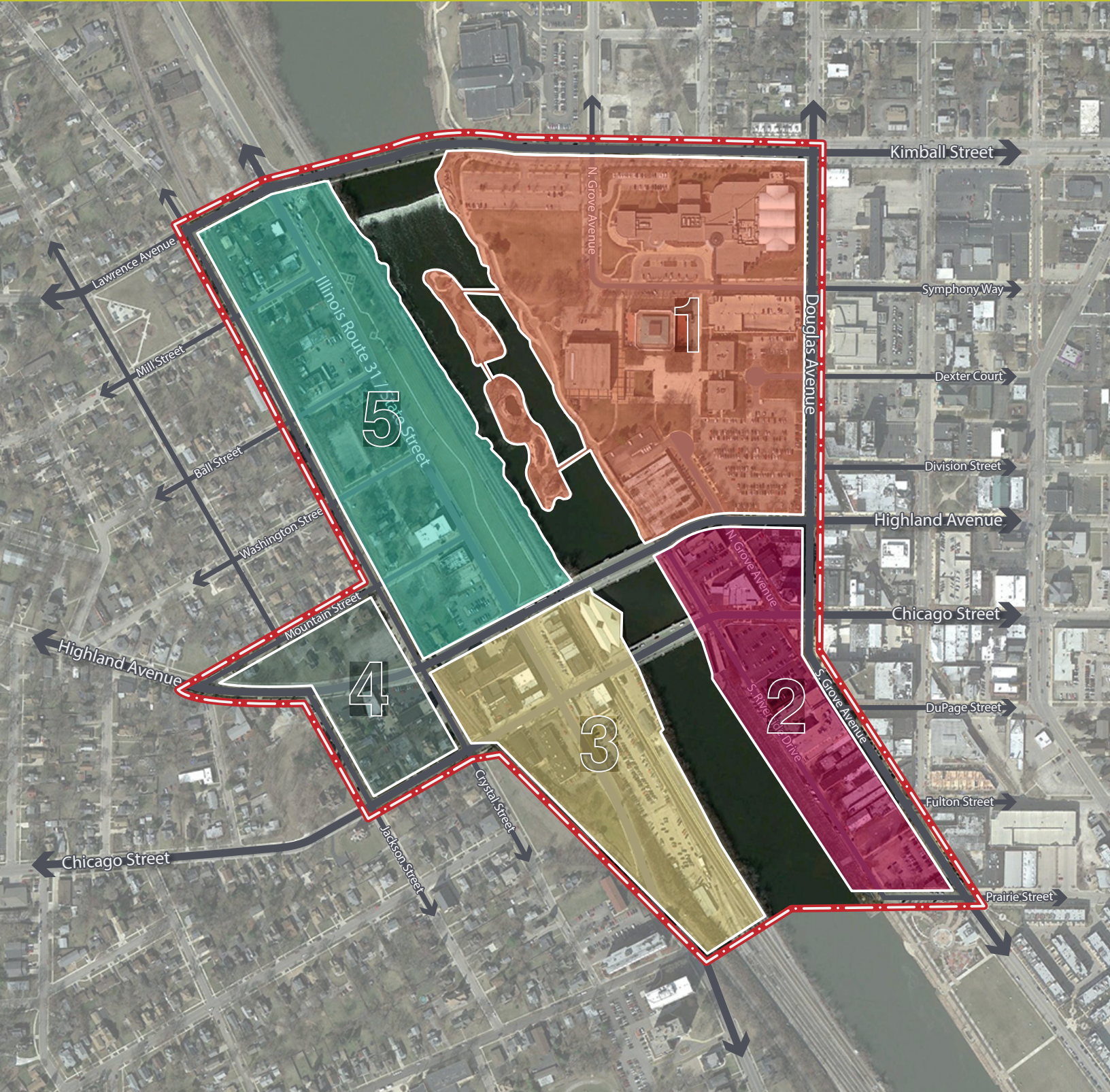
# ELGIN – CHICAGO STREET STATION AREA PLANNING STUDY



**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;

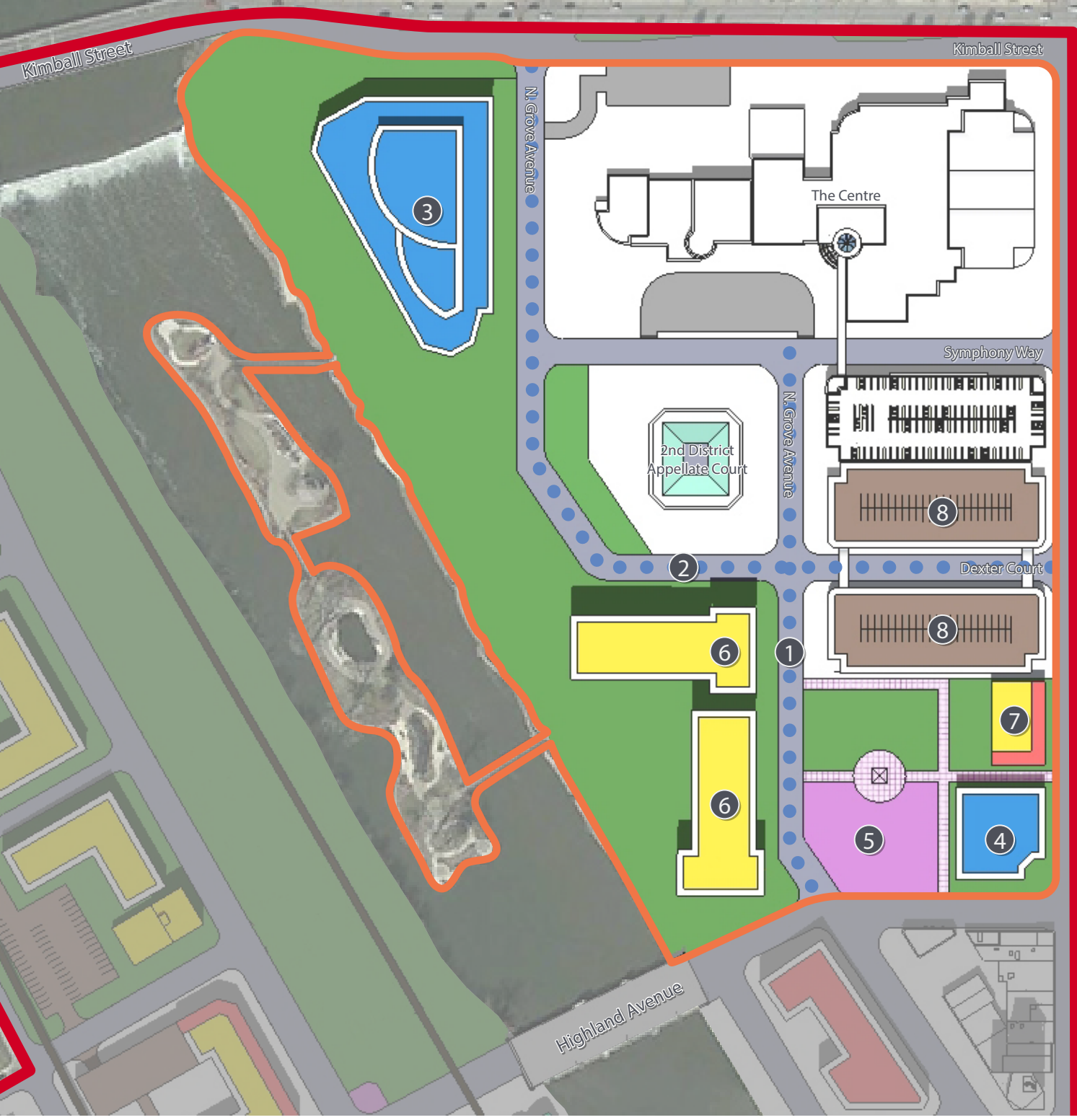
**Sub Area 4:** A smaller area that contains a mix of residential and business uses west of the elevated freight rail tracks between Mountain Street and Chicago Street; and

**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 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 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 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 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.
7. 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





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

# IMPLEMENTATION PRIORITIES SUMMARY

Task	Priority	Timeframe	Responsible Parties
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

# FEDERAL INCENTIVES

Agency	Program	Description
Federal Transit Administration (FTA)	New Starts Program	<p>Primary financial resource for supporting locally planned, implemented, and operated major transit capital investments. The funds, new and extensions to existing fixed guideway transit systems including commuter rail, light rail, heavy rail, bus rapid transit, streetcars, and ferries.</p> <p><a href="http://www.fta.dot.gov/12347_5221.html">http://www.fta.dot.gov/12347_5221.html</a></p>
US Dept. of Housing and Urban Development (HUD)	Community Development Block Grant (CDBG)	<p>Provides communities with resources to address a wide range of unique community development needs. Provides annual grants on a formula basis. It includes several program areas (some included below).</p>
	Entitlement Communities	<p>Allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low and moderate income persons.</p> <p><a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/entitlement">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/entitlement</a></p>
	State Administered CDBG / Small Cities CDBG Programs	<p>State award grants to smaller units of general local government that carry out community development activities</p> <p><a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs</a></p>
	Section 108 Loan Guarantee Program	<p>CDBG entitlement communities are eligible to apply for assistance. CDBG non-entitlement communities may also apply, provided their state agrees to Pledge the CDBG funds necessary to secure the loan. Applicants may receive a loan guarantee directly or designate another public entity, such as an industrial development authority, to carry out their Section 108 assisted project.</p> <p><a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/108">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/108</a></p>
	Brownfields Economic Development Initiative (BEDI)	<p>Competitive grant program used to spur the return of brownfields to productive economic reuse. BEDI grants must be used in conjunction with a new section 108 guaranteed loan.</p> <p><a href="http://portal.hud.gov/hudportal/HUD?src=/hudprograms/bedi">http://portal.hud.gov/hudportal/HUD?src=/hudprograms/bedi</a></p>
	Renewal Communities/ Empowerment Zones/Enterprise Communities (RC/EZ/EC)	<p>This program uses an innovative approach to revitalization, bringing communities together through public and private partnerships to attract the investment necessary for sustainable economic and community development</p> <p><a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/economicdevelopment/programs/rc">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/economicdevelopment/programs/rc</a></p>

# FEDERAL INCENTIVES

Agency	Program	Description
US Dept. of Housing and Urban Development (HUD)	Low Income Housing Tax Credit Program	Finance the development of affordable rental housing for low-income households. <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/affordablehousing/training/web/lihtc/basics">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/affordablehousing/training/web/lihtc/basics</a>
HUD's Office of Sustainable Housing and Communities (OSHC)	Community Challenge Grants	The program provides grants to enable communities in fostering reform and reducing barriers to achieving affordable economically vital, and sustainable communities. Such 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 such as acquisition of land for affordable housing projects. <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/HUD-DOT_Community_Challenge_Grants">http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/HUD-DOT_Community_Challenge_Grants</a>
U.S. Department of Commerce Economic Development Administration	Strong Cities, Strong Communities Visioning Challenge	Designed to assist cities experiencing chronic economic distress with leveraging innovative ideas and approaches from diverse perspectives to create and adopt actionable economic development proposals and plans. <a href="http://www.eda.gov/SC2Challenge/">http://www.eda.gov/SC2Challenge/</a>
	Public Works and Economic Adjustment Assistance Programs Opportunity	Supports development in economically distressed areas by fostering job creation and attracting private investment. <a href="http://www.grants.gov/search/search.do?mode=VIEW&amp;oppId=131493">http://www.grants.gov/search/search.do?mode=VIEW&amp;oppId=131493</a>
U.S. Department of Transportation Federal Highway Administration	Livability Initiative	Provide a variety of programs that support livability initiatives tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality school, and safe streets. <a href="http://www.fhwa.dot.gov/livability/">http://www.fhwa.dot.gov/livability/</a>
U.S. Department of Transportation	Transportation Investment Generating Economic Recovery Discretionary Grant Program (TIGER)	Investment in road, rail, transit, and port projects that promise to achieve critical objectives. <a href="http://www.dot.gov/tiger">www.dot.gov/tiger</a>

# FEDERAL INCENTIVES

Agency	Program	Description
Illinois Department of Commerce & Economic Opportunity	Job Training and Economic Development (JTED) Grant Program	The Job Training and Economic Development (JTED) Grant Program assists low-wage, low-skilled workers to advance in their careers, and helps unemployed, disadvantaged people learn skills necessary to secure employment. <a href="http://www.commerce.state.il.us/dceo/Bureaus/Workforce_Development/Employers/JTED.htm">http://www.commerce.state.il.us/dceo/Bureaus/Workforce_Development/Employers/JTED.htm</a>
	Employment Opportunity Grant Program (EOGP)	The EOGP offers educational institutions and community based organizations an opportunity to help fill the demand for a skilled workforce by preparing participants for placement in high wage union construction jobs and access to public as well as private construction jobs throughout the State. <a href="http://www.wildceo.net/dceo/bureaus/community_development/urban+assistance/employment+opportunities+grant+program+2.htm">http://www.wildceo.net/dceo/bureaus/community_development/urban+assistance/employment+opportunities+grant+program+2.htm</a>

# STATE INCENTIVES

Agency	Program	Description
Department of Natural Resources	Open Space Lands Acquisition and Development Program (OSLAD)	State-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. <a href="http://www.dnr.state.il.us/ocd/newoslal1.htm">http://www.dnr.state.il.us/ocd/newoslal1.htm</a>
	Illinois Bicycle Path Program	Acquisition and development of trail facilities <a href="http://www.dnr.state.il.us/ocd/newtrail">www.dnr.state.il.us/ocd/newtrail</a>
Illinois Department of Transportation (IDOT)	Transportation Enhancement Program (ITEP)	Provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80% reimbursement for eligible project costs. <a href="http://www.dot.state.il.us/opp/itep.html">http://www.dot.state.il.us/opp/itep.html</a>
	Illinois Green Street Initiative	Provision and planting of trees along rights-of-way <a href="http://www.dot.state.il.us/opp/itep">www.dot.state.il.us/opp/itep</a>
Illinois Environmental Protection Agency (IEPA)	Municipal Brownfields Redevelopment Grant	Brownfield remediation investigation and planning. <a href="http://www.epa.state.il.us/land/brownfields/grants">www.epa.state.il.us/land/brownfields/grants</a>



# LOCAL INCENTIVES

Agency	Program	Description
Chicago Regional Transportation Authority	Community Planning Program	<p>The Community Planning Program provides funding and planning assistance to applicants for planning projects that benefit the community and the regional transit system. Eligible projects include transit-oriented development plans, transit access improvement plans, corridor plans and planning implementation projects.</p> <p><a href="http://www.rtachicago.com/community-planning/community-planning.html">http://www.rtachicago.com/community-planning/community-planning.html</a></p>
Chicago Metropolitan Agency for Planning (CMAP)	CMAP Local Technical Assistance Planning Programs	<p>CMAP has launched the Local Technical Assistance (LTA) program, which involves providing assistance to communities across the Chicago Metropolitan Region to undertake planning projects that advance the principles of GO TO 2040.</p> <p><a href="http://www.cmap.illinois.gov">www.cmap.illinois.gov</a></p>
	Congestion, Mitigation, and Air Quality (CMAQ)	<p>Improvements to pedestrian and bicycle circulation, including creation of bicycle lanes, bicycle parking facilities, pedestrian walkways, and pedestrian and bicycle crossing improvements.</p> <p><a href="http://www.cmap.illinois.gov">www.cmap.illinois.gov</a></p>
	Surface Transportation Program (STP)	<p>Roadway, intersection, and crosswalk improvements.</p> <p><a href="http://www.co.kane.il.us/dot/com/">http://www.co.kane.il.us/dot/com/</a></p>
	Transportation Alternatives Program (TAP)	<p>Administered by CMAP, this program will offer \$17 million dollars for bicycle/pedestrian projects over the next two years.</p> <p><a href="http://www.cmap.illinois.gov/documents/20583/1338130/MemoToCMAP_Board_re_TAP.pdf/fa952fa4-45b5-4cd9-834c-b1f9248337d6">http://www.cmap.illinois.gov/documents/20583/1338130/MemoToCMAP_Board_re_TAP.pdf/fa952fa4-45b5-4cd9-834c-b1f9248337d6</a></p>

# LOCAL INCENTIVES

Agency	Program	Description
Kane County / City of Elgin	General Fund Sources	General sources of revenue can be applied to a project that benefits the community as a whole. The can include property, state, gas, utility, and lodging taxes as well as other fees and fines.
	Bonds	Municipal bonds could be utilized for special projects needing long-term financing. Special assessment bonds would be used to finance improvements of assessed properties.
	Tax Increment Financing (TIF)	Tax increment financing (TIF) is a mechanism used to carry out revitalization and redevelopment activities on a local basis in a defined area that meets State eligibility requirements. TIF allows a community to capture the increase in local property taxes that results from a redevelopment project in order to pay for the public costs involved in the project.
	Business Improvement District (BID)	Authorized by Division 74.3 of the Municipal Code of the State of Illinois, BIDs may be designated after a public hearing and have the following rights - 1) property acquisition; 2) ability to obtain grants and loans; 3) put forth redevelopment plans and improvements; 4) review and approve redevelopment proposals; 5) contracting with public or private entities; 6) conduct real estate transactions for redevelopment within the BID; 6) accessibility to public funds; 7) and develop ordinances or resolutions for planning and implementation of business district plans.
	Special Service Area (SSA)	Finance tool that utilizes real estate property tax levy to fund special services in a targeted area where property owners voluntarily tax themselves for these services. Commercial and industrial areas area typically the subject of an SSA tax but it can be extended to residential properties. SSA services and improvements are funded entirely through the tax revenues generated by the special service tax. The revenue is derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries.