

		<i>Minimum Lot Area SF</i>
RE	Rural Estate	21,870
R-1	Single-Family Residential	7,700
R-1U	Single-Family Residential, Urban	6,000
R-2	Two-Family Residential	8,800
R-3	Multifamily Residential	8,800
R-4	Multifamily Residential	8,800

Residential Districts

Intent

The Rockford's residential "R" zoning districts are intended to create, maintain, and promote a variety of housing opportunities for individual households and to maintain the desired physical character of existing neighborhoods and developing areas consistent with the city's official comprehensive plan. These regulations are intended to ensure that permitted and special uses are compatible within each district. They are intended to maintain and protect residential property values and to promote the peace, quiet, and enjoyment of the city's residential areas by requiring setbacks and open spaces on the same lot as the residential development. While these districts primarily accommodate residential use types, some nonresidential use types are also allowed.

C-1	Limited Office
C-2	Limited Commercial
C-3	General Commercial

Commercial Districts

Intent

The “C” districts are intended to accommodate retail, service, and commercial uses and to ensure that business and commercial-zoned areas are compatible with the character of existing neighborhoods.

C-1, Limited Office district is intended to accommodate low-intensity office development in close proximity to residential uses. The district is intended to serve as a buffer between established commercial uses and residential neighborhoods. Additionally, the district is intended to allow the conversion of structures built for residential purposes to be converted to limited office use as a means to preserve these structures. The district permits limited business service uses in addition to offices provided such services are low traffic generators. The C-1 district does not permit outdoor storage, outdoor sales, or outdoor displays.

C-2, Limited Commercial district is intended to provide a wide range of development options for the retail sales of goods and for professional and commercial services. The district limits certain commercial uses that may cause undue traffic congestion or uses that may have detrimental impacts on neighboring properties. The district does not permit outdoor storage, and outdoor sales and the displays are limited to private sidewalks that abut the principal structure and areas adjacent to the main customer entrance.

C-3, General Commercial district’s general purpose is to accommodate a very broad range of business, service, and commercial uses. The allowed uses represent the highest intensity business or commercial zoning district. It allows nearly any type of business, service, or commercial uses, including outdoor operations and storage. Development is generally destination-oriented; a very large percentage of people will arrive by automobile. The C-3 district differs from C-2 by the range of use types permitted. More intensive, auto-oriented commercial use types are allowed and the C-3 district is intended to be applied to large sites that have primary access to major thoroughfares.

C-4

Urban Mixed-Use District

Urban Mixed-Use District

Intent

The “C-4” district is to maintain and promote a compact, pedestrian-oriented, mixed-use district with a diverse mix of residential, office, business, government, cultural, and entertainment uses by promoting a walkable environment by protecting those streets with “intact” streetwalls, encouraging residential living environments that provide a broad range of housing types such as lofts, town homes, and condominiums. The Urban Mixed-Use District is intended to be viable and vital residential areas by permitting residential uses in a wide variety of densities and locations and promote the continued use and or redevelopment of historically significant buildings and older buildings that contribute to the character of the district.

I-1	Light Industrial
I-2	General Industrial
I-3	Airport Industrial

Industrial Districts

Intent

The “I” Industrial districts are intended to accommodate manufacturing, shipping, and warehousing, distribution, wholesale, and other industrial uses within the City of Rockford the district regulations are intended to promote the economic viability of manufacturing and industrial uses, encourage employment growth, promote development of high-technology centers; and encourage the expansion of shipping, handling, and air cargo facilities in the vicinity of the Rockford Airport.

I-1, Light Industrial/Business Park district is to accommodate low-impact manufacturing, wholesaling, warehousing, and distribution activities that occur within enclosed buildings. The district is intended to promote new industrial development within a “park like” environment.

I-2, General Industrial district is to accommodate moderate-impact manufacturing, wholesaling, warehousing, and distribution uses, including storage and work-related activities that occur outside of enclosed buildings. The I-2 district is intended to accommodate more land-intensive industrial activities than the I-1 district.

I-3, Airport Industrial district is to accommodate businesses and industry that benefit from locations in close proximity to the Chicago/Rockford International Airport (RFD). This includes shipping and distribution facilities, warehousing, cargo handling facilities, and car and truck rental businesses.